

# ***BRIDGESTONE***

## MOTORCYCLE & SCOOTER TIRE 2018



Bridgestone – applying cutting-edge technologies to



enhance the joy of riding for riders all over the world.



# Bridgestone knows The world's roads, the world's riders— and what they love.

The scenery that waits for you round the next corner.

The view ahead at 300km/h during the race.

The roads ready for you to discover  
at the other end of that long straight.

We know these.

We pursue cutting-edge technology in some of the most  
demanding races in the world. That sense of the rider's  
excitement is what is important to us.

Riders cruising down smooth highways,  
riders pushing on over rutted gravel tracks,  
riders passing along paved European streets and threading  
their way over Alpine switchbacks—we support every one of  
them by working all our technologies into development of tires.

We deliver the joy of riding and confidence to  
all the world's riders.

Your Journey, Our Passion.

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BATTLAX Line Up

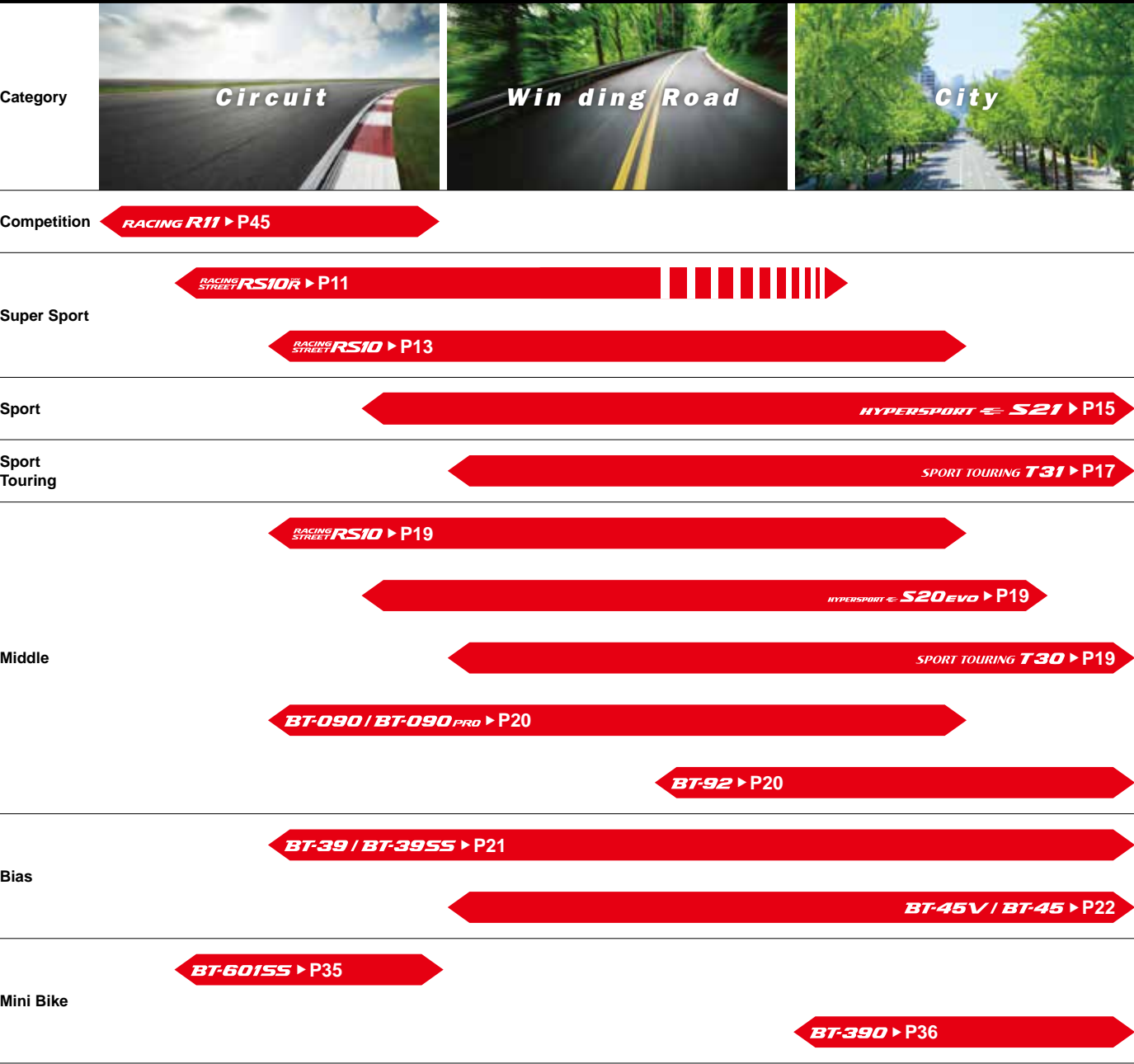


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Products Line Up

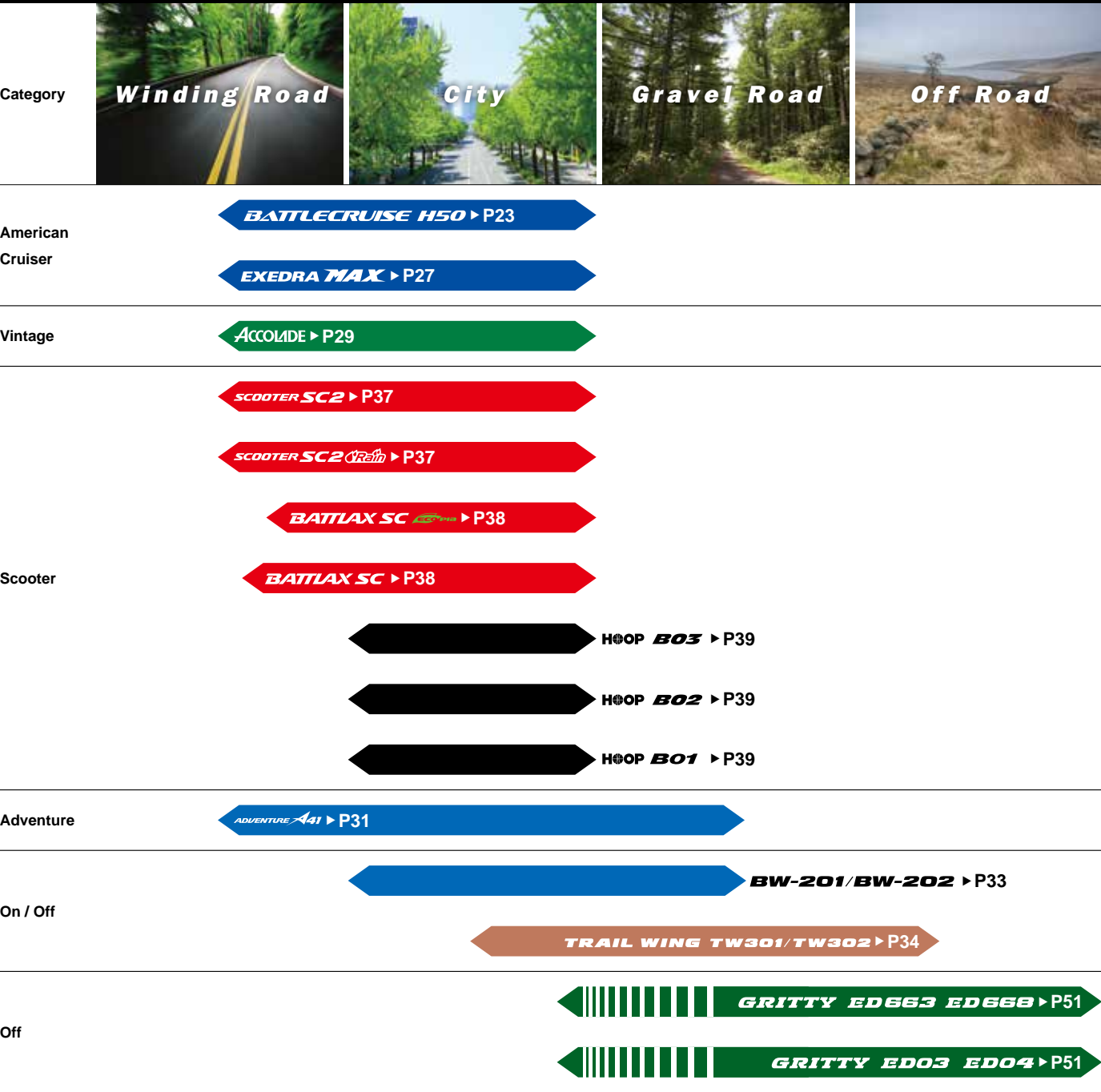


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ULTIMAT EYE™

Bridgestone's proprietary tire development technology for measuring and visualizing tire contact surface behavior during actual riding conditions. Previously, tire development consisted of running simulations, building prototypes and using laboratory measurements as well as actual vehicle tests to verify performance. ULTIMAT EYE™ reproduces high-speed riding conditions in the laboratory that are equivalent to those of an actual vehicle, enabling tire contact surface behavior to be visualized. In addition to the previous actual vehicle tests, this allows high-precision analysis and performance verification with a solid scientific basis. Using technology born to develop tires for the world's most demanding car and motorcycle races, the measurement and analysis equipment can handle speeds of up to 400km/h and lean angles of up to 60 degrees.

■ Previous tire product development workflow



■ Tire product development workflow with ULTIMAT EYE™



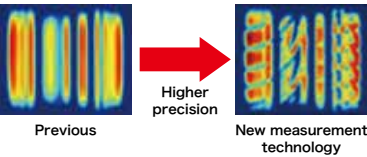
When developing tires, various computer simulations are run. The optimal calculated design is then used to create a prototype.



Bridgestone's proprietary technology allows the dynamic behavior of the tire in actual riding conditions to be reproduced and visualized in order to verify actual performance that cannot be understood through simulations alone.

■ Tire measurement technology for high rotational speed

By developing technology that enables the measurement and visualization of the distribution of tread pattern contact force, it becomes possible to measure the influence at high rotational speeds of small features of the tread pattern that were not previously understood.



GP-BELT



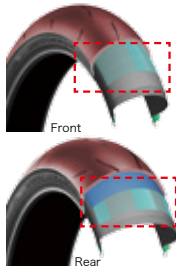
A new belt added to the conventional MS BELT. The pressure has been equalized to the ground surface. By enlarging the ground contact surface area, gripping performance during cornering has been improved. This also contributes to better gripping, reduction in ground contact surface area which causes slipping, and better wear control.



V-MS•BELT



Optimization of the spacing of the MS•BELT cords coiled around the tire's circumference contributes to ideal tire contact properties, as well as enhanced grip and performance.



MS•BELT Mono Spiral Belt



Patent acquired

Lightweight and durable cords are wrapped around the circumference of the tire to provide a smooth grip feeling. This contributes to a high performance tire with ① weight reduction, improvement in ② grip, ③ rotational stability, ④ high speed performance and ⑤ excellent damping effect.

HTSPC High Tensile Super Penetrated Cord



Steel cord material is comprised of individually rubber insulated inner filaments with high thermal conductivity to enhance heat transfer and reduce the risk of blowout. Moisture does not accumulate between filaments, reducing the chance of oxidation. The features promote high speed stability and durability of the tire as a whole. High case rigidity (grip performance) and superior shock absorption have also been achieved by these highly tensile filaments which have strong resistance to deformation.

3LC+CAP&BASE



The CAP&BASE construction divides the shoulder compound of the tire into upper and lower sections. By using a high grip compound for the upper section of the shoulder, and a high stability abrasion resistant compound for the lower and central sections, provides combination of both performance and mileage.



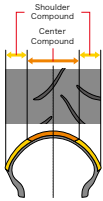


3LC 3 Layer Compound



3 Layer Compound

3LC (3 Layer Compound) technology. The shoulder compound provides excellent cornering grip. The center compound offers linear handling.  
※ The name has been changed from "SPORT SACT"



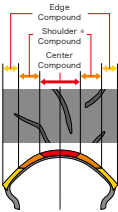
5LC 5 Layer Compound



5 Layer Compound

Patent acquired

5LC (5 Layer Compound) technology. High grip performance has been achieved for every sports racing scene. The edge compound improves rotational stability during steep banking. The shoulder compound improves cornering power and grip performance in the forward direction. The center compound achieves a smooth feeling from straight runs to lean angles.  
※ The compound with the highest "tensile rigidity in the circumferential direction" is used in the shoulder area, enabling rapid acceleration at a corner exit.



CAP&BASE



The cap tread contains a compound with soft silica, and the base tread contains a compound with medium silica. These are carefully balanced. While ensuring shock absorption, strong grip performance in various temperature conditions is provided while supporting optimum rigidity.

SILICA RICH



Silica Rich Compound ensures high grip performance in low temperature conditions at the early stage of riding and exhibits excellent wet performance.

Antenna rubber is Used

SILICA RICH EX



Performance in wet conditions is improved by greatly increasing the amount of silica compared to conventional SILICA RICH.

Antenna rubber is Used

RC POLYMER for motorcycle



RC POLYMER for motorcycle tire

Polymer improves wear resistance of tires, and silica is effective for wet performance. Although these two compounds are usually not compatible, the potential of both compounds is drastically increased by promoting affinity between them.  
RC POLYMER for motorcycles, developed using Bridgestone's key technology NanoPro-Tech®, contributes to the improvement of wet performance and longer wear life.  
※ NanoPro-Tech® is Bridgestone's key technology which controls the nanostructure of tire materials through molecular design, in order to emphasize the needed characteristics of the material.

SPORT SACT



The center of the tire is equipped with a compound which provides excellent straight line stability, high speed durability and wear resistance. The shoulder area is equipped with a compound which realizes high grip performance. A smooth ride has been achieved by unifying these two compounds through intermolecular coupling at high temperature.  
※ The name has been changed to "3LC (3 Layer Compound)"

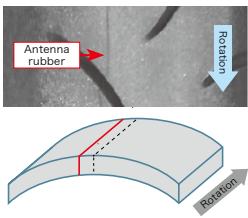
SACT Straight And Cornering Technology



The center area utilizes a compound which specializes in wear resistance, and the shoulder with a compound which specializes in grip performance. By combining these compounds, two conflicting features, "long life durability" and "high grip performance" have been dimensionally fused. The two compounds are unified through intermolecular coupling at high temperature.

●Antenna rubber (mainly used in SILICA RICH and SILICA RICH EX)

Electro-conductivity of the tire rubber containing larger amount of silica is, in general, low. Therefore, static electricity generated by a vehicle during driving is not easily discharged to a road surface. As a solution, rubber having high electro-conductivity (conductive slit) is exposed on a tread surface in a linear shape in order to easily discharge the accumulated static electricity. The rubber of the conductive slit has a different shade of color than the other tread rubbers so that it looks like a stripe on a tread surface. It does not affect the safety and wear life performance.



# BATTLAX RS10R TYPE

The "R" stamp is proof of its racetrack origins  
Only the highest technology honed in the world's most demanding races is used

RS10 TYRE-R maintains the aggressive RS10 tread pattern while adopting a "GP-BELT" construction for the rear tire that draws directly on our experiences in the world's most demanding motorcycle races. This improves sports riding performance still further, offering not only better grip, cornering performance and high-speed stability, but also giving an overwhelming feel of acceleration when driving out of corners.



- Riders who mainly enjoy riding at the track.
- Riders who wish to improve their existing lap record.
- Riders who can properly adjust the vehicle setting and temperature/air pressure of the tire.

## Front RS10 TYPE-R

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.00~3.50

## Rear RS10 TYPE-R

Tire size	TL / TT	Appr. Rim (inch)
180/55ZR17 M/C (73W)	TL	5.50~6.00
190/55ZR17 M/C (75W)	TL	5.50~6.00

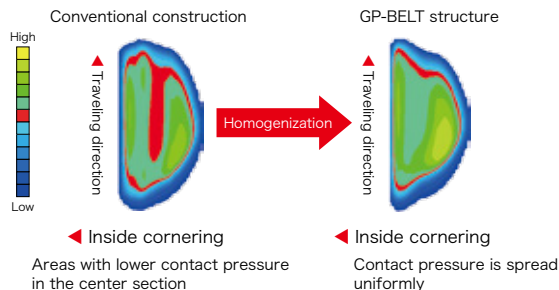


★ All Rear Tires

## "GP-BELT" construction (rear)

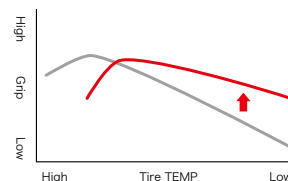
Dominant acceleration when exiting a corner has been achieved

Contact pressure of the tire and road surface at cornering (camber degree 50)



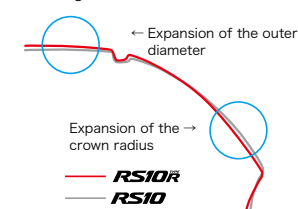
## Tread compound

Improved grip for track use in high temperature regions



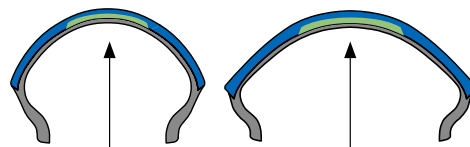
## Optimization of the shape (rear)

Expansion of the contact area at camber and improved stability during cornering

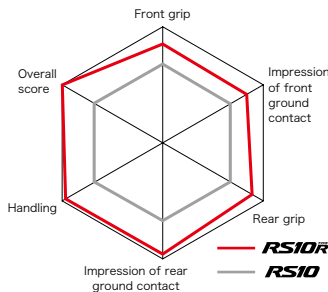


## CAP&BASE tread

Front stability during braking and rear stability during accelerating have been improved



A compound with higher hardness than the upper layer of the tread is inserted in the bottom layer of the tread



## Circuit lap time

**RS10R Shortened 2%**

**RS10**

[Test conditions]  
Test location : Autopolis Circuit, Japan (4,674km),  
June 23, 24, 2014  
Test vehicle : MWS1000RR  
Tire size : 120/70ZR17, 190/55ZR17  
Air pressure : front 230kPa, rear 250kPa  
Rider : Bridgestone Test Rider

## Warning

RS10 TYPE-R is a high performance tire suitable for track racing which may lose flexibility and traction in low ambient temperatures and may result in instability or serious accident. Use care when riding in areas where the ambient temperature or road surface temperature is low or in wet conditions. Use care when first starting out as the tires may not have reached an adequate temperature to optimize grip. Mounting, inflating, operating or impacting the tire under low temperature conditions may cause the tire tread to crack. Never use a tire that has cracks. Riding vehicles which are not properly adjusted or set up may result in instability caused by wobbling (vehicle oscillation) or serious accident.

# BATTLAX RACING STREET RS10

## A pedigree created by the world's best riders

Bridgestone's latest premium high-grip radials that achieve excellent dry handling, grip and stability. The least grooved tread pattern adopts 3D groove shape to improve tread rigidity.

In order to improve tread rigidity, the slick-like tread pattern adopts 3D grooves.

Chosen by the major motorcycle brands as standard fitment on their high-end models. The RACING STREET RS10 has been recognized for its high performance and its combination of stability and controllability, designed to extract every bit of performance from supersports bikes.



### Front RS10

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.00~3.50

### Rear RS10

Tire size	TL / TT	Appr. Rim (inch)
180/55ZR17 M/C (73W)	TL	5.50~6.00
190/50ZR17 M/C (73W)	TL	5.50~6.00
190/55ZR17 M/C (75W)	TL	5.50~6.00
200/55ZR17 M/C (78W)	TL	6.00~6.50

### Front RS10 H-range

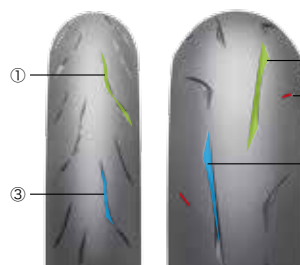
Tire size	TL / TT	Appr. Rim (inch)
110/70R17 M/C 54H	TL	2.75~3.50

### Rear RS10 H-range

Tire size	TL / TT	Appr. Rim (inch)
140/70R17 M/C 66H	TL	3.50~4.50
150/60R17 M/C 66H	TL	4.00~4.50

- Riders who wish to enjoy riding over a wide range from the racing track to the winding road.
- Riders who want sporty and high cornering performance on dry roads.
- Riders who are seeking higher grade dry performance than S20EVO/S20.

### Tread pattern



① The groove is placed along the entering direction at cornering  
⇒ Reinforced block rigidity

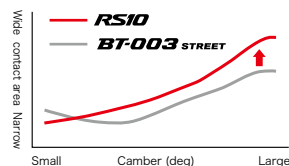
② Tread transformation to create an independent groove  
⇒ Warm up time shortened

③ Reinforced block rigidity due to the 3D groove shape  
⇒ Improved stability when braking and accelerating

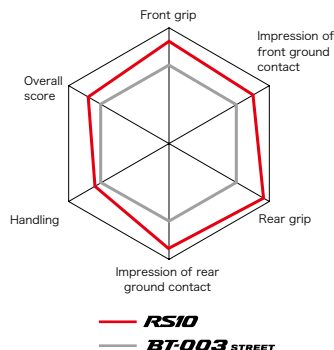
### Optimized tire shape (Rear)

The contact area when vehicle leaned is maximized by increasing the crown radius, so that the stability during cornering is improved.

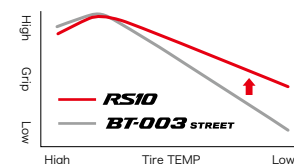
### Change in the contact area



The contact area at camber is maximized to improve stability during cornering.



### A compound characteristic



Grip in high temperature is improved over to the previous compound.

### Pattern rigidity

#### Front

RS10	6% improvement
BT-003 STREET	

#### Rear

RS10	16% improvement
BT-003 STREET	

### Circuit lap time

RS10	Shortened 1%
BT-003 STREET	

[Test conditions]  
Test location: Autopolis Circuit, Japan (4.674km), June 23, 24, 2014  
Test vehicle: BMW S1000RR  
Tire size: 120/70ZR17, 190/55ZR17  
Air pressure: front 230kPa, rear 250kPa  
Rider: Bridgestone Test Rider



- ★1 All rear tire (Except "H-range" tires)
- ★2 All "H-range" tires, 120/70ZR17M/C



# BATTLAX HYPERSPORT S21

Your favorite corner will look completely different

The S20 EVO loved by so many riders has evolved again. Due to its superior agility, the S21's ease of handling and the contact feel when cornering surpass even that of the S20 EVO. The rear tire was developed with Bridgestone's new ULTIMAT EYE™ technology, while the new compound succeeds in generating better traction and while improving abrasion resistance for longer life. This marks the birth of a new premium sports radial, one that brings out the best in machine performance in pursuit of the joy of riding.



## Front S21

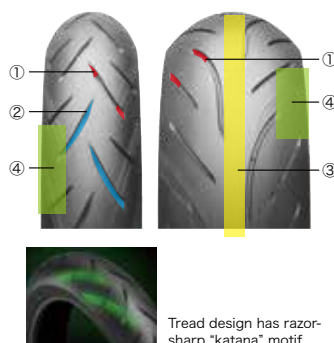
Tire size	TL / TT	Appr. Rim (inch)
130/70ZR16 M/C (61W)	TL	3.50~4.00
110/70ZR17 M/C (54W)	TL	2.75~3.50
120/60ZR17 M/C (55W)	TL	3.00~3.50
120/70ZR17 M/C (58W)	TL	3.00~3.50

## Rear S21

Tire size	TL / TT	Appr. Rim (inch)
150/60ZR17 M/C (66W)	TL	4.00~4.50
160/60ZR17 M/C (69W)	TL	4.50~5.00
180/55ZR17 M/C (73W)	TL	5.50~6.00
190/50ZR17 M/C (73W)	TL	5.50~6.00
190/55ZR17 M/C (75W)	TL	5.50~6.00
200/55ZR17 M/C (78W)	TL	6.00~6.50

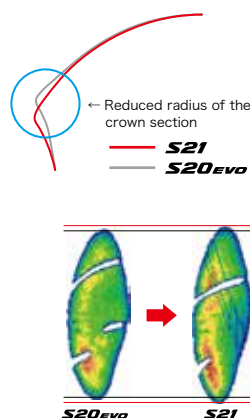
- Riders who mostly enjoy sports riding.
- Riders of supersports motorcycles who want a combination of performance in the wet and long life.
- Riders who are thinking of starting riding on the racetrack.

## Pattern design



Tread design has razor-sharp "katana" motif.

## Changing contact patch length through changing shape



## ULTIMAT EYE™

Bridgestone's proprietary tire development technology for measuring and visualizing tire contact surface behavior during actual riding conditions. Previously, tire development consisted of running simulations, building prototypes and using laboratory measurements as well as actual vehicle tests to verify performance. ULTIMAT EYE™ reproduces highspeed riding conditions in the laboratory that are equivalent to those of an actual vehicle, enabling tire contact surface behavior to be visualized. In addition to the previous actual vehicle tests, this allows high-precision analysis and performance verification with a solid scientific basis. The measurement and analysis equipment can handlespeeds of up to 400km/h and lean angles of up to 60 degrees.

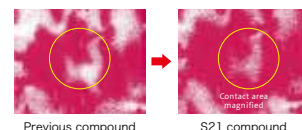


- ① 3D shape of the groove tip improves tread rigidity and corner grip.
- ② Lug grooves that go over the tire centerline optimize the rigidity of the central part of the tire, leading to better road surface feel and improved agility.
- ③ Tire life is improved and slip is controlled by the addition of rib blocks to the central part of the rear tire (ULTIMAT EYE™).
- ④ The slick-like alignment of grooves on the shoulder area yields major increases in contact area and heightened corner grip.

## Contact patch



## Actual contact pressure and area



## Design for rear tire

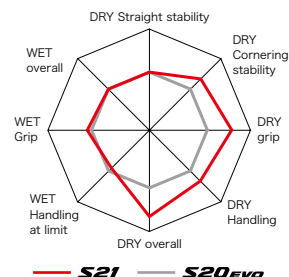


## Wear life

**S21** Approx. 30% increase\*

**S20evo**

\* Based on test results carried out to internal company standards. This is strictly a test figure and will vary depending on riding style.



★1 All front tire and rear tires (150/60ZR17M/C and 160/60ZR17M/C) ★2 All rear tires (except 150/60ZR17M/C, 160/60ZR17M/C) ★3 All front and rear tire (except 130/70ZR16M/C) ★4 Front tire only ★5 Rear tire only

# BATTLAX

## SPORT TOURING T31

A significant improvements in wet performance leads to a feeling of safety  
The ideal sports touring radial, able to cope with a wide variety of riding conditions

Provides confidence in riding even in adverse conditions such as rain or changing road surfaces. The wet performance of the SPORT TOURING T31 has been greatly improved. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip give the rider increased confidence. Naturally, the tire also offers handling accuracy and high-speed stability on dry road surfaces. The ideal sports radial, capable of coping with the wide range of conditions that confront riders over a variety of road surfaces.



### Front T31

	Tire size	TL/TT	Appr. Rim (inch)
FRONT	110/70ZR17 M/C (54W)	TL	2.75~3.50
FRONT	120/60ZR17 M/C (55W)	TL	3.00~3.50
FRONT	120/70ZR17 M/C (58W)	TL	3.00~3.50
FRONT	110/80 R18 M/C 58V	TL	2.50~3.00
FRONT	110/80ZR18 M/C (58W)	TL	2.50~3.00
FRONT	120/70ZR18 M/C (59W)	TL	3.00~3.50
FRONT	110/80ZR19 M/C (59W)	TL	2.50~3.00
FRONT	120/70ZR19 M/C (60W)	TL	3.00~3.75

### Front T31 GT specs\*

	Tire size	TL/TT	Appr. Rim (inch)
FRONT	120/70ZR17 M/C (58W)	TL	3.00~3.50
FRONT	120/70ZR18 M/C (59W)	TL	3.00~3.50

### Rear T31

	Tire size	TL/TT	Appr. Rim (inch)
REAR	150/70ZR17 M/C (69W)	TL	4.00~4.50
REAR	160/60ZR17 M/C (69W)	TL	4.50~5.00
REAR	160/70ZR17 M/C (73W)	TL	4.50~5.00
REAR	170/60ZR17 M/C (72W)	TL	4.50~5.50
REAR	180/55ZR17 M/C (73W)	TL	5.50~6.00
REAR	190/50ZR17 M/C (73W)	TL	5.50~6.00
REAR	190/55ZR17 M/C (75W)	TL	5.50~6.00
REAR	140/70 R18 M/C 67V	TL	4.00~4.50
REAR	160/60ZR18 M/C (70W)	TL	4.50~5.00

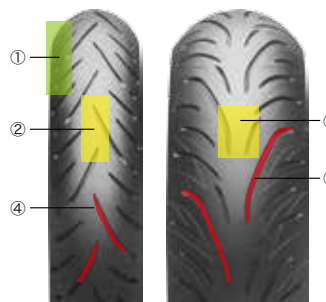
### Rear T31 GT specs\*

	Tire size	TL/TT	Appr. Rim (inch)
REAR	170/60ZR17 M/C (72W)	TL	4.50~5.50
REAR	180/55ZR17 M/C (73W)	TL	5.50~6.00
REAR	190/55ZR17 M/C (75W)	TL	5.50~6.00

\* GT spec provides good handling and stability for heavy vehicles.

- Riders who enjoy riding on winding road with a touring motorcycle.
- Riders who enjoy riding a supersports bike with touring tires.
- Riders who want high performance in wet conditions.
- Riders who want to ride safely even when caught in unexpected rainfall.

### A pattern design that achieves improved performance in the dry and the wet

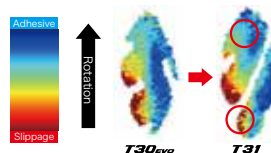


- ① Increased proportion of grooves on the shoulder section gives better drainage and thus improved cornering performance in wet conditions.
- ② By reducing groove ratio on center part of the tread with increased block rigidity, shorter braking distance was achieved in wet condition.
- ③ Optimized angle for main grooves on middle part. Enlarged contact area gives higher camber thrust to enhance handling in dry condition.
- ④ High angle groove placement on tread center part. Higher tread rigidity leads to a better handling response in dry condition.

### Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage within the contact area, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving steering stability on both dry and wet road surfaces.

### Analysis of front tire contact properties

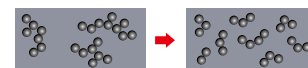


Increased adhesion area in forward contact patch. Reduced slippage in rear contact patch. Improved wet grip when cornering. Improved response in the dry.

### Newly developed compound (front)

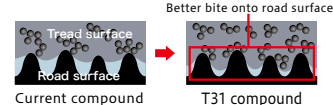
In this newly developed compound the distribution of silica has been improved at the molecular level, leading to enhanced rubber flexibility and resulting in better bite onto the road surface at loaded situation. Grip in low-temperature regions has also been improved, and grip performance is high even on slippery and wet surfaces.

### Unloaded status



Improved rubber flexibility at the molecular level

### Loaded status



- ★ 1 Rear
- ★ 2 Front

BATLAX H-range series

BATLAX RACING STREET RS10



Front RS10

Tire size	TL/TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	2.75~3.50

Rear RS10

Tire size	TL/TT	Appr. Rim (inch)
140/70 R17 M/C 66H	TL	3.50~4.50
150/60 R17 M/C 66H	TL	4.00~4.50

BATLAX HYPERSPORT S20EVO



Front S20 EVO

Tire size	TL/TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	2.75~3.50

Rear S20 EVO

Tire size	TL/TT	Appr. Rim (inch)
140/70 R17 M/C 66H	TL	3.50~4.50
150/60 R17 M/C 66H	TL	4.00~4.50

BATLAX SPORT TOURING T30



Front T30

Tire size	TL/TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	2.75~3.50
120/60 R17 M/C 55H	TL	3.00~3.50

Rear T30

Tire size	TL/TT	Appr. Rim (inch)
150/60 R17 M/C 66H	TL	4.00~4.50
160/60 R17 M/C 69H	TL	4.50~5.00

BATLAX HYPERSPORT S20EVO/S20



Front S20 EVO

Tire size	TL/TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.00~3.50

Rear S20

Tire size	TL/TT	Appr. Rim (inch)
170/60ZR17 M/C (72W)	TL	4.50~5.50
200/50ZR17 M/C (75W)	TL	6.00~6.50

BATLAX BT-090 / BT-090PRO



Front BT-090

Tire size	TL/TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TT	2.75~3.50
120/60 R17 M/C 55H	TL	3.00~3.50

Rear BT-090 PRO

Tire size	TL/TT	Appr. Rim (inch)
140/70 R17 M/C 66H	TT	3.50~4.50
160/60 R17 M/C 69H	TL	4.50~5.00
150/60 R18 M/C 67H	TL	4.00~4.50

BATLAX BT-92



Front BT-92

Tire size	TL/TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	2.75~3.50
120/60 R17 M/C 55H	TL	3.00~3.50
120/70 R17 M/C 58H	TL	3.00~3.50

Rear BT-92

Tire size	TL/TT	Appr. Rim (inch)
140/60 R17 M/C 63H	TL	3.50~4.50
140/70 R17 M/C 66H	TL	3.50~4.50
150/60 R17 M/C 66H	TL	4.00~4.50
160/60 R17 M/C 69H	TL	4.50~5.00
140/60 R18 M/C 64H	TL	3.50~4.50
150/60 R18 M/C 67H	TL	4.00~4.50

BATLAX HYPERSPORT BT-016PRO



Front BT-016 PRO

Tire size	TL/TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.00~3.50
110/80ZR18 M/C (58W)	TL	2.50~3.00

Rear BT-016 PRO

Tire size	TL/TT	Appr. Rim (inch)
150/70ZR18 M/C (70W)	TL	4.00~4.50
160/60ZR18 M/C (70W)	TL	4.50~5.00



BATTLAX BT-39 / BT-39SS

De facto sport bias standard!  
With sport and comfort



"BT-39" and "BT-39SS" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy sport riding. (BT-39)
- Riders who put priority on dry grip for sports riding on circuits, and/or who compete in Sport Production Racing. (BT-39SS)
- Both dry and wet grip performances have been drastically improved by using a silica-composite compound.
- Slick-like pattern provides high-level dry grip performance. Both dry and wet performances have been achieved through negative control which ensures negative ratio during shallow banking.
- Optimized rigidity balances the front and rear tires, producing balanced high performance, easy use and comfortable ride.

Front BT-39

Tire size	TL / TT	Appr. Rim (inch)
100/90-16 M/C 54H	TL	2.15~2.75
100/80-17 M/C 52H	TL	1.85~2.75
110/70-17 M/C 54H	TL	2.75~3.50
110/80-17 M/C 57H	TL	2.15~3.00

Rear BT-39

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TL	2.50~3.50
120/80-17 M/C 61H	TL	2.15~3.00
130/70-17 M/C 62H	TL	3.00~4.00
140/70-17 M/C 66H	TL	3.50~4.50
150/70-17 M/C 69H	TL	3.50~4.50
140/70-18 M/C 67H	TL	3.50~4.50

Front BT-39SS

Tire size	TL / TT	Appr. Rim (inch)
80/90-16 M/C 43S	TL	1.60~2.15
80/90-17 M/C 44S	TL	1.60~2.15
※ 90/80-17 M/C 46S	TT	1.85~2.50
90/80-17 M/C 46S	TL	1.85~2.50
100/80-17 M/C 52S	TL	1.85~2.75

Rear BT-39SS

Tire size	TL / TT	Appr. Rim (inch)
90/90-17 M/C 49S	TL	1.85~2.50
100/80-17 M/C 52S	TL	1.85~2.75
120/80-17 M/C 61S	TL	2.15~3.00
100/90-18 M/C 56S	TL	1.85~2.75

Not for use on public roads: Since these tires are for racing purpose only.

※ 2.50-18 45L TT 1.40~1.60

※ Usable for both front and rear tires.

BATTLAX BT-45V / BT-45

The definitive touring bias tire. A proud best seller with total high performance to meet the needs of the user



"BT-45V" and "BT-45" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy all around riding, over a wide range from town use to long touring and winding roads.
- Sport SACT is used for the rear tire. Features high grip performance for fun winding road running, and durability which shows its real value in long touring. The harmony of these features matches sport riding, and also are strong allies for touring enthusiasts.
- Realizes soft and stable riding feel even with bias tires. Reduces rider fatigue while riding over rough roads or long touring.

Front BT-45V

Tire size	TL / TT	Appr. Rim (inch)
110/90-16 M/C 59V	TL	2.15~3.00
120/80-16 M/C 60V	TL	2.50~3.00
110/80-17 M/C 57V	TL	2.15~3.00
100/90-18 M/C 56V	TL	1.85~2.75
110/80-18 M/C 58V	TL	2.15~3.00
110/90-18 M/C 61V	TL	2.15~3.00
100/90-19 M/C 57V	TL	1.85~2.75

Rear BT-45V

Tire size	TL / TT	Appr. Rim (inch)
※ 130/90-16 M/C 67V	TL	2.50~3.50
150/80-16 M/C 71V	TL	3.00~4.00
120/90-17 M/C 64V	TL	2.15~3.00
130/90-17 M/C 68V	TL	2.50~3.50
140/80-17 M/C 69V	TL	2.75~3.50
150/70-17 M/C 69V	TL	3.50~4.50
120/90-18 M/C 65V	TL	2.15~3.00
130/80-18 M/C 66V	TL	2.50~3.50
140/70-18 M/C 67V	TL	3.50~4.50
150/70-18 M/C 70V	TL	3.50~4.50

※ Note: For rear installation on a Harley Davidson XL1200S (sportster, sport), there may not be enough clearance.

Front BT-45

Tire size	TL / TT	Appr. Rim (inch)
100/90-16 M/C 54H	TL	2.15~2.75
100/80-17 M/C 52H	TL	1.85~2.75
110/70-17 M/C 54H	TL	2.75~3.50
110/80-17 M/C 57H	TL	2.15~3.00
120/70-17 M/C 58H	TL	3.00~3.50
3.50-18 56H	TT	1.85~2.50
90/90-18 M/C 51H	TL	1.85~2.50
100/80-18 M/C 53H	TL	1.85~2.75
100/90-18 M/C 56H	TL	1.85~2.75
3.25-19 54H	TL	1.85~2.50
100/90-19 M/C 57H	TT	1.85~2.75
90/90-21 M/C 54H	TL	1.85~2.50

Rear BT-45

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TL	2.50~3.50
110/90-17 M/C 60H	TL	2.15~3.00
120/80-17 M/C 61H	TL	2.15~3.00
130/70-17 M/C 62H	TL	3.00~4.00
130/80-17 M/C 65H	TT	2.50~3.50
130/80-17 M/C 65H	TL	2.50~3.50
140/70-17 M/C 66H	TL	3.50~4.50
150/70-17 M/C 69H	TL	3.50~4.50
4.00-18 64H	TT	2.15~3.00
4.00-18 64H	TL	2.15~3.00
110/80-18 M/C 58H	TL	2.15~3.00
110/90-18 M/C 61H	TL	2.15~3.00
120/80-18 M/C 62H	TL	2.15~3.00
130/70-18 M/C 63H	TL	3.00~4.00
140/70-18 M/C 67H	TL	3.50~4.50
150/70-18 M/C 70H	TL	3.50~4.50



★ Rear tire only



BATTLECRUISE H50

The BATTLECRUISE H50 : The comfort in cruising on American V-Twins, made available with the introduction of additional size line up, broadening the world of American riding

Cruising in relaxed style on big displacement American cruisers. This is where the BATTLECRUISE H50 promises to lead you. "Long Life", "Smooth Handling" and "Comfort Riding" are the key features that H50 offers. The rear tire can claim a long life as much as 2.7 times of the EXEDRA MAX. Its handling capabilities allow even bikes of nearly 300kg to turn smoothly at both low and high speeds, minimizing fall-in characteristics in turns. By reducing the transmissions of vibration of V-Twins, it provides a comfortable ride and helps to prevent fatigue, even when touring over long distances. With the BATTLECRUISE H50, designed specially for big-displacement American cruisers, we want you to savor the laid-back cruising of the V-Twin.



- Riders with American OEM cruisers.
- Riders wanting smooth control of heavier American cruisers.
- Riders who enjoy long-distance touring, high-speed cruising on cruisers.



Front BATTLECRUISE H50

	Tire size	TL / TT	Appr. Rim (inch)	
	130/90 B16 M/C 67H	TL	2.50~3.50	※1
	130/90 B16 M/C 73H RFD	TL	2.50~3.50	※1
	100/80 -17 M/C 52H	TL	2.15~2.75	※1-3
NEW	130/80 B17 M/C 65H	TL	2.50~3.50	
NEW	140/75 R17 M/C 67V	TL	3.50~4.25	
NEW	120/70 ZR18 M/C (59W)	TL	3.50~3.75	
NEW	130/70 B18 M/C 63H	TL	3.00~4.00	
	100/90 B19 M/C 57H	TL	2.15~2.75	※1
NEW	120/70 ZR19 M/C (60W)	TL	3.00~3.75	
NEW	130/60 B19 M/C 61H	TL	3.00~4.00	
	80/90 -21 M/C 54H RFD	TL	1.60~2.15	※1
NEW	130/60 B21 M/C 63H	TL	3.00~4.00	※2

Rear BATTLECRUISE H50

	Tire size	TL / TT	Appr. Rim (inch)	
NEW	140/75 R15 M/C 65H	TL	3.50~4.25	※3
	130/90 B16 M/C 73H RFD	TL	2.50~3.50	※1
	140/90 B16 M/C 77H RFD	TL	2.75~3.75	※1
	150/80 B16 M/C 77H RFD	TL	3.00~4.25	※1
NEW	180/65 B16 M/C 81H RFD	TL	4.25~5.50	※1
NEW	180/70 B16 M/C 77H	TL	4.25~5.50	
NEW	150/60 ZR17 M/C (66W)	TL	4.00~4.50	
	160/70 B17 M/C 73V	TL	3.75~5.00	※1
NEW	180/60 B17 M/C 75V	TL	4.25~5.50	※1
NEW	200/55 R17 M/C 78V	TL	6.00~6.50	
NEW	180/55 B18 M/C 80H RFD	TL	5.00~6.00	
NEW	240/40 R18 M/C 79V	TL	8.00~9.00	

※ 1 Only for tires with "USE ON TUBE TIRE RIM" stamped on the sidewall of the tire, tubeless tires may be fitted with a tube for use on tubed rims. ※ 2 Scheduled for launch in July 2018  
※ 3 Scheduled for launch in November 2018 ★ Do not use with MTM rims, CM contour rims or WM rims manufactured before 1977.

ON ROAD RADIAL

ON ROAD BIAS

AMERICAN CRUISER

VINTAGE

ON/OFF

MINI BIKE & SCOOTER

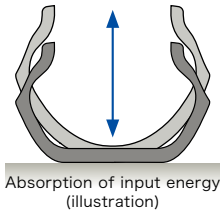
COMPETITION



BATTLECRUISE H50

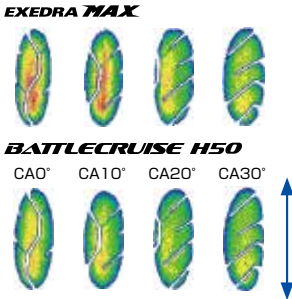
Comfort with less fatigue

By optimizing rigidity distribution (vertical spring rate), the front tire absorbs energy inputs from the road surface while maintaining rigidity, reducing vibration through the handlebars. Imperfections on the road surface are well damped. You will realize a real comfort touring with reduced fatigue even at long-distance cruising.

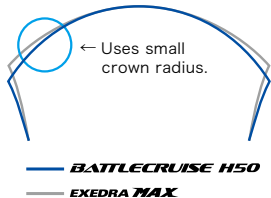


Smooth handling

Using ULTIMAT EYE™, the contact properties were analyzed to optimize the tire shape and structure accordingly. This resulted in the generation of significant camber thrust, improving cornering grip and enhancing handling performance. The large and uniform contact properties secures high stability in any lean angle. Even on heavy machines that do not turn in quickly, control becomes easier and more enjoyable for the rider.



Optimization of the shape (Front)



Compatibility Chart :  
Alpha-Numeric Size ⇄ Metric Size

Alpha-Numeric size	Metric size
MH90	80/90
MT90	130/90
MU90	140/90
MU85	140/90

Significant improvement on wear life

BATTLECRUISE H50	EXEDRA MAX
Front	Front
Rear	Rear
Rear	Rear

Rear    Rear-tire wear life: 2.7 times longer

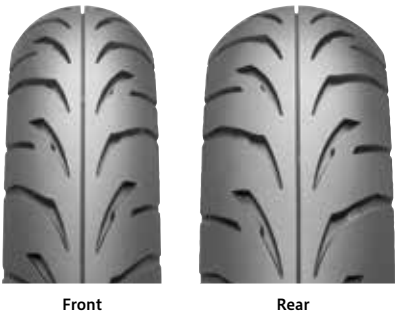
Test location: General public roads in the U.S. / Test vehicle: Heritage Softail Classic / Tire size: Fr) 130/90B16M/C, Rr) 150/80B16M/C / Rim width: Fr) 3.00×16M/C, Rr) 3.00×16M/C / Air pressure: Fr) 250kPa, Rr) 280kPa

Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLECRUISE H50 tires marked "TUBELESS" are basically for use on tubeless rims, but only for the tires stamped "USE TUBE ON TUBE TYPE RIM" on the sidewall, an appropriate tube can be inserted to allow use on tube type rims. ※ BATTLECRUISE H50 tires that do not have "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. These must be used on tubeless wheels.



BATTLAX BT-39 Sport tires for American models  
BATTLAX BT-39 for American models



Front BT-39	Tire size	TL / TT	Appr. Rim (inch)
	100/90-19 M/C 57H	TL	1.85~2.75

Rear BT-39	Tire size	TL / TT	Appr. Rim (inch)
	130/90-16 M/C 73H	TL	2.50~3.50

Tires for American Cruiser Model

**EXEDRA MAX**

Cool and dignified cruising with the superior EXEDRA MAX

- The latest pattern design and proven technology are used so sophisticated cruisers can show excellent inherent performances.
- Optimum crown pattern/structure for cruisers is used. Excellent straight line stability and controllability are achieved even when riding a heavy vehicle with tandem.
- Optimum compound and structure/pattern design for cruisers are used. Excellent dry and wet grip performances, as well as long wear life, have been achieved.

Radial tire



Front

Rear

Front EXEDRA MAX (Radial tire)

Tire size	TL / TT	Appr. Rim (inch)
150/80 R16 M/C 71V	TL	3.50~4.00
130/70ZR17 M/C (62W)	TL	3.50~4.00
120/70ZR18 M/C (59W)	TL	3.00~3.50
130/70ZR18 M/C (63W)	TL	3.50~4.00
120/70ZR19 M/C (60W)	TL	3.00~3.50

Rear EXEDRA MAX (Radial tire)

Tire size	TL / TT	Appr. Rim (inch)
180/70 R16 M/C 77V	TL	5.00~5.50
200/60 R16 M/C 79V	TL	5.50~6.25
240/55 R16 M/C 86V	TL	7.00~8.00
170/60ZR17 M/C (72W)	TL	5.00~5.50
190/60 R17 M/C 78V	TL	5.00~6.00
200/50ZR17 M/C (75W)	TL	6.00~6.50

Bias tire



Front

Rear

Front EXEDRA MAX (Bias tire)

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TT	2.50~3.50
130/90-16 M/C 67H	TL	2.50~3.50
130/90B16 M/C 67H	TL	2.50~3.50
150/80-16 M/C 71H	TL	3.00~4.00
120/90-17 M/C 64H	TT	2.15~3.00
120/90-17 M/C 64H	TL	2.15~3.00
110/90-18 M/C 61H	TT	2.15~3.00
110/90-18 M/C 61H	TL	2.15~3.00
100/90-19 M/C 57H	TT	1.85~2.75
100/90-19 M/C 57H	TL	1.85~2.75
110/90-19 M/C 62H	TT	2.15~3.00
110/90-19 M/C 62H	TL	2.15~3.00
80/90 -21 M/C 48H	TT	1.60~2.15
80/90 -21 M/C 48H	TL	1.85~2.15
90/90 -21 M/C 54H	TT	1.85~2.50
90/90 -21 M/C 54H	TL	1.85~2.50

Rear EXEDRA MAX (Bias tire)

Tire size	TL / TT	Appr. Rim (inch)
130/90-15 M/C 66S	TT	2.50~3.50
130/90-15 M/C 66S	TL	2.50~3.50
140/90-15 M/C 70H	TT	2.75~3.50
140/90-15 M/C 70H	TL	2.75~3.50
150/80-15 M/C 70H	TT	3.00~4.00
150/80-15 M/C 70H	TL	3.00~4.00
150/90B15 M/C 74V	TL	3.00~4.00
160/80-15 M/C 74S	TT	3.50~4.50
160/80-15 M/C 74S	TL	3.50~4.50
170/80B15 M/C 77H	TL	3.50~4.50
180/70-15 M/C 76H	TL	4.50~5.50
150/80B16 M/C 71H	TT	3.00~4.00
150/80B16 M/C 71H	TL	3.00~4.00
170/70B16 M/C 75H	TL	4.00~5.00

Custom-made traditional motorcycle gear with high performance

# ACCOLIDE

Custom-made, one-of-a-kind tires  
Enjoy riding on tires with a pattern that gives  
the impression of a classical motorcycle, while  
achieving high performance

Recommended for:

- Riders who want the traditional appearance of a vintage motorcycle  
and tires with high grip performance.

## AC•01



Front

## AC•02



Rear

### Front AC•01

Tire size		TL / TT	Appr. Rim (inch)
2.50 -18	40L	TT	1.40~1.60
3.50 -18	56H	TT	1.85~2.50
90/90-18	M/C 51P	TT	1.85~2.50
90/90-18	M/C 51H	TT	1.85~2.50
3.50 H19	57H	TT	1.85~2.50

### Rear AC•02

Tire size		TL / TT	Appr. Rim (inch)
110/90-17	M/C 60P	TT	2.15~3.00
110/90-17	M/C 60H	TT	2.15~3.00
2.50 -18	40L	TT	1.40~1.60
4.00 H18	64H	TT	2.15~3.00
110/90-18	M/C 61H	TT	2.15~3.00

## AC•03



Front

## AC•04



Rear

### Front AC•03

Tire size		TL / TT	Appr. Rim (inch)
100/90-18	M/C 56H	TT	1.85~2.75
100/90-19	M/C 57H	TT	1.85~2.75

### Rear AC•04

Tire size		TL / TT	Appr. Rim (inch)
130/80-18	M/C 66H	TT	2.50~3.50

ON / OFF





# NEW **BATTLAX ADVENTURE A41**

An Adventure Type tire that has evolved in all aspects to offer outstanding straight-line stability and performance in the wet, in addition to satisfactory wear life

While preserving long tire life, the ADVENTURE A41 achieves the conflicting objectives of performance in the wet, stability in the dry and improved handling. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip make for more confident riding even on rainy days. This is a next-generation adventure tire that allows riders to extract even more enjoyment from the unique riding that only an adventure bike can offer, whether it be long-distance touring, highway cruising or riding on unpaved roads.



## Front **ADVENTURE A41**

FROM REVERSE SIDE

	Tire size	TL / TT	Appr. Rim (inch)	
※2	120/70 R15 M/C 56V	TL	3.50~3.50	
※2	120/70 ZR17 M/C (58W)	TL	3.00~3.50	
※2	110/80 R18 M/C 58H	TL	2.50~3.00	
※1	100/90 -19 M/C 57V	TL	2.15~2.75	
※1	110/80 R19 M/C 59V	TL	2.50~3.00	
※1	120/70 R19 M/C 60V	TL	3.00~3.75	
※1	120/70 ZR19 M/C 60W	TL	3.00~3.75	
※3	90/90 -21 M/C 54H	TT	1.85~2.50	
※1	90/90 V21 M/C (54V)	TL	1.85~2.50	

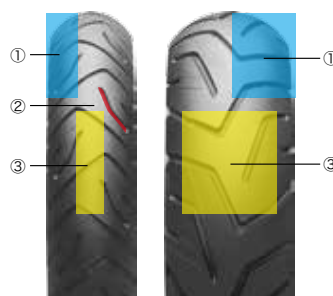
## Rear **ADVENTURE A41**

Tire size		TL / TT	Appr. Rim (inch)	
130/80 R17 M/C 65H	TL	2.50~3.50		※1
140/80 R17 M/C 69V	TL	3.50~3.75		※1
150/70 R17 M/C 69V	TL	4.00~4.50		※1
160/60 ZR17 M/C (69W)	TL	4.50~5.00		
170/60 R17 M/C 72V	TL	4.50~5.50		
170/60 ZR17 M/C 72W	TL	4.50~5.50		
180/55 ZR17 M/C (73W)	TL	5.50~6.00		
190/55 R17 M/C 75V	TL	5.50~6.00		※2
190/55 ZR17 M/C (75W)	TL	5.50~6.00		
150/70 R18 M/C 70H	TT	4.00~4.50		※3
150/70 ZR18 M/C 70W	TL	4.00~4.50		

※ 1 Only for tires with "USE ON TUBE TIRE RIM" stamped on the sidewall of the tire, tubeless tires may be fitted with a tube for use on tubed rims. ※ 2 For Yamaha NIKEN 18MY ※ 3 For Honda CLF1000L (Africa Twin) 18MY ★ Do not use with MTM rims, CM contour rims or WM rims manufactured before 1977.

- Riders who have adventure motorcycles, and enjoy on-road touring.
- Riders who want high wet performance and long wear life.

### ■ A pattern design that achieves improved performance both in the dry and the wet



- ① Increase groove ratio at shoulder part. Improved water drainage enhances performance in wet condition
- ② High-angled grooves are distributed over the shoulder section. Increased contact area and more uniform distribution of contact pressure result in improved wet grip when cornering.
- ③ Reduced proportion of grooves in the central section of the tread increases block rigidity, resulting in shorter braking distances in wet conditions as well as improved straight-line stability.

### ■ Multi-compound tread

The front tire uses a 3LC tread construction. Through the appropriate distribution of compounds optimized for grip performance and wear resistance, the tire achieves the twin objectives of superior handling and mileage. The rear tire uses the new 3LC+Cap&Base construction. The upper section of the shoulder uses a compound with a softer type of silica, while the compound adopted for the lower section uses a medium-hard type of silica. This results in improved stability when cornering.

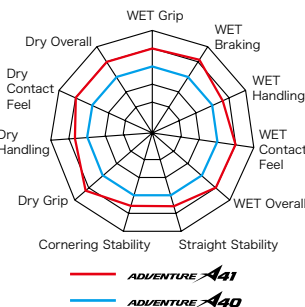


### ■ Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage when accelerating, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving handling stability on both dry and wet road surfaces.



### ■ Performance score comparison



### ■ Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURE A41 tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.

※ BATTLAX ADVENTURE A41 tires that do not have "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, and that are instead marked only with "TUBELESS," must never be fitted to tubed rims, even with a tube inserted. These must be used on tubeless wheels.



★ 1 Rear ★ 2 Front (except for 90/90V21, 100/90-19, 120/70ZR17, 110/80R18)

Performance for both city and highway riding

**BATTLE WING**  
**BW-201 / BW-202**

Exclusive pattern for on-road use of  
off-road vehicles

on-road  
use



Front

Rear

**Front BW-201**

Tire size	TL / TT	Appr. Rim (inch)
2.75-21 45P	TT	1.40~1.85
3.00-21 51P	TT	1.60~2.15

**Rear BW-202**

Tire size	TL / TT	Appr. Rim (inch)
4.10-18 59P	TT	1.85~2.50
4.60-18 63P	TT	2.15~2.75
120/80-18 M/C 62P	TL	2.50~3.00

※ Similar to other sizes, please fit the tires following the rotation direction marks. The serial number and position of the light spot (yellow spot) mark are opposite to those of normal tires.



Looking for adventure

**TRAIL WING**  
**TW301 / TW302**

TRAIL WING supports both on and off the road

on-road  
use



Front

Rear



**Front TW301**

Tire size	TL / TT	Appr. Rim (inch)
2.75-21 45P	TT	1.40~1.85
3.00-21 51P	TT	1.60~2.15
80/100-21 M/C 51P	TT	1.60~2.15
90/90-21 M/C 54S	TT	1.85~2.50

**Rear TW302**

Tire size	TL / TT	Appr. Rim (inch)
4.60-17 62P	TT	2.15~2.75
4.10-18 59P	TT	1.85~2.50
4.60-18 63P	TT	2.15~2.75
120/80-18 M/C 62P	TT	2.15~3.00
120/80-18 M/C 62P	TT	2.15~3.00
120/80-18 M/C 62P	TL	2.15~3.00
130/80-18 M/C 66S	TT	2.50~3.50





BATTLAX BT-601SS

“LIGHT-SPORT” BT-601SS  
Dedicated to win mini bike races



Front BT-601SS

Tire size	TL / TT	Compound	Appr. Rim (inch)
100/90-12 49J	TL	YCX (soft)	2.15~2.75
100/90-12 49J	TL	YCY (medium)	2.15~2.75

Rear BT-601SS

Tire size	TL / TT	Compound	Appr. Rim (inch)
120/80-12 55J	TL	YCY (medium)	2.50~3.50
120/80-12 55J	TL	YCY (hard)	2.50~3.50

Not for use on public roads.

BATTLAX BT-601SS WET

Wet tire with high performance,  
providing fun racing even on rainy days



Improved grip performance of full wet & semi wet tires has realized the ideal following of racing line such as a dry tire (BT-601SS)  
※ Caution: The utilization of compound for the wet tire may shorten the product life in dry situation.  
※ Be sure to confirm race regulations before using these tires.

Front BT-601SS Wet NHS Not for Highway Service

Tire size	Compound	Appr. Rim (inch)	Recommended air pressure (when cold) (kPa)
100/90-12	YEK	2.50~2.75	170~200

Rear BT-601SS Wet NHS Not for Highway Service

Tire size	Compound	Appr. Rim (inch)	Recommended air pressure (when cold) (kPa)
120/80-12	YEK	2.75~3.50	170~200

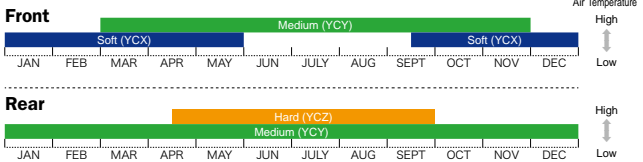
BATTLAX BT-39SS Mini

for DRY  
(YCX & YCY)

Front•Rear BT-39SS Mini

Tire size	TL / TT	Compound	Appr. Rim (inch)
3.00-10 42J	TL	YCX (soft)	1.85~2.15
3.00-10 42J	TL	YCY (medium)	1.85~2.15
3.50-10 51J	TL	YCX (soft)	2.15~2.50
3.50-10 51J	TL	YCY (medium)	2.15~2.50
90/90-10 50J	TL	-	2.15~2.50

■ Compound Selection Chart



BATTLAX BT-390

High grip bias tire which changes Honda Z series,  
Super Cub, etc. to sporty vehicles



Front•Rear BT-390

Tire size	TL / TT	Appr. Rim (inch)
3.50 -8 46J	TT	2.15
2.50-17 38L	TT	1.40~1.60



**NEW BATTLAX SCOOTER SC2**

The BATTLAX SCOOTER SC2 recalls the lightness and fun of the original sports scooters

Riding cool, having fun on big scooters. Sports riding on winding roads. The BATTLAX SCOOTER SC2 is for riders who want to enjoy the sporty nature of big scooters.

**Front BATTLAX SCOOTER SC2**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	120/70 R14 M/C 55H	TL	3.00~3.50
NEW	120/70 R15 M/C 56H	TL	3.00~3.50

**Rear BATTLAX SCOOTER SC2**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	160/60 R14 M/C 65H	TL	4.50~5.00
NEW	160/60 R15 M/C 67H	TL	4.50~5.00



- ★ 1 Rear (160/60R15 M/C)
- ★ 2 Rear

**NEW BATTLAX SCOOTER SC2 Rain**

The BATTLAX SCOOTER SC2 Rain supports your everyday riding from the ground up

The BATTLAX SCOOTER SC2 Rain is for people who use their big scooters in all kinds of conditions. A high-quality tire for big scooters that allows them to be ridden easily and with confidence even during sudden changes in the weather.

**Front BATTLAX SCOOTER SC2 Rain**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	120/70 R15 M/C 56H	TL	3.00~3.50

**Rear BATTLAX SCOOTER SC2 Rain**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	160/60 R14 M/C 65H	TL	4.50~5.00
NEW	160/60 R15 M/C 67H	TL	4.50~5.00
NEW	130/70 R16 M/C 61S	TL	3.50~4.00



- ★ 1 Rear (160/60R15 M/C)
- ★ 2 Rear

**BATTLAX SC ECOPIA**

Tire for big scooters that contributes to high fuel economy

Optimized the compound, tire shape and tire construction has achieved an overwhelming sporty ride with longer mileage which surpasses the previous products.

**Front BATTLAX SC ECOPIA**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	120/70R15 M/C 56H	TL	3.00~3.50

**Rear BATTLAX SC ECOPIA**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	160/60R14 M/C 65H	TL	4.50~5.00
NEW	160/60R15 M/C 67H	TL	4.50~5.00



- ★ 1 Rear tire only
- ★ 2 Front tire only

**BATTLAX SC**

BATTLAX brand sport radial for high performance scooters

**Front BATTLAX SC**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	110/70 -12 47L	TL	2.50~3.50
NEW	110/90 -12 64L	TL	2.15~3.00
NEW	110/70 -12 67J	TL	2.50
NEW	120/70 -12 51S	TL	2.75~3.75
NEW	110/90 -13 M/C 55P	TL	2.15~3.00
NEW	120/70 -13 M/C 53P	TL	2.75~3.50
NEW	80/90 -14 M/C 40P	TL	1.85~2.15
NEW	90/80 -14 M/C 49P	TL	1.85~2.50
NEW	90/90 -14 M/C 46P	TL	1.85~2.50
NEW	120/80 -14 M/C 58S	TL	2.15~3.00
NEW	120/70 -15 M/C 56S	TL	2.75~3.75
NEW	100/80 -16 M/C 50P	TL	2.15~2.75
NEW	110/70 -16 M/C 52S	TL	2.50~3.50

**Rear BATTLAX SC**

	Tire size	TL/TT	Appr. Rim (inch)
NEW	120/90 -10 66J	TL	2.75~3.50
NEW	120/70 -12 51L	TL	2.75~3.50
NEW	130/70 -12 62P	TL	3.00~3.50
NEW	140/70 -12 65L	TL	3.50~4.50
NEW	130/70 -13 M/C 63P	TL	3.00~4.00
NEW	140/70 -13 M/C 61P	TL	3.50~4.50
NEW	150/70 -13 M/C 64S	TL	3.50~4.50
NEW	90/90 -14 M/C 46P	TL	1.85~2.50
NEW	100/90 -14 M/C 51P	TL	2.15~2.75
NEW	140/70 -14 M/C 68S	TL	3.50~4.50
NEW	120/80 -16 M/C 60P	TL	2.50~3.00



- ★ 1 Front (120/70R15 M/C)
- ★ 2 Rear (160/60R15 M/C)

**HOOP** Street sneaker

Suitable for big scooters

**B03**



Front

**Front B03**

Tire size	TL/TT	Appr. Rim (inch)
110/90-13 M/C 55P	TL	2.15~3.00
120/70-13 M/C 53L	TL	2.75~3.50
120/70-14 M/C 55S	TL	2.75~3.50

**B02**



Rear

**Rear B02**

Tire size	TL/TT	Appr. Rim (inch)
130/60-13 M/C 53L	TL	3.00~4.00
140/70-13 M/C 61P	TL	3.50~4.50
150/70-14 M/C 66S	TL	3.50~4.50

**B01**



Front•Rear

**Front•Rear B01**

Tire size	TL/TT	Appr. Rim (inch)
3.00-8 26J	TT	1.85~2.15
2.75-10 26J	TT	1.50~1.85
3.00-10 42J	TT	1.85~2.15
3.00-10 42J	TL	1.85~2.15
3.50-10 51J	TL	2.15~2.50
80/90-10 44J	TL	1.85~2.15
80/100-10 46J	TL	1.85~2.15
90/90-10 50J	TL	2.15~2.50
100/90-10 56J	TL	2.15~2.50
110/90-10 51J	TL	2.15~3.00
120/90-10 66J	TL	2.75~3.50
130/90-10 61J	TL	3.00~3.50
90/90-12 44J	TL	1.85~2.50
100/80-12 56J	TL	1.85~2.75
120/80-12 65J	TL	2.50~3.50

COMPETITION



RACING BATTLAX

RACING BATTLAX V02

DRY TIRE

Our flag ship model “RACING BATTLAX V02” with gripping strength and a long wear life has been raised to a higher dimension

Recommended for:

- Riders who ride the track at various riding events and who ride for sports.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.



V02 For JSB1000・BIG BIKE・GP2

Use	Tire size	Compound		Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa)	
		SOFT	MEDIUM					cold status	warmed up
Front	120/600R17 TL	○	○	3.50	3.50 ~ 3.75	603	117	180 ~ 190	220 ~ 230
		●※2	●※2	3.50	3.50 ~ 3.75	603	117	180 ~ 190	220 ~ 230
Rear	200/655R17 TL	○※1	○※1	6.00	5.50 ~ 6.25	655	194	140 ~ 150	180 ~ 190

V02 For GP3・S80

Use	Tire size	Compound (product code)		Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa)	
		SOFT	MEDIUM					cold status	warmed up
Front	90/580R17 TL	○	○	2.50	2.15 ~ 2.50	576	87	180	200
Rear	120/600R17 TL	○	○	3.50	3.00 ~ 3.50	602	113	180	210

RACING BATTLAX R10 (NHS)

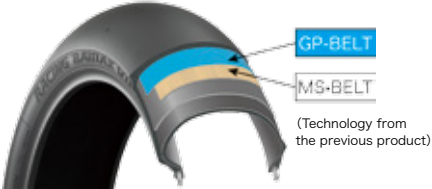


R10 (NHS) For ST600

Use	Tire size	Pattern	Compound		Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa) cold status
			SOFT (YCX)	MEDIUM (YCY)					
Front	120/600R17 TL	R10FBZ	○		3.50	3.00 ~ 3.50	602	120	170 ~ 190
Rear	180/640R17 TL	R10RBZ	○		5.50	5.50 ~ 6.00	640	179	160 ~ 180

■ Construction “GP-BELT”  
(for use as rear tires for JSB1000, BIG BIKE and Moto2 sizes)

In the previous V01 product, the area which came in contact with the ground had lower ground contact pressure when cornering. The construction, GP-BELT, equalizes ground contact pressure and enlarges the ground contact surface area contributing to better grip. Improved grip performance when cornering and controlled wear has been realized.

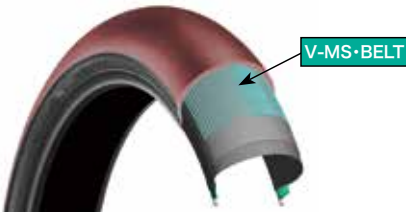


Improved gripping performance

Equalizes ground contact pressure in the ground contact surface and contributes to a better gripping performance. Improved gripping performance by enlarging ground contact area.

■ Construction “V-MS・BELT”  
(for use as front tires for JSB1000, BIG BIKE and GP2 sizes)

The use of the newly developed V-MS・BELT allows the rigidity distribution of the tread to be optimized, resulting in significantly improved contact properties. Because this enabled a more uniform distribution of contact pressure, the tread makes more efficient contact and grip performance is enhanced.



※ 1 GP-BELT ※ 2 V-MS・BELT



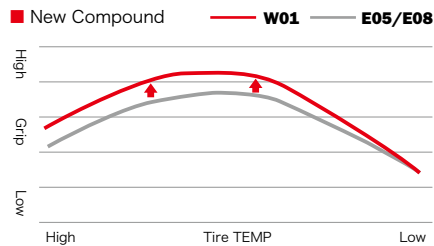
RACING BATTLAX

RACING BATTLAX W01WET TIRE

“Bridgestone for the rain” evolves further.  
The W01, for snatching victory in wet races



Shows its effectiveness on wet surfaces by making use of the latest technology nurtured in some of the world’s fastest and most demanding races. Newly developed compound delivers quick warm-up, making for high confidence on wet surfaces.



GP3•S80  
ST250/SP•NEO STANDARD/SUPER MOTARD

JSB1000•BIG BIKE•GP2•ST600



W01



W01



E05Z

E08Z

Use	Tire size		Pattern	Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure(kPa)
								cold status
■ GP3・S80								
Front	90/580 R 17	TL	W01	2.50	2.15~2.50	578	91	170~190
Rear	120/595 R 17	TL	W01	3.50	2.75~3.50	598	113	180~200
■ ST250/SP・NEO STANDARD・SUPER MOTARD								
Front	110/590 R 17	TL	W01	2.75	2.50~3.00	596	106	180~200
Rear	140/620 R 17	TL	W01	4.00	3.50~4.50	623	141	180~200
	165/630 R 17	TL	W01	5.00	4.50~5.75	633	165	180~200
■ JSB1000・GP2・BIG BIKE・ST600								
Front	120/600 R 17	TL	W01	3.50	3.50~3.75	606	120	180~200
	※ 120/600 R 17	TL	E05Z	3.50	3.50~3.75	598	118	180~200
Rear	※ 180/640 R 17	TL	E08Z	6.00	5.50~6.25	644	177	180~210
	190/650 R 17	TL	W01	6.00	5.50~6.25	649	188	180~200

※ The sale ends when all the stock is sold out.



NEW **BATTLAX RACING R11**

Introducing the RACING R11: improved specification is designed to shave seconds off lap times while maintaining ease of handling

Leveraging Bridgestone's proprietary ULTIMAT EYE™ analysis technology and the newly developed V-MS·BELT construction, this tire achieves more uniform distribution of contact pressure while cornering. Because this reduces lateral slides when applying power to drive out of corners, it allows to open the throttle earlier at the corner exit. Although it is a tire designed for the circuit, the high level of grip and the firm contact increase confidence and safer handling.



Front **RACING R11**

	Tire size	TL / TT	Compound	Appr. Rim(inch)
18V	110/70 R17 M/C 54H	TL	medium	2.75~3.50
18V	120/70 R17 M/C 58V	TL	soft	3.00~3.50
18V	120/70 R17 M/C 58V	TL	medium	3.00~3.50

Rear **RACING R11**

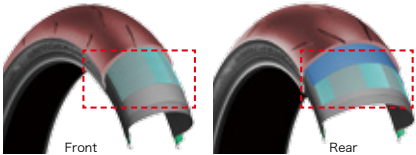
	Tire size	TL / TT	Compound	Appr. Rim(inch)
18V	140/70 R17 M/C 66H	TL	medium	3.50~4.50
18V	150/60 R17 M/C 66H	TL	medium	4.00~4.50
18V	160/60 R17 M/C 69V	TL	medium	4.50~5.00
18V	180/55 R17 M/C 73V	TL	medium	5.50~6.00
18V	190/55 R17 M/C 75V	TL	soft	5.50~6.00
18V	190/55 R17 M/C 75V	TL	medium	5.50~6.00
18V	200/55 R17 M/C 78V	TL	soft	6.00~6.50
18V	200/55 R17 M/C 78V	TL	medium	6.00~6.50

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

■ Newly developed V-MS·BELT

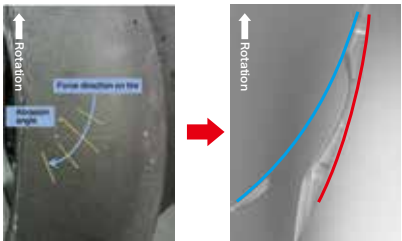
Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The use of the newly developed V-MS·BELT allows the rigidity distribution of the tread to be optimized, resulting in significantly improved contact properties. Because this enabled a more uniform distribution of contact pressure, the tread makes more efficient contact and grip performance is enhanced. In particular, applying power when driving out of corners results in high lateral forces, but because the tire reduces lateral slides under acceleration, the throttle can be opened earlier during the corner exit. (Not used for certain sizes)

■ V-MS·BELT



■ Pattern design created with circuit riding in mind

The direction of the input forces on the tire was studied by measuring the wear pattern of racing tires during circuit riding. The major grooves were distributed in alignment with the direction of input forces during circuit riding, in order to optimize tread rigidity when cornering. This results in a high level of stability both when cornering and when accelerating.



- ★ 1 Rear (140/70R17M/C, 150/60R17M/C, 160/60R17M/C, 180/55R17M/C)
- ★ 2 Front & Rear (190/55R17M/C, 200/55R17M/C)
- ★ 3 Rear (180/55R17M/C, 190/55R17M/C, 200/55R17M/C)

"RACING R11" is designed specifically for track use. Available to registered sellers only.

⚠ Warning

RACING R11 product is a dry tire especially designed for track racing, and is designed and developed for the use in production races. Use care when riding in areas where ambient temperature conditions or road surface temperature/conditions are not appropriate for the compound of the tires installed, or when first starting out and the tires still have not reached their proper temperature, as sufficient grip performance will not be achieved and poor wear will occur under such conditions. Riding vehicles which are not properly adjusted or set up may result in instability caused by wobbling (vehicle oscillation) or serious accident. Modification or exposure to strong impact under low temperature conditions may cause the tire tread to crack.

BATTLECROSS

This high performance tire was developed on race and has further evolved in performance

X10

MUD



Front X10

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	705	96

Rear X10

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	690	134

X20

SOFT



Front X20

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	706	97
90/100-21 57M	1.60	713	99

Rear X20

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
110/100-18 64M	2.15	682	130
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	691	134
120/80-19 63M	2.15	697	134

X30

MEDIUM



Front X30

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
70/100-19 42M	1.40	635	85
80/100-21 51M	1.60	708	95
90/100-21 57M	1.60	714	99

Rear X30

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
90/100-16 52M	1.85	603	110
100/100-18 59M	1.85	669	121
110/100-18 64M	2.15	681	131
100/90-19 57M	1.85	679	121
110/90-19 62M	2.15	688	132
120/80-19 63M	2.15	694	135

X40

HARD



Front X40

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	708	96
90/100-21 57M	1.60	716	96

Rear X40

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
110/100-18 64M	2.15	685	131
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	694	132
120/80-19 63M	2.15	696	135

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

ON ROAD RADIAL

ON ROAD BIAS

AMERICAN CRUISER

VINTAGE

ON/OFF

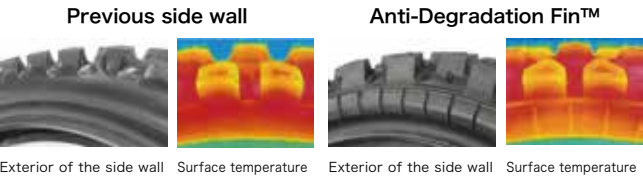
MINI BIKE & SCOOTER

COMPETITION

BATTLECROSS

Anti-Degradation Fin™ ●Applied to X30/X40 rear tires

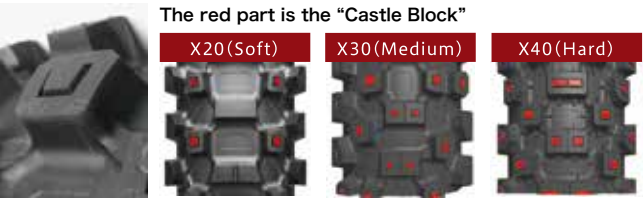
Motocross tires use lower inner pressure. Heat build up occurs due to repeated side wall folding, leading to lower grip performance. To address this, a cooling fin, used in run flat tire technology for cars, was revised for use in motocross tires, and attached to the side wall to control heat. The tire is cooled by passing wind, and decreased grip performance due to heat is avoided.



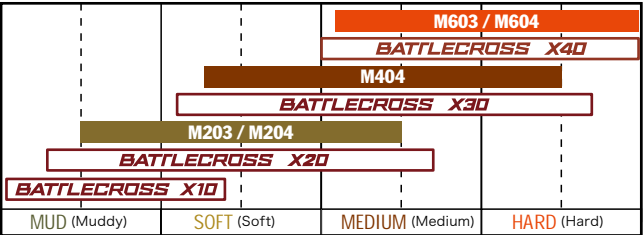
※ Taken by a thermal camera while rotating the tire with an indoor testing machine.

Castle Block™ (凸 block) ●Applied to X20/X30/X40 rear tires

“Castle Block”, a step up from conventional block surfaces, provides a firm grip under very slippery conditions such as when there is a layer of loose dirt covering hard soil, or immediately after track wet down in between races. In a comparison with conventional products, (※) grip is improved by increasing contact pressure under slippery conditions. ※ M204 was used as the conventional product for the X20 rear tire, M404 for the X30 rear tire, and M604 for the X40 rear tire.



■ MOTOCROSS(Front / Rear)




MOTOCROSS COMPETITION

Not for use on public roads.

M101

Front

MUD



Corresponding road surface condition.


Tire size

80/100-21 51M

M102

Rear

MUD



Corresponding road surface condition.

Tire size

110/100-18 64M


100/90-19 57M

110/90-19 62M

M203

Front

MEDIUM to SOFT



Corresponding road surface condition.


Tire size

90/100-21 57M

M204

Rear

MEDIUM to SOFT



Corresponding road surface condition.

Tire size

100/100-18 59M

120/80-19 63M

M404

Rear

MEDIUM



Corresponding road surface condition.

Tire size

100/100-18 59M

110/80-19 59M

M603

Front

HARD to MEDIUM



Corresponding road surface condition.

Tire size

90/100-21 57M

M604

Rear

HARD to MEDIUM



Corresponding road surface condition.

Tire size

100/100-18 59M

110/80-19 59M

120/80-19 63M

ON ROAD RADIAL

ON ROAD BIAS

AMERICAN CRUISER

VINTAGE

ON/OFF

MINI BIKE & SCOOTER

COMPETITION

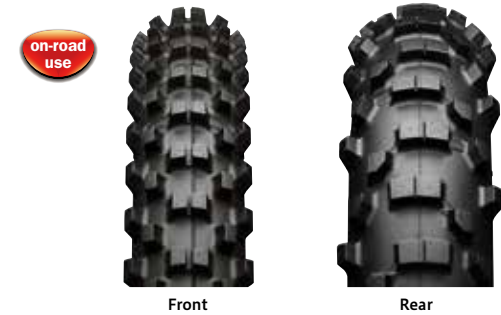
Suitable for many surface applications

GRITTY

The genuine Enduro tire which meets FIM regulations and can be run on public roads  
Excellent traction performance is an advantage for this

\*FIM regulations: Regulation regarding groove depth to prevent excessive soil excavating by the tire, which may harm the natural environment.  
(groove depth of the rear tire: less than 13mm)

ED663 ED668



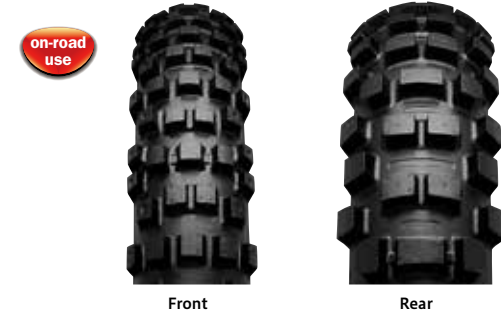
Front ED663

Tire size	TL/TT	Appr. Rim (inch)
90/90 -21 M/C 54R	TT	1.85~2.50

Rear ED668

Tire size	TL/TT	Appr. Rim (inch)
120/90-18 M/C 65R	TT	2.15~3.00
140/80-18 M/C 70R	TT	2.75~3.50

ED03 ED04



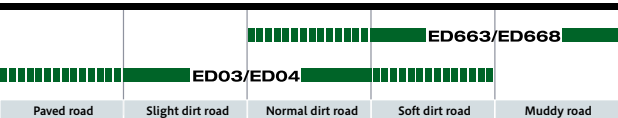
Front ED03

Tire size	TL/TT	Appr. Rim (inch)
2.75 -21 45P	TT	1.40~1.85
3.00 -21 51P	TT	1.60~2.15
80/100-21 M/C 51P	TT	1.60~2.15

Rear ED04

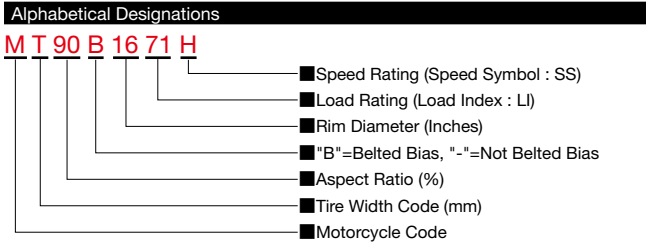
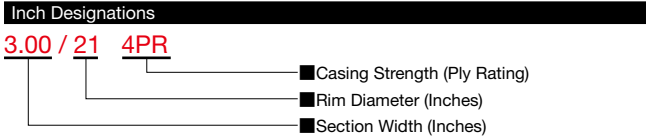
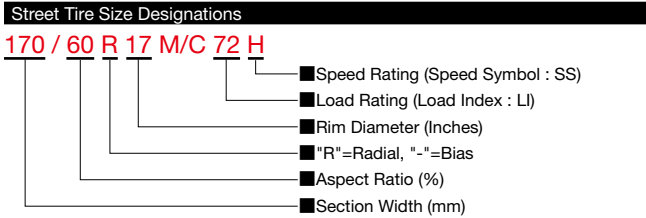
Tire size	TL/TT	Appr. Rim (inch)
4.10 -18 59P	TT	1.85~2.50
4.60 -18 63P	TT	2.15~2.75
120/90-18 M/C 65P	TT	2.15~3.00

■ Optimum patterns for various ground surfaces (front/rear)



CONVERSION CHARTS

Street Tire Size Designations



Motorcycle Street Tire Size

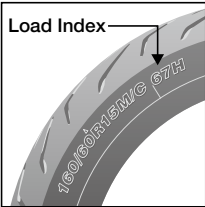
Front			Rear		
Metric	Alphabetical	Inch	Metric	Alphabetical	Inch
80/90	MH90	2.50/2.75	110/90	MN90	3.75/4.25
90/90	MJ90	2.75/3.00	120/80	MP85	4.50/4.75
100/90	MM90	3.25/3.50	120/90	MP85	4.50/4.75
110/90	MM90	3.75/4.00	130/80	-	5.00/5.10
120/80	-	4.25/4.50	130/90	MT90	5.00/5.10
120/90	MR90	4.25/4.50	140/80	-	5.50/6.00
130/90	MT90	5.00/5.10	140/90	MU90	5.50/6.00
			150/80	MV85	6.00/6.25
			150/90	MB85	6.00/6.25

Pry Rating and LI/SS Conversion

Pry Rating	LI/SS	Pry Rating	LI/SS
2.75-10 2Pry	2.75-10 26J	2.75-14 4Pry	2.75-14 35P
2.75-10 4Pry	2.75-10 38J	2.75-14 6Pry	2.75-14 41P
3.00-10 2Pry	3.00-10 32J	2.25-17 4Pry	2.25-17 33L
3.00-10 4Pry	3.00-10 42J	2.50-17 4Pry	2.50-17 38L
3.50-10 2Pry	3.50-10 41J	2.50-17 6Pry	2.50-17 43L
3.50-10 4Pry	3.50-10 51J		

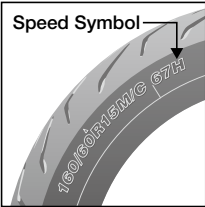
# CONVERSION CHARTS

## Load Rating (Load Index : LI)



LI	KGS	LBS	LI	KGS	LBS
21	82.5	182	51	195	430
22	85	187	52	200	441
23	87.5	193	53	206	454
24	90	198	54	212	467
25	92.5	204	55	218	481
26	95	209	56	224	494
27	97.5	215	57	230	507
28	100	220	58	236	520
29	103	227	59	243	536
30	106	234	60	250	551
31	109	240	61	257	567
32	112	247	62	265	584
33	115	254	63	272	600
34	118	260	64	280	617
35	121	267	65	290	639
36	125	276	66	300	661
37	128	282	67	307	677
38	132	291	68	315	694
39	136	300	69	325	716
40	140	309	70	335	736
41	145	320	71	345	761
42	150	331	72	355	783
43	155	342	73	365	805
44	160	353	74	375	827
45	165	364	75	387	853
46	170	375	76	400	882
47	175	386	77	412	908
48	180	397	78	425	937
49	185	408	79	437	963
50	190	419			

## Speed Rating (Speed Symbol : SS) for Motorcycle use



SS	Km/h	Mph
F	80	50
J	100	62
L	120	75
M	130	81
N	140	87
P	150	94
R	170	106
S	180	112
H	210	130
V	240	149
Z	240+	149+
W	270	168
(W)	270+	168+

## WARNING

SERIOUS INJURY OR DEATH MAY RESULT FROM:  
AN EXPLOSION OF THE TIRE/RIM ASSEMBLY DUE TO  
IMPROPER MOUNTING PROCEDURES.

- Only specially trained persons should mount tires.
- Always match tire and rim diameters.
- During inflation always have assembly restrained, stand clear, and use remote controlled clip-on air hose.
- To seat tire bead, never exceed 400kPa/57 PSI for Motorcycle tire.
- After seating tire beads, adjust inflation to operating pressure recommended by vehicle manufacturer.
- Never put a flammable substance into a tire/rim assembly.

### Run-in New Motorcycle tires

- Use care when riding on new tires. We recommend that you ride slowly and carefully for the first 100km/60miles until you become accustomed to the performance of your new tires in conjunction with your motorcycle. We recommend avoiding extreme maneuvers, including sudden acceleration, maximum braking and hard cornering, until you have become accustomed to the performance of your tires in conjunction with your motorcycle.

### Care and Use at Low Temperatures

- High performance motorcycle tires may crack in the tread area from impact or deformation at low ambient temperatures. Handle and store the tires with care.
- Always ride carefully until the tires are warmed up, particularly in low ambient temperature conditions.