



2023
CATÁLOGO DE
PRODUTOS



UNSTOPPABLE DESIRE TO DISCOVER.

APRESENTAMOS O NOVO TOURANCE™ NEXT 2.

Máximo desempenho e maneabilidade para viagens longas sob qualquer condição climática.

Descobre mais em: www.metzeler.com



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With this edition all previous editions become void.
Technical alterations reserved!
We would like to point out that we have made the tyre and pressure recommendations for the individual motorcycle types to the best of our knowledge, but without assuming any liability for them.



Safety Warning
Danger may result from improper use.
Follow the manufacturer's instructions.

Warning
The tyres represented in this book are for use only on vehicles for which the "motorcycle tyres" were originally specified by the manufacturer.
Any other use could be dangerous.

Find us on:

metzeler.com



RACING

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RACING PRO
SUPERBIKE

RACETEC™ RR
SLICK

RACETEC™ RR
RAIN

RACING

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RACING PRO

TRACK DAYS

RACETEC™ SM

SUPERMOTO

RACETEC™ SM RAIN

SUPERSPORT

RACETEC™ RR

RACETEC™ TD
SLICK

SPORT

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SPORTEC™ M9 RR

SPORTEC™ M7 RR

SPORTEC™ M5
INTERACT™

SPORT TOURING

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ROADTEC™ 01 SE

ROADTEC™ 01

ROADTEC™ Z8
INTERACT™

ROADTEC™ Z6

TOURING

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LASERTEC™

ME 22™

PERFECT ME 11™

BLOCK™ K
BLOCK™ C

PERFECT ME 77

CUSTOM

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CRUISETEC™

ME 888
MARATHON™ ULTRA

ENDURO STREET

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TOURANCE™ NEXT 2

TOURANCE™ NEXT

TOURANCE™

ENDURO 1 & 2

ENDURO ON/OFF

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KAROO™ STREET

KAROO™ 4

KAROO™ EXTREME

ENDURO 3 SAHARA

ENDURO F.I.M.

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MCE 6 DAYS EXTREME

MOTOCROSS

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MC360™ MID SOFT

MC360™ MID HARD

MOUSSE & GEL

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SCOOTER











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ROADTEC™ SCOOTER

FEELFREE™

SPORTEC™ STREET 2

		MOTORCYCLE										
TYRE SEGMENTATION	SUPERBIKE & SUPERSPORT	NAKED	SUPERMOTO	SPORT TOURER		CLASSIC & SCRAMBLER	ADVENTURE	ENDURO	CROSS	CRUISER AND TOURER	SCOOTER	
												
RACING	RACETEC™ RR SLICK											
	RACETEC™ RAIN											
			RACETEC™ SM									
			RACETEC™ SM RAIN									
	RACETEC™ TD SLICK											
	RACETEC™ RR K1, K2					RACETEC™ RR K1, K2						
SPORT	RACETEC™ RR K3											
	SPORTEC™ M9 RR						SPORTEC™ M9 RR					
	SPORTEC™ M7 RR											
	SPORTEC™ M5 INTERACT™											
SPORT TOURING	ROADTEC™ 01 & ROADTEC™ 01 SE											
	ROADTEC™ Z8 INTERACT™											
	ROADTEC™ Z6											
TOURING	LASERTEC™											
	ME22, 11, BLOCK K AND BLOCK C											
	PERFECT ME 77											
CUSTOM										CRUISETEC™		
										ME 888 MARATHON ULTRA		
ENDURO STREET				TOURANCE™ NEXT					TOURANCE™ NEXT 2			
								TOURANCE™ NEXT				
						TOURANCE™						
								ENDURO 1, ENDURO 2				
ENDURO ON/OFF						KAROO™ STREET						
						KAROO™ 4						
						KAROO™ EXTREME						
OFF-ROAD						ENDURO 3 SAHARA						
							6 DAYS EXTREME		MC360 (MID SOFT & MID HARD)			
SCOOTER											ROADTEC™ SCOOTER	
											FEELFREE™	
											SPORTEC™ STREET 2	

A closer look at METZELER Motorcycle Technology

Your guide to Metzeler's Technology

Bias tyre

Also indicated as conventional or x-ply tyre. The structure of this tyre is made of a carcass where, depending on the different speed and load specifications, two or more layers are overlapped. Each layer is made of textile cords coated into rubber and the overlap angle is designed in order to confer the tyre the required dynamic characteristics.



BIAS TYRE



Bias-belted tyre

The structure of those tyres is realized with a conventional carcass and a belt made of two or more crossed layers. The difference between carcass and belt is given by the different goals that they have to fulfil and consequently the different materials that are used: the belt is made mainly from Aramide and it's function is reduce the dynamic deformation caused by centrifugal forces, while the carcass has to mainly give the tyre its stiffness and load carrying capacity.



BIAS - BELTED TYRE



Belted tyre with radial carcass

The main difference of the bias-belted tyre is given by the structure of the carcass that in this case is radial. This means that its cords are wrapped radially around the tyre, from one bead to the other. In this way low-section tyres can be realized, giving big advantages in terms of cornering stability, reduced weight and high-speed performance. Its extremely high rigidity and the possibility to tune the winding spacing giving a differentiated stiffness distribution from shoulder to crown.



BELTED TYRE WITH RADIAL CARCASS (90 DEGREES)



0° steel belt tyre with radial carcass

Patented technology by METZELER realizing the structure of both front and rear tyre using a radial carcass and a single layer belt made of steel. Considering the rolling direction of the tyre, the belt is wound circumferentially around the carcass giving an angle close to 0°. The advantages coming from the use of steel are its extremely high rigidity and the possibility to tune the winding spacing giving a differentiated stiffness distribution from shoulder to crown.



0° - STEEL BELTED TYRE WITH RADIAL CARCASS (90 DEGREES)



Steel radial

Innovative belt structure, with a single ply of steel bandinas wrapped at 0° around a radial carcass. Patented technology by Metzeler for both front and rear high performance tires. Steel features a higher stiffness than textile and this allows the reduction of the tyre weight. Steel radial belt reduces the dynamic deformation of the tire under centrifugal forces giving the tyre an excellent high-speed stability. Thanks to the more uniform heat distribution, mileage is increased and wear characteristics are more uniform.



Multiple radius contour

Engineering technology for contour design dedicated to high performance riding. The contour curvature is differentiated between crown and shoulder area, in order to provide most intuitive and effective handling and grip characteristics. The crown and shoulder areas feature a sharper radius for faster and more precise handling (crown) and safer stability limit feedback (shoulder). A wider radius characterizes the side area, ensuring a larger contact patch for cornering stability.



MBS

"Metzeler Belt System" is the patented technology by Metzeler for diagonal belt on conventional tires. This modular-like construction technology really allows tuning each single size to the specific needs of the bikes for superior stability. This means that weight and performance of the tire are specifically developed for classic powerful bikes, enhancing their dynamic performance.



MBS- Radial

This symbol identifies a tire with radial carcass and diagonal belt, realized with the MBS technology. The radial carcass allows building a low section tire for enhanced cornering stability and reduced weight, while the diagonal belt limits the tire deformations for high speed performance.



Hyperbase™

This 3D multi-compound tread layout consists in matching a rubber basement underneath the tread rubber layer(s). The basement rubber influences the overall tread rubber dynamic output, and has beneficial effects for line holding and thermal stability, then its duration.



CMT

Advanced design technology of tyre contour tuned on high performance riding style on modern bikes. Front and rear tyre profile matching is optimized through the combination of different profiles, each of them optimized for a single lean angle. The final contour design of the set features the best performing behaviour for every riding style and all modern bikes: predictability, grip limit feedback and cornering stability.



Dymatec™

Consisting in tread design at the service of functional performance duration, this methodology matches a functional tread design with variable groove wall angles at different lean angles. The result is an optimised wear uniformity by lean angle tailored on the specific application for the whole product lifecycle.



Interact

Multi Zone Tension. Modular steel string winding tension: the performance of the compound depends on the stiffness of the structure. Performance exactly where needed for maximum adaptability to different riding styles.



Cap&base

This 3D multi-compound tread layout consists in a centre stripe extending underneath the side tread compound(s); the resulting tread dynamic characteristic offers optimal rigidity at all stages of tread lifecycle, and depending on the application it ensures both quick warm-up of tyre shoulder and thermal stability.

Range: RACETEC™ RR Slick, RACETEC™ RAIN, RACETEC™ SM, RACETEC™ SM RAIN, RACETEC™ TD Slick, RACETEC™ RR K1 - K2, RACETEC™ RR K3, SPORTEC™ M9RR, SPORTEC™ M7RR, SPORTEC™ M5 Interact™, ROADTEC™ 01SE, ROADTEC™ 01, ROADTEC™ Z8 Interact™, ROADTEC™ Z6, CRUISETEC™, ME888 MARATHON™ Ultra, TOURANCE™ NEXT 2, TOURANCE™ NEXT, TOURANCE™ KAROO™ Street, KAROO™ 4, KAROO™ EXTREME, FEELFREE

Range: All METZELER radial tyres

Range: CRUISETEC™, ME888 MARATHON™ Ultra, LASERTEC, ME22, PERFECT ME 11, BLOCK K, PERFECT ME 77, ROADTEC™ 01, TOURANCE™, KAROO™ Street, KAROO™ 4, KAROO™ EXTREME

Range: CRUISETEC™, ME888 MARATHON™ Ultra, TOURANCE™ NEXT 2, TOURANCE™ NEXT, TOURANCE™, KAROO™ Street, KAROO™ 4

Range: TOURANCE™ NEXT 2, KAROO™ Street

Range: All METZELER radial tyres

Range: TOURANCE™ NEXT 2, KAROO™ 4

Range: RACETEC™ RR Slick, RACETEC™ RAIN, RACETEC™ SM, RACETEC™ SM RAIN, RACETEC™ TD Slick, RACETEC™ RR K1 - K2, RACETEC™ RR K3, SPORTEC™ M9RR, SPORTEC™ M7RR, SPORTEC™ M5 Interact™, ROADTEC™ 01SE, ROADTEC™ 01, ROADTEC™ Z8 Interact™, ROADTEC™ Z6, CRUISETEC™, ME888 MARATHON™ Ultra, TOURANCE™ NEXT 2, TOURANCE™ NEXT, KAROO™ Street, KAROO™ 4, FEELFREE

Range: SPORTEC™ M9RR, SPORTEC™ M7RR, ROADTEC™ 01SE, ROADTEC™ 01, ROADTEC™ Z8 Interact™, CRUISETEC™, ME888 MARATHON™ Ultra, TOURANCE™ NEXT 2, TOURANCE™ NEXT, KAROO™ 4

COMPOUND CHOICE REAR TYRE

RIDING STYLE

A committed riding style raises the tyre operating temperature and can lead to using a softer compound, whilst a smooth riding style reduces the amount of heat generation, thus requiring a harder compound.

OPERATING TEMPERATURE

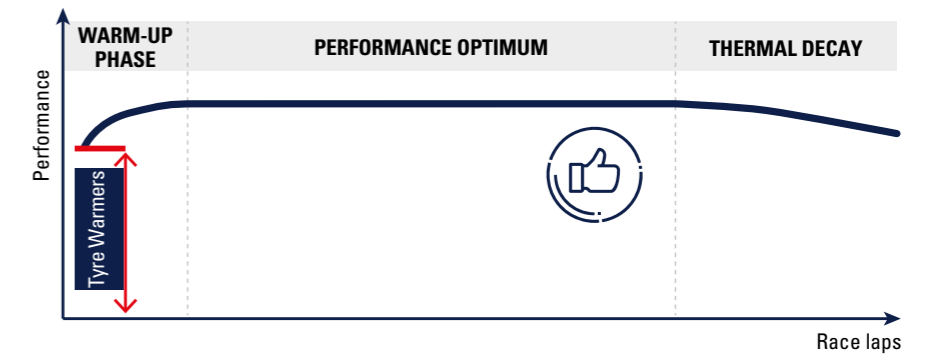
A softer compound requires an higher operating temperature range than a harder compound.

ASPHALT GRADE

A rough asphalt requires a hard compound whilst a smooth asphalt tends to preserve a softer compound.

Using the right compound enables

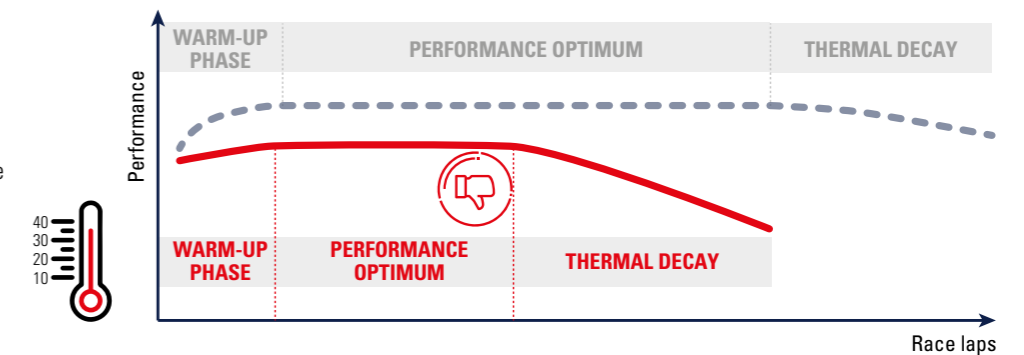
- ✔ Performance Optimum
- ✔ Even wear
- ✔ No blisters
- ✔ No grains
- ✔ Consistent performance



Using a too hard compound in

AGGRESSIVE riding style
HOT operating temperature
SMOOTH asphalt

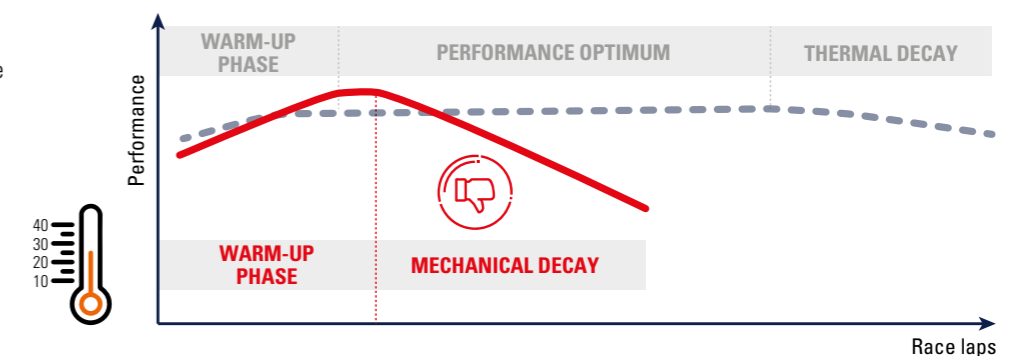
- ✘ Inconsistent performance
- ✘ Shortened lifespan



Using a too soft compound in

SMOOTH riding style
COOL operating temperature
ROUGH asphalt

- ✘ Cold-tearing
- ✘ Performance drop
- ✘ Shortened lifespan



MOTORCYCLE

TYRE SEGMENTATION	SUPERBIKE & SUPERSPORT	NAKED	SUPERMOTO	SPORT TOURER	CLASSIC & SCRAMBLER
RACING	RACETEC™ RR SLICK				
	RACETEC™ RAIN				
			RACETEC™ SM		
			RACETEC™ SM RAIN		
		RACETEC™ TD SLICK			
	RACETEC™ RR K1, K2				RACETEC™ RR K1, K2
SPORT	RACETEC™ RR K3				

Tips for tyre pressure and warmers

RACETEC™ RR SLICK						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	17"	120/70 R17	3.50	2.1/2.2 (30/32)	2.2/2.5 (32/36)	50 mins. @80°C (176°F)
		125/70 R17	3.50			
REAR	17"	180/60 R17	5.50	1.6/1.8 (23/26)	1.7/1.9 (25/28)	
		200/60 R17	6.00			
		200/65 R17	6.00			

RACETEC™ TD SLICK						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	17"	120/70 R17	3.50	2.1/2.2 (30/32)	2.2/2.5 (32/36)	50 mins. @80°C (176°F)
REAR	17"	180/55 R17	5.50	1.6/1.8 (23/26)	1.7/1.9 (25/28)	
		180/60 R17	5.50			
		190/55 R17	5.50 - 6.00			
		200/55 R17	6.00			

RACETEC™ SM						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	16.5"	125/75 R420	3.50	1.6/1.8 (23/26)	1.8/1.9 (26/28)	40 mins. @80°C (176°F)
	17"	125/75 R17	3.50			
REAR	17"	165/55 R17	5.00 - 5.50	1.5/1.6 (22/23)	1.6/1.7 (23/25)	

RACETEC™ SM RAIN						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	16.5"	125/75 R420	3.50	2.3 (34)	2.4 (35)	30 mins. @50°C (122°F)
	17"	125/75 R17	3.50			
REAR	17"	165/55 R17	5.00 - 5.50	1.9 (28)	2.0 (29)	

RACETEC™ RR						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	17"	110/70 R17	2.75 - 3.00	2.0/2.2 (29/32)	2.0/2.3 (29/34)	50 mins. @80°C (176°F)
		120/70 ZR17	3.50			
REAR	17"	110/80 ZR18	2.50 - 3.00	2.0/2.2 (29/32)	2.1/2.4 (30/35)	
		140/70 R17	3.50 - 4.00			
		160/60 ZR17	4.50 - 5.00			
		180/55 ZR17	5.50			
		180/60 ZR17	5.50			
		190/50 ZR17	5.50 - 6.00			
		190/55 ZR 17	5.50 - 6.00			
		200/55 ZR17	6.00			
REAR	18"	130/80 ZR18	3.00 - 3.50	1.7/1.9 (25/28)	1.8/2.0 (26/29)	
		150/65 ZR18	4.00 - 4.50			
		160/60 ZR18	4.23 - 5.00			

RACETEC™ SM RAIN						
F/R	RIM	SIZE	RECOMMENDED RIM SIZE [inches]	RECOMMENDED COLD PRESSURE (without warmers) [bar] (psi)	RECOMMENDED HOT PRESSURE (after warmers) [bar] (psi)	TYRE WARMERS GUIDELINES
FRONT	17"	120/70 R17	3.50	2.3 (34)	2.4 (35)	30 mins. @50°C (122°F)
REAR	17"	190/60 R17	5.50 - 6.00	1.9 (28)	2.0 (29)	



Pneu Slick/Liso para uso profissional, vencedor do Senior TT 2019

- Aderência de topo, agilidade e previsibilidade
- Precisão de trajetória e estabilidade a alta velocidade
- Performance consistente ao longo de uma corrida
- Gama de 2022 com inovações e novas medidas, após o desenvolvimento dos protótipos da época 2021, para todas as ações desportivas.



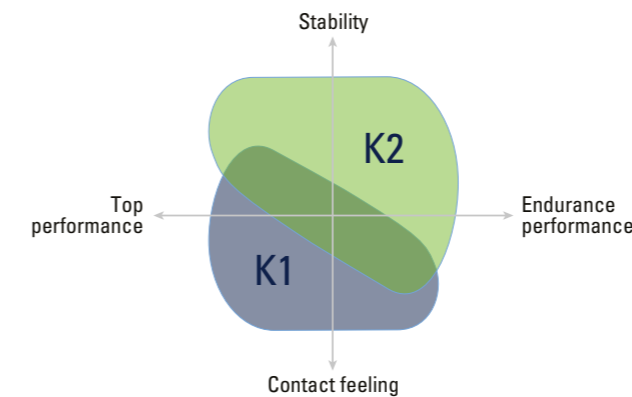
MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 R 17 NHS TL	K1	2698500	
120/70 R 17 NHS TL	K2	2698600	
125/70 R 17 NHS TL	K1	4159100	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 180/60 R 17 NHS TL	K1	2698700	
180/60 R 17 NHS TL	K2	2698800	
200/60 R 17 NHS TL	K0	3656700	
200/60 R 17 NHS TL	K1	2698900	
200/60 R 17 NHS TL	K2	2699000	
200/65 R 17 NHS TL	K0	4159200	

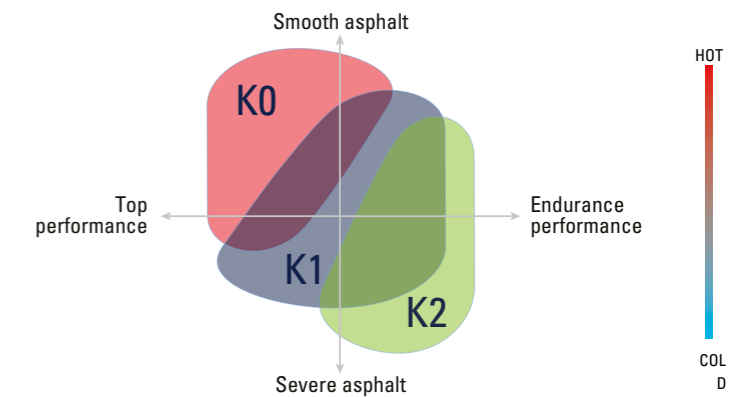
TL = Tubeless
NHS = Not for Highway Service



FRONT SPECIFICATION CHOICE



REAR SPECIFICATION CHOICE



Note: Temperature scale refers to tyre operating temperature. Compound choice can vary depending on bike setup and riding style. Please check with your dealer or racing service.

K0 = Super Soft
K1 = Soft
K2 = Medium

Racetec™

RR RAIN



Pneus de competição NHS para condições chuvosas

- Ranhuras profundas no piso para uma evacuação de água eficiente
- Composto por 100% de sílica para uma aderência química em condições extremas de piso molhado
- Tração suberva e grande estabilidade a alta velocidade

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 R 17 NHS TL	KR1	3310800	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 190/60 R 17 NHS TL	KR1	3310900	

TL = Tubeless
NHS = Not for Highway Service



Racetec™

SM

Pneu da gama Racetec™ específico para supermoto. Os mais recentes compostos desportivos e um perfil otimizado para um máximo desempenho em reta e em curvas exigentes.



O pneu oficial do FIM Supermoto World Championship

- Precisão na trajetória e na direção em travagem
- Rápido aquecimento do pneu e auto limpeza do piso imediata
- Compostos de Sílica para um aquecimento rápido e melhor resistência ao desgaste
- Concebido para uma aderência extra para um melhor desempenho em secções de todo-o-terreno

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16.5 125/75 R 420 NHS TL	K1	2542100	
125/75 R 420 NHS TL	K2	2542200	
17 125/75 R 17 NHS TL	K1	3904700	
125/75 R 17 NHS TL	K2	3904800	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 165/55 R 17 NHS TL	K0	2730800	
165/55 R 17 NHS TL	K1	2730900	
165/55 R 17 NHS TL	K2	2731000	

TL = Tubeless
NHS = Not for Highway Service



Racetec™

SM RAIN



Todo o conhecimento METZELER aplicado a corridas Supermotard em condições de chuva extrema

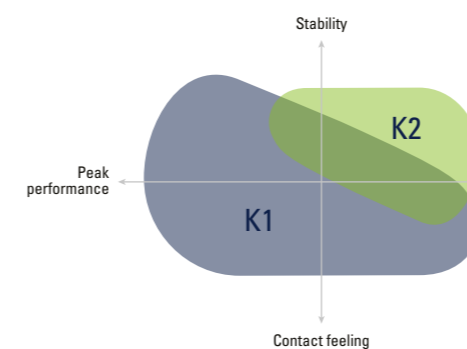
- Compostos 100% sílica com tecnologia de ponta para um rápido aquecimento e uma excelente aderência química
- Banda de rodagem contribui para a aderência mecânica, com autolimpeza imediata

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16.5 125/75 R 420 NHS TL		2812800	
17 125/75 R 17 NHS TL		2812900	

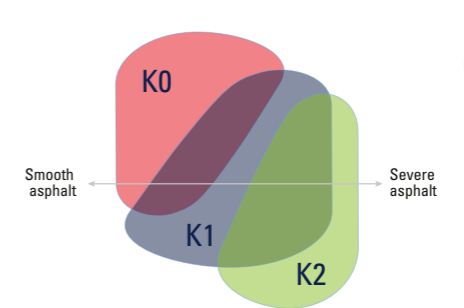
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 165/55 R 17 NHS TL		2813000	

TL = Tubeless
NHS = Not for Highway Service

FRONT SPECIFICATION CHOICE



REAR SPECIFICATION CHOICE



K0 = Super Soft / K1 = Soft / K2 = Medium

Note: Temperature scale refers to tyre operating temperature. Compound choice can vary depending on bike setup and riding style. Please check with your dealer or racing service.

Racetec™

SM

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
HUSQVARNA	FS 450	125/75 R 420 NHSTL	165/55 R 17 NHSTL
KTM	450 SMR	125/75 R 420 NHS TL	165/55 R 17 NHSTL



Feel the RRace, feel the RRoad

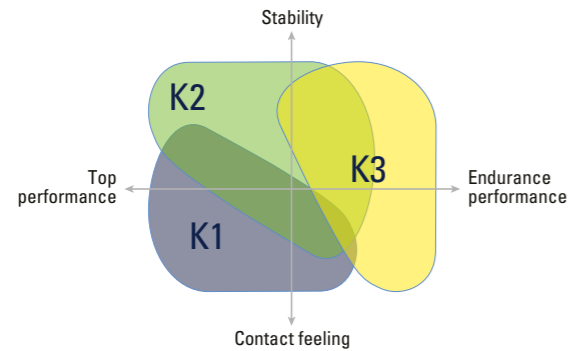
- Tração de elevada intensidade, agilidade e previsibilidade a todo o momento devido aos perfis de corrida e a compostos com tecnologia de ponta homologados para estrada
- Precisão de trajetória e estabilidade soberba a altas velocidades ao longo das mais exigentes competições
- Novo composto K2, concebido para oferecer uma excelente consistência de performance ao longo das sessões em circuito
- Medidas de 18 polegadas desenvolvidas para corridas de clássicas
- K3, a versão dos pneus de corrida RACETEC™ RR destinada a corridas ou sessões de resistência, que inclui compostos mistos para uma melhor aderência lateral e uma maior durabilidade

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 110/70 R 17 M/C 54V TL	K1	4282300	NOVO
120/70 ZR 17 M/C (58W) TL	K1	2548300	
120/70 ZR 17 M/C (58W) TL	K2	2548400	
120/70 ZR 17 M/C (58W) TL	K3	2525700	

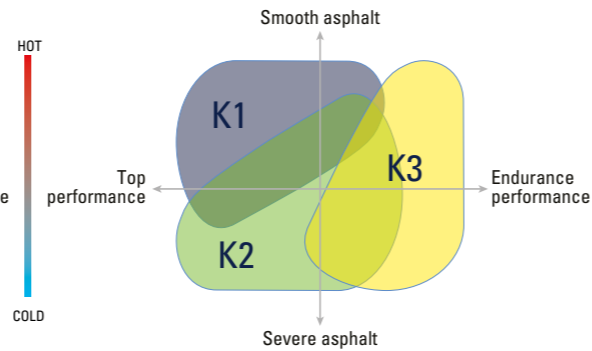
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 140/70 R 17 M/C 66V TL	K1	4282400	NOVO
160/60 ZR 17 M/C (69W) TL	K3	2525800	
180/55 ZR 17 M/C (73W) TL	K2	2548600	
180/55 ZR 17 M/C (73W) TL	K3	2525900	
180/60 ZR 17 M/C (75W) TL	K1	2548700	
180/60 ZR 17 M/C (75W) TL	K2	2548800	
190/50 ZR 17 M/C (73W) TL	K3	2526000	
190/55 ZR 17 M/C (75W) TL	K3	2526100	
200/55 ZR 17 M/C (78W) TL	K1	3888300	
200/55 ZR 17 M/C (78W) TL	K2	3888400	
200/55 ZR 17 M/C (78W) TL	K3	3888500	

TL = Tubeless

FRONT SPECIFICATION CHOICE



REAR SPECIFICATION CHOICE



K0 = Super Soft / K1 = Soft / K2 = Medium

Note: Temperature scale refers to tyre operating temperature. Compound choice can vary depending on bike setup and riding style. Please check with your dealer or racing service.

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
TRIUMPH	Speed Twin	120/70 ZR 17 M/C (58W) TL	160/60 ZR 17 M/C (69W) TL
TRIUMPH	Thruxton 1200 /RS	120/70 ZR 17 M/C (58W) TL	160/60 ZR 17 M/C (69W) TL



Racetec™

TD SLICK



Não deixe a pista sem competir nenhuma pista sem pista

- Conceito "Plug & Play" - eficiência imediata
- O rápido aquecimento faz com que as mantas de aquecimento de pneus sejam uma opção
- Reutilizáveis em várias sessões devido à elevada pressão térmica e resistência ao surgimento de granulação no piso do pneu
- Pneus traseiros reversíveis para explorar até ao limite a longevidade útil do pneu

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 R 17 NHS TL		3895000	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 180/55 R 17 NHS TL		3895100	
180/60 R 17 NHS TL		3942900	
190/55 R 17 NHS TL		3895200	
200/55 R 17 NHS TL		3895300	

TL = Tubeless
NHS = Not for Highway Service



SPORT



TYRE SEGMENTATION	MOTORCYCLE				
	SUPERBIKE & SUPERSPORT	NAKED	SUPERMOTO	SPORT TOURER	ADVENTURE
SPORT	 SPORTEC™ M9 RR SPORTEC™ M7 RR				

Sportec™ M9RR



bikereview.com.au (AU)
published on 5th March 2020

SCORE OF 9.1 OUT OF 10 – EXCELLENT!

“Be assured that the M9 RRs played a pivotal role in really providing a bigger envelope for me to play in they felt rock solid even after multiple sessions of abuse beforehand. Exuberant.”

motorcycle.com (US)
published on 3rd March 2020

“Within a mile or so, I felt comfortable bending the MT 07 I had for the street ride into the corners without concern. As the pace hotted up and the ambient temperature climbed, I never gave grip a second thought.”

Motociclismo (IT)
Issue: 04/2020

“Excellent on the road, the Metzeler SportecM9 RR also perform very well on the circuit. A lot of confidence given by the front and perfect balance with the rear.”

motorcyclenews.com
published on 3rd March 2020

“Fitted to our S1000XR test bike they help carve out assured, accurate lines straight to an apex. Just pick a line and boom, the BMW darts there, transforming this sports adventure into a crisp, svelte steering sportsbike.”



Ride the Unexpected

- Excelente Maneabilidade, para um ótimo prazer de condução
- Rápido aquecimento e impressionante resposta em superfícies molhadas devido aos compostos de 100% sílica
- Elevada aderência desde a primeira curva para corresponder aos desafios mais exigentes
- Tecnologia de duplo composto que garante o melhor desempenho ao longo de toda a vida útil do pneu
- Também disponível para medidas de motos de Trail e Maxi-trail

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 110/70 R 17 M/C 54H TL		3627200	
110/70 ZR 17 M/C 54W TL		3626600	
120/70 ZR 17 M/C (58W) TL		3616900	
19 120/70 R 19 M/C 60V TL		3617500	
120/70 ZR 19 M/C 60W TL		4183100	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 140/70 R 17 M/C 66H TL		3627300	
150/60 R 17 M/C 66H TL		3627400	
150/60 ZR 17 M/C 66W TL		3626700	
160/60 ZR 17 M/C (69W) TL		3617000	
170/60 R 17 M/C 72V TL		3617600	
170/60 ZR 17 M/C 72W TL		4183200	
180/55 ZR 17 M/C (73W) TL		3617100	
180/60 ZR 17 M/C (75W) TL		3626800	
190/50 ZR 17 M/C (73W) TL		3617200	
190/55 ZR 17 M/C (75W) TL		3617300	
200/55 ZR 17 M/C (78W) TL		3617400	

TL = Tubeless



Sportec™ M9RR

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
BMW	S 1000 RR	120/70 ZR 17 M/C (58W) TL	190/55 ZR 17 M/C (75W) TL
INDIAN	FTR	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
INDIAN	FTR S	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
INDIAN	FTR R Carbon	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL



*As especificações podem ser diferentes conforme as medidas do pneu.

Sportec™ M7RR



Pneu desenvolvido para elevar o potencial dos pilotos esportivos em todas as condições meteorológicas

- Destinado a todos aqueles que têm um estilo de condução desportivo, em busca de tração em qualquer condição de estrada, meteorologia e temperatura
- O primeiro pneu superdesportivo que introduz o novo paradigma de sensação de contato em piso molhado.
- Duplo composto no pneu traseiro, com tecnologia INTERACT™
- Perfis e estruturas derivadas do conhecimento da METZELER em Road Races

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 130/70 ZR 16 M/C (61W) TL		3865600	
17 110/70 ZR 17 M/C 54W TL		2449800	
120/60 ZR 17 M/C (55W) TL		2449900	
120/70 ZR 17 M/C (58W) TL	(M)	4042800	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 150/60 ZR 17 M/C 66W TL		2450100	
160/60 ZR 17 M/C (69W) TL		2450200	
180/55 ZR 17 M/C (73W) TL		2450300	
190/50 ZR 17 M/C (73W) TL		2450400	
190/55 ZR 17 M/C (75W) TL		2450500	

TL = Tubeless

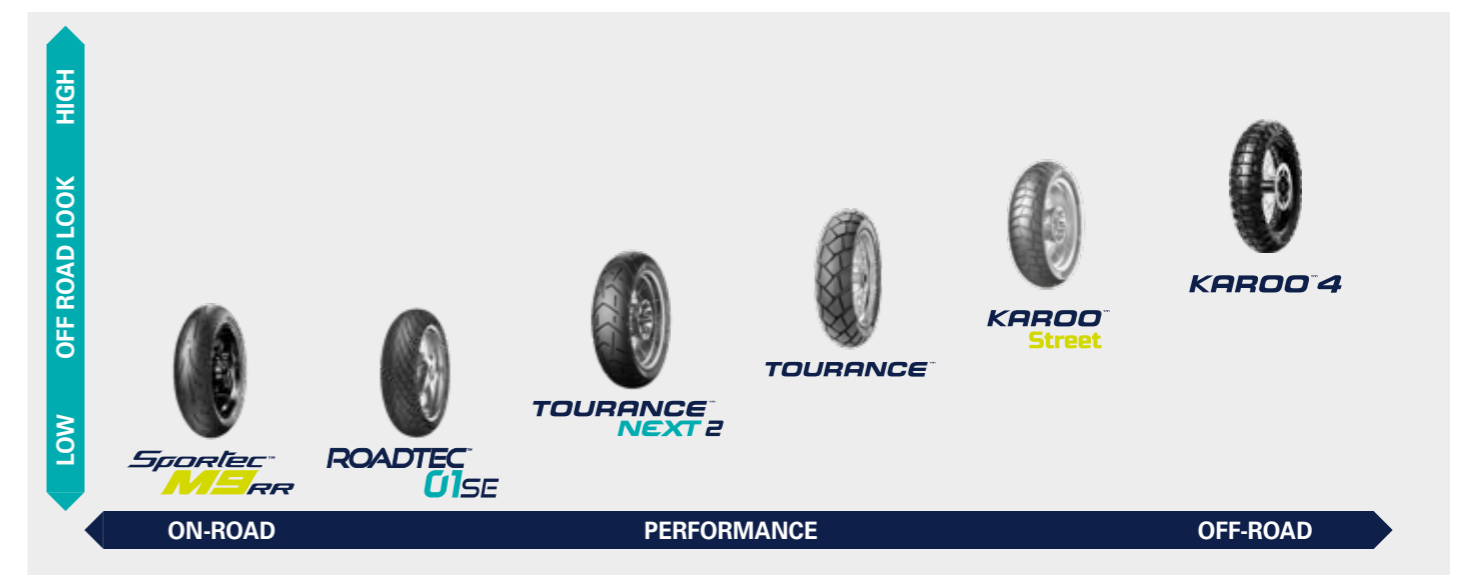
*As especificações podem ser diferentes conforme as medidas do pneu.



Equipamentos top de linha da Metzeler para motocicletas maxitrail



Linha Metzeler para motos de aventura*



19 polegadas dianteira, 17 polegadas traseira

Linha Metzeler para maxi enduro*



21 polegadas dianteira, 17/18 polegadas traseira

SPORTEC™ M5 INTERACT™

Um pneu Supersport polivalente de excelência.



MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 ZR 17 M/C (58W) TL		1927400	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 160/60 ZR 17 M/C (69W) TL		1971300	
180/55 ZR 17 M/C (73W) TL		1927600	

TL = Tubeless



SPORTEC™ M5 INTERACT™

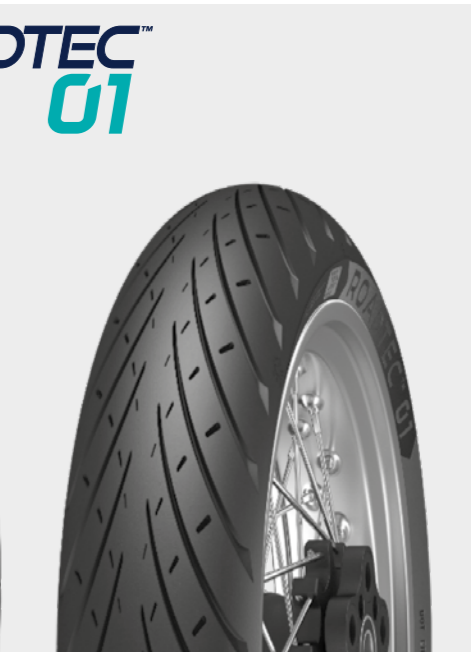
O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
KTM	Duke 125/200/390	110/70 R 17 M/C 54HTL	150/60 R 17 M/C 66HTL



THE ROADTEC™ FAMILY

Dedicated to all kinds of sport touring bikes.



Radial sizes

X-Ply sizes

ROADTEC™ 01 SE:
sport performance for naked,
trail or super sport bikes.

ROADTEC™ 01 (HWM* sizes): the sport touring
tyre with reinforced carcass
construction for adventure and
heavy touring motorcycles.

ROADTEC™ 01 (X-PLY sizes):
the perfect all-rounder in the
classic segment.



Super sport, naked and
Adventure motorcycles



Sport and Grand Tourer



Classics and old glories

MOTORCYCLE						
TYRE SEGMENTATION	SUPERBIKE & SUPERSPORT	NAKED	SUPERMOTO	SPORT TOURER	CLASSIC & SCRAMBLER	ADVENTURE
SPORT TOURING	ROADTEC™ 01 & ROADTEC™ 01 SE					
	ROADTEC™ Z8 INTERACT™					
	LASERTEC™					
URBAN MOBILITY				ME22, 11, BLOCK K AND BLOCK C		

*Heavy weight motorcycle

ROADTEC™ 01



MO Tipp (DE) - Issue: 10/2018

"The perfect tyre for all-year riders and bad weather conditions. Great handling and a high mileage."

MCN (UK) - 'Tyre of the year' award 2017

Chief Road Tester Michael Neeves from Motorcycle News explained the reasons why the METZELER ROADTEC™ 01 won the

award for the second consecutive year: "The METZELER ROADTEC™ 01 has moved the game on a notch. They warm up exceptionally fast, even in the coldest conditions and offer good grip no matter the weather. They're almost perfect."

Motorrad (DE) Test Winner in the Wet
Issue: 12/2017



Motorrad&Reisen (DE)
Test Touring Tyres - Issue: 78/2017
Very good tyre

Motorrad (DE) Test Winner - Issue: 06/2016

"... in the Touring category the new Metzeler Roadtec 01 is leading: a sporty and agile road tyre which provides extreme back up grip in the wet ..."

The sport touring world has changed.
Ride longer, ride farther, ride safer

Os pneus Touring da METZELER, têm como foco aumentar a tração em superfícies molhadas e de baixo atrito, expandir a quilometragem e oferecer um elevado grau de adaptabilidade para as diferentes motos, estilos de condução e condições. Uma resposta atual para as necessidades passadas e futuras. A última atualização do premiado Roadtec Z8 Interact.

- Melhor aderência numa ampla variedade de pisos/condições meteorológicas devido ao design da banda de rodagem e a compostos únicos
- Área de contato mais larga e curta; o duplo composto garante uma vida útil mais longa do pneu traseiro
- O sistema de Interact patenteado da METZELER, em funcionamento conjunto com a estrutura do pneu, garante uma melhor estabilidade de condução, conforto e precisão

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/60 ZR 17 M/C (55W) TL		2669900	
120/70 ZR 17 M/C (58W) TL	(E)	3803500	
120/70 ZR 17 M/C (58W) TL	HWM	2681200	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 160/70 ZR 17 M/C 73W TL		4016900	
180/55 ZR 17 M/C (73W) TL	(E)	3562700	
180/55 ZR 17 M/C (73W) TL	(M)	4042700	
180/55 ZR 17 M/C (73W) TL	(B) HWM	3627500	
180/55 ZR 17 M/C (73W) TL	HWM	2681300	
190/50 ZR 17 M/C (73W) TL	HWM	2681400	
190/55 ZR 17 M/C (75W) TL	HWM	2681500	

TL = Tubeless
HWM = Heavy Weight Motorcycles

X-Ply

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 100/90 - 16 M/C 54H TL		3240900	
110/90 - 16 M/C 59V TL		3241000	
130/90 - 16 M/C 67H TL		3555200	
17 100/80 - 17 M/C 52H TL		3241100	
110/70 - 17 M/C 54H TL		3132400	
110/80 - 17 M/C 57H TL		3241200	
18 80/100 - 18 M/C 47P TL		3775900	
100/90 - 18 M/C 56H TL		3241400	
100/90 - 18 M/C 56V TL		3241500	
19 90/90 - 19 M/C 52H TL		3627800	
100/90 - 19 M/C 57V TL		3132500	
3.25 - 19 M/C 54V TL		3242700	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 130/90 - 16 M/C 67V TL		3241800	
150/80 - 16 M/C 71H TL		3555300	
17 130/70 - 17 M/C 62H TL		3132600	
130/80 - 17 M/C 65H TL		3241900	
140/70 - 17 M/C 66H TL		3242100	
140/80 - 17 M/C 69V TL		3242200	
150/70 - 17 M/C 69V TL		3242400	
18 90/90 - 18 M/C 51P TL		3776000	
110/90 - 18 M/C 61H TL		3242500	
120/80 - 18 M/C 62H TL		3242600	
4.00 - 18 M/C 64V TL		3242800	

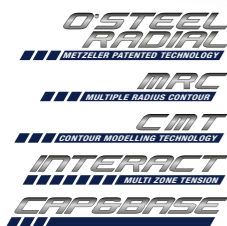
TL = Tubeless

ROADTEC™ 01

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DE LANTERNA	MEDIDA TRASEIRA
BMW	K 1600 B	120/70 ZR 17 M/C (58W) TL (HWM)	190/55 ZR 17 M/C (75W) TL (HWM)
BMW	K 1600 Grand America	120/70 ZR 17 M/C (58W) TL (HWM)	190/55 ZR 17 M/C (75W) TL (HWM)
BMW	K 1600 GT	120/70 ZR 17 M/C (58W) TL (HWM)	190/55 ZR 17 M/C (75W) TL (HWM)
BMW	K 1600 GTL	120/70 ZR 17 M/C (58W) TL (HWM)	190/55 ZR 17 M/C (75W) TL (HWM)
BMW	S 1000 XR	120/70 ZR 17 M/C (58W) TL	190/55 ZR 17 M/C (75W) TL
BMW	R 1250 R	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
BMW	R 1250 RS	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
BMW	R nineT	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
BMW	R nineT Pure	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL
HONDA	NT 1100	120/70ZR17M/C (58W)TL	180/55 ZR 17 M/C (73W)TL (M)





A face desportiva do Touring

- Complementa a gama do multi-premiado vencedor dos testes - ROADTEC™ 01, com uma gama específica para motos Sport Tourer, Naked, Supersport e Trails (Novo para 2022)
- Otimizado para condução desportiva, mantendo as excelentes características Sport-Touring para uma maior quilometragem e condições de piso molhado
- Excelente aderência na máxima inclinação devido à ausência de ranhuras nas extremidades do pneu

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 ZR 17 M/C (58W) TL		3850800	
19 110/80 R 19 M/C 59V TL		4129400	
120/70 ZR 19 M/C 60W TL		4129500	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 150/70 R 17 M/C 69V TL		4129700	
160/60 ZR 17 M/C (69W) TL		3850900	
170/60 ZR 17 M/C (72W) TL		4129600	
180/55 ZR 17 M/C (73W) TL		3851000	
190/50 ZR 17 M/C (73W) TL		3851200	
190/55 ZR 17 M/C (75W) TL		3851300	

TL = Tubeless

TECHNICAL SPECIFICATIONS OF ROADTEC™ 01 SE

ROADTEC™ 01

ROADTEC™ 01SE


FRONT



Front tyres of R01SE are multi-pitch as well as R01, improving acoustic comfort. Shortened and progressive tread grooves in the shoulder area



REAR



Slick shoulder:

- Increased grip until the limit lean angle
- Improved safety feeling when cornering



Ride (UK) test winner
Issue: 06/2020

MCN (UK) test winner
Issue: 08/2020

“The difference these made to the BMW was very impressive. It felt lighter, like it had better suspension and worked amazingly from cold. The biggest improvement of any tyre here”

MCN (UK)
published online 2nd March 2020

“[...] the steering is lighter than you'd expect from traditional sports touring rubber and there's more rear grip on the road than any sane person would ever need.”

Moto.it (IT)
published online 31st July 2020

“Riding confidence and stability are two constants of the 01SE behaviour [...]. But maybe, the aspect that is most appreciated is that sense of linearity, neutrality, which characterises corner entry and changes in lean angles.”

Motociclismo (IT)
published online 27th June 2020

“The first thing that impressed us was the light steering [...]. And then there's an excellent ability to hold the intended line.”

ROADTEC™ Z6

Performance em todas as condições

- Perfeito desempenho global num pneu radial Sport Touring

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/70 ZR 17 M/C (58W) TL		1448100	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 160/60 ZR 17 M/C (69W) TL		1448700	
170/60 ZR 17 M/C (72W) TL		1449100	
180/55 ZR 17 M/C (73W) TL		1448600	
190/50 ZR 17 M/C (73W) TL		1449000	

TL = Tubeless



ROADTEC™ Z8 INTERACT™

Sublime combinação de precisão com fácil dirigibilidade

- Facilidade na pilotagem, conforto, previsibilidade, facilidade na mudança de direção, progressividade na inclinação, são oferecidos pela interatividade dos perfis Sport Touring com o desenho em Pi Grego e a patenteada tecnologia Interact™
- ROADTEC™ Z8 INTERACT™ conecta você a estrada, especialmente no piso molhado.



MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 110/70 ZR 17 M/C 54W TL	(M)	2491300	
120/70 ZR 17 M/C (58W) TL	(M)	2283600	
18 110/80 ZR 18 M/C (58W) TL	(M)	2491500	
120/70 ZR 18 M/C (59W) TL	(M)	2491400	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 150/70 ZR 17 M/C (69W) TL	(M)	2491700	
160/60 ZR 17 M/C (69W) TL	(M)	2491600	
170/60 ZR 17 M/C (72W) TL	(M)	2491900	
180/55 ZR 17 M/C (73W) TL	(M)	2283700	
180/55 ZR 17 M/C (73W) TL	(O)	2283800	
190/50 ZR 17 M/C (73W) TL	(M)	2283900	
190/50 ZR 17 M/C (73W) TL	(O)	2284000	
190/55 ZR 17 M/C (75W) TL	(M)	2284100	
190/55 ZR 17 M/C (75W) TL	(O)	2284200	
18 140/70 ZR 18 M/C (67W) TL	(M)	2415800	
160/60 ZR 18 M/C (70W) TL	(M)	2491800	

TL = Tubeless

SPECIAL VERSION

Front and rear (M) versions serve the majority of motorcycles

Rear (O) versions feature 2-ply structure for enhanced stability on selected motorcycles

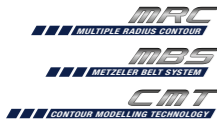
Browse FIT ON YOUR MOTORCYCLE section on metzeler.com for detailed motorcycle models and their recommended tyre fits

ROADTEC™ Z8 INTERACT™

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
BMW	R 1250 RT	120/70 ZR 17 M/C (58W) TL	180/55 ZR 17 M/C (73W) TL





LASERTEC™

Estilo clássico, tecnologia nova

- Design antigo e soluções modernas de tecnologia para melhorar o estilo e desempenho da moto

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 120/80 VB 16 M/C (60V) TL		1531100	
18 100/90 V 18 M/C (56V) TL		1534500	
110/80 - 18 M/C 58H TL		1530500	
110/80 V 18 M/C (58V) TL		1534800	
90/90 - 18 M/C 51H TL		1531700	
19 100/90 - 19 M/C 57V TL		1530100	
3.25 - 19 M/C 54H TL		1531300	
21 90/90 - 21 M/C 54H TL		1531800	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
15 130/90 - 15 M/C 66S TL		1806700	
16 150/80 VB 16 M/C (71V) TL		1533400	
17 160/70 B 17 M/C 73V TL		1533800	
18 130/70 - 18 M/C 63H TL		1533000	
130/80 V 18 M/C (66V) TL		1533100	

TL = Tubeless

PERFECT ME 77™

Um prestigiado padrão clássico da banda de rodagem específico para motos de média e pequena cilindrada, devido a uma geometria de ranhuras exclusivas para uma eficaz drenagem de água, elevada quilometragem e um desempenho homogêneo.

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 110/90 - 16 M/C 59S		1016500	

FRONT/MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 3.00 - 18 M/C 47S TL		1204700	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
15 130/90 - 15 M/C 66S TL		1268200	
140/90 - 15 M/C 70S		0747300	
16 110/90 - 16 M/C 59S TL		1077700	
120/90 - 16 M/C 63H TL		0133100	
18 3.50 - 18 56S		0130500	
4.00 - 18 64H TL		0131800	

TL = Tubeless



ME 22™

Tecnologia do legado Metzeler, para os admiradores das customizações vintage

- Limite do pneu com maior curvatura para uma maior manobrabilidade e precisão em curva
- Desenho geométrico da banda de rodagem com sulco longitudinal central e parede lateral larga para um "look" vintage exclusivo, drenagem eficiente de água e elevada quilometragem
- Aderência comprovada e elevada resistência ao deslizamento em estradas secas e molhadas

MEDIDA DIANTEIRA/TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 2.50 - 17 M/C 43P Reinf		2704400	
2.75 - 17 M/C 47P Reinf		2704500	
3.00 - 17 M/C 50P Reinf		0116100	
18 2.75 - 18 M/C 48P TL Reinf		1546300	
3.00 - 18 M/C 52P TL Reinf		3609800	
3.25 - 18 59P Reinf		0113700	
3.50 - 18 M/C 62P TT Reinf		3609900	

TL = Tubeless



PERFECT ME 11™

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 3.25 - 18 52H		0111700	
19 3.00 - 19 49S		0747200	
3.25 - 19 54S TL		0111100	

TL = Tubeless



BLOCK™ K

MEDIDA DIANTEIRA/TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 4.00 - 18 64P	Sidecar	0109700	

TL = Tubeless



BLOCK™ C

MEDIDA DIANTEIRA/TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 2.50 - 16 41P Reinf		1419400	
2.75 - 16 46P Reinf		0109200	
3.25 - 16 55P Reinf		0109500	
18 3.25 - 18 M/C 52S		0712800	
3.50 - 18 56S		0932300	
4.00 - 18 64H (C) TOURING SPEC		0110100	
19 3.00 - 19 54P Reinf		0109800	
3.25 - 19 54P		0109900	
3.50 - 19 57P		0110000	

TL = Tubeless





CRUISERS AND TOURERS

	Cruisers 	Tourers 	Custom 
PERFORMANCE	CRUISETEC™		
MILEAGE		ME 888 MARATHON™ ULTRA	

Product	Target Motorcycles	Main benefits
CRUISETEC™	Cruisers	Top handling, Dry and wet grip, easy line taking and holding, performance consistency, effortless riding, safety.
ME 888 Marathon™	All typologies of American-styled cruisers and tourers, customised versions	Mileage, Comfort, Wet Grip, range width for customizations
ME 888 Marathon™ White Wall		+ White Wall for Classic style look

CRUISETEC™



Desempenho aperfeiçoado.
O derradeiro pneu V-Twin para aperfeiçoar o desempenho as V-Twins do passado, presente e futur

- Maior confiança e segurança em condições molhadas
- Condução tranquila e sem esforço
- Controlo preservado ao longo de toda a vida útil do pneu
- Dimensões traseiras de duplo composto com uma elevada percentagem de sílica promovem um rápido aquecimento e aderência química em piso molhado, enquanto o padrão da banda de rodagem oferece uma aderência mecânica aperfeiçoada

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 MT90 B 16 M/C 72H TL		3578000	
130/90 B 16 M/C 73H TL Reinf		3576400	
150/80 - 16 M/C 71H TL		3576900	
17 100/80 - 17 M/C 52H TL		3822700	
130/80 B 17 M/C 65H TL		3576100	
130/80 B 17 M/C 65H TL	(I)	3950900	
160/70 R 17 M/C 73V TL		4173200	NOVO
18 130/70 B 18 M/C 63H TL		3974500	
130/70 R 18 M/C 63H TL		3578400	
160/60 R 18 M/C 70V TL		3797200	
19 100/90 - 19 M/C 57H TL		3576600	
110/90 - 19 M/C 62H TL		4195900	
120/70 ZR 19 M/C (60W) TL		3577300	
130/60 B 19 M/C 61H TL		3576300	
130/60 B 19 M/C 66H TL Reinf		3773300	
21 MH90 - 21 M/C 54H TL		4195400	
120/70 B 21 M/C 68H TL Reinf		4194900	
130/60 B 21 M/C 63H TL		4195500	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
15 140/75 R 15 M/C 65H TL		3822800	
16 MU85 B 16 M/C 77H TL		3578100	
MT90 B 16 M/C 74H TL		3578300	
130/90 B 16 M/C 73H TL Reinf		3576800	
150/80 B 16 M/C 77H TL Reinf		3576500	
180/60 R 16 M/C 80H TL Reinf		3577700	
180/60 R 16 M/C 80H TL Reinf	(I)	3838700	
180/65 B 16 M/C 81H TL Reinf		3576200	
180/70 B 16 M/C 77H TL		3577000	
180/70 R 16 M/C 77V TL		4173300	NOVO
200/55 R 16 M/C 77H TL Reinf		3578500	
17 160/70 B 17 M/C 79V TL Reinf		3576700	
200/55 R 17 M/C 78V TL		3577900	
18 150/70 B 18 M/C 76H TL Reinf		3578200	
180/55 B 18 M/C 80H TL Reinf		3577100	
180/55 ZR 18 M/C (74W) TL		3577500	
240/40 VR 18 M/C (79V) TL		3577400	
260/40 VR 18 M/C (84V) TL		3656900	
21 260/35 VR 21 M/C (83V) TL		4079500	Distributed by Thunderbike only**

TL = Tubeless

** THUNDERBIKE
Güterstraße 5
DE-46499 Hamminkeln

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*Actual specification may vary depending on tyre size

CRUISETEC™

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
INDIAN	Vintage Dark Horse	130/80B17 (I) Spec Cruisetec	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Challenger	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Challenger Dark Horse	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Challenger Limited	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Chieftan	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Chieftan Dark Horse	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Chieftan Elite	130/60B19M/CTL 61H CruisF	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Chieftan Limited	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Roadmaster	130/80B17 (I) Spec Cruisetec	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Roadmaster Dark Horse	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Roadmaster Limited	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	SCOUT ROGUE	130/60B19M/CTL 61H CruisF	150/80B16M/C REINFTL 77H CruisR
INDIAN	SCOUT ROGUE SIXTY	130/60B19M/CTL 61H CruisF	150/80B16M/C REINFTL 77H CruisR
INDIAN	Springfield	130/80B17 (I) Spec Cruisetec	180/60 R 16 M/C 80HTL Rein (I)Spec
INDIAN	Springfield Dark Horse	130/60 B 19 M/C 66HTL	180/60 R 16 M/C 80HTL Rein (I)Spec



ME 888 MARATHON™ ULTRA

Ultra mileage, Metzeler performance

- Elevada quilometragem complementada por uma performance Metzeler e um maior controlo também em piso molhado
- Especificamente desenhado para grandes turísticas, V-Twin cruisers e respetivas customizações
- Tecnologia que garante um desempenho consistente ao longo de toda a vida útil do pneu
- Excelente Manobrabilidade
- Extensa gama que inclui pneus radiais e de outras tecnologias, dianteiros e traseiros XXL, na frente até 26 polegadas, com bandas laterais a branco e laranja para um estilo incomparável de personalização



MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
16 130/90 - 16 M/C 67H TL		2318000	
130/90 - 16 M/C 67H TL	WHITEWALL	2407600	
130/90 B 16 M/C 73H TL Reinf		2703600	
150/80 - 16 M/C 71H TL		4195100	
150/80 R 16 M/C 71V TL		2680600	
MT90 B 16 M/C 72H TL		2318100	
MT90 B 16 M/C 72H TL	WHITEWALL	2407500	
17 120/70 B 17 M/C 58V TL		4195200	
120/90 - 17 M/C 64S TT		4195800	
130/70 R 17 M/C 62V TL		3133200	
130/80 B 17 M/C 65H TL		2318200	
130/80 B 17 M/C 65H TL	WHITEWALL	2407700	
140/75 R 17 M/C 67V TL		3133300	
140/80 - 17 M/C 69H TL		4196000	
150/80 R 17 M/C 72V TL		2680800	
18 100/90 - 18 M/C 56H TL		4195700	
110/90 - 18 M/C 61H TL		2703800	
120/70 ZR 18 M/C (59W) TL		3133600	
130/60 VR 18 M/C (60V) TL		3133800	
130/70 B 18 M/C 63H TL		4194600	
130/70 R 18 M/C 63H TL		4241500	
130/70 R 18 M/C 63V TL		3133900	
140/70 B 18 M/C 73H TL Reinf		4196100	
180/55 B 18 M/C 80H TL Reinf		4248300	NOVO
19 100/90 - 19 M/C 57H TL		3745700	
100/90 - 19 M/C 57H TL	WHITEWALL	2407800	
110/90 - 19 M/C 62H TL		4195000	
120/70 ZR 19 M/C (60W) TL		2680700	
130/60 B 19 M/C 61H TL		2634800	
21 80/90 - 21 M/C 48H TL		4195600	
90/90 - 21 M/C 54H TL		4194700	
120/70 B 21 M/C 68H TL Reinf		4194800	
120/70 B 21 M/C 68H TL Reinf	WHITEWALL	2718100	
120/70 - 21 M/C 62V TL		3134100	
130/60 - 21 M/C 63H TL		4195300	
180/50 B 21 M/C 74V TL		4248400	NOVO
MH90 - 21 M/C 54H TL		4194500	
MH90 - 21 M/C 54H TL	WHITEWALL	2408500	
23 130/60 B 23 M/C 65H TL		2429300	

TL = Tubeless

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
15 140/90 B 15 M/C 70H TL		2408700	
150/90 B 15 M/C 80H TL Reinf		2616500	
160/80 - 15 M/C 74S TT		3134400	
170/80 B 15 M/C 77H TL		2318400	
170/80 B 15 M/C 77H TL	WHITEWALL	2407900	
180/70 B 15 M/C 76H TL		2703100	
200/70 B 15 M/C 82H TL		3134500	
16 130/90 B 16 M/C 73H TL Reinf		2318500	
130/90 B 16 M/C 73H TL Reinf	WHITEWALL	2408300	
140/90 B 16 M/C 77H TL Reinf		2408800	
140/90 B 16 M/C 77H TL Reinf	WHITEWALL	2408900	
150/80 B 16 M/C 77H TL Reinf		2318600	
150/80 B 16 M/C 77H TL Reinf	WHITEWALL	2408000	
160/80 B 16 M/C 75H TL		2616600	
170/70 B 16 M/C 75H TL		2531600	
180/60 R 16 M/C 74H TL		2429500	
180/60 R 16 M/C 80H TL Reinf		2634900	
180/65 B 16 M/C 81H TL Reinf		2318700	
180/65 B 16 M/C 81H TL Reinf	WHITEWALL	2408400	
180/70 R 16 M/C 77V TL		2680900	
240/50 R 16 M/C 84V TL		2681100	
MT90 B 16 M/C 74H TL		2318800	
MT90 B 16 M/C 74H TL	WHITEWALL	2408200	
MU85 B 16 M/C 77H TL		2318900	
MU85 B 16 M/C 77H TL	WHITEWALL	2408100	
200/60 R 16 M/C 79V TL		2704000	
17 140/80 B 17 M/C 69V TL		3134600	
170/60 R 17 M/C 78V TL Reinf		3134700	
160/70 B 17 M/C 79V TL Reinf		2409000	
180/60 B 17 M/C 75V TL		2703300	
200/50 ZR 17 M/C 75W TL		2681000	
200/55 R 17 M/C 78V TL		2703900	
210/50 ZR 17 M/C (78W) TL		3134800	
18 150/70 B 18 M/C 76H TL Reinf		2616700	
160/60 R 18 M/C 76V TL Reinf		3134900	
180/55 ZR 18 M/C (74W) TL		2704200	
180/55 B 18 M/C 80H TL Reinf		2634700	
200/50 R 18 M/C 82H TL Reinf		2703400	
210/40 R 18 M/C 73H TL		3135100	
240/40 VR 18 M/C (79V) TL		2704100	
260/40 VR 18 M/C (84V) TL		2781500	
280/35 VR 18 M/C (84V) TL		3135200	
300/35 VR 18 M/C (87V) TL		3135300	

TL = Tubeless



THE ENDURO STREET FAMILY

Dedicated to all kinds of big enduro, trail and adventure bikes.

**TOURANCE™
NEXT 2**



The evolution of the legendary TOURANCE™ NEXT, a newest road-oriented benchmark for riding pleasure that dares you to challenge any road.

Dedicated to the latest evolution of adventure motorcycles

TOURANCE™



The legendary road-oriented tyre for dual purpose motorcycles.

For contemporary and vintage dual-purpose motorcycles

**ENDURO 1
ENDURO 2**



All-round dual purpose tyres with a Terrain/Tarmac Soul.

Dedicated to vintage off-road/on-road glories



TOURANCE™ NEXT 2

A evolução do lendário TOURANCE™ NEXT, a mais recente referência com o foco na estrada e que desafia o prazer na condução em qualquer estrada.

- Comportamento ágil e neutro proporcionando uma sensação de controlo preciso e eficácia em todos os tipos de registo e faixas de potência.
- Estabelece um novo padrão de desempenho em piso molhado e de travagem. Distância de paragem 1,5m mais curta a 85km/h no molhado, devido ao layout do composto METZELER HYPERBASE**
- Desempenho imediato e duradouro, ao longo da vida do pneu, devido aos novos compostos e à tecnologia DYMATEC*
- Excelente conforto e segurança em condução com ou sem pendura ou bagagem

** Do que o melhor concorrente testado no mesmo segmento de pneus, de acordo com o método de testes internos de travagem em piso molhado na BMW R1250GS com VIn = 85km/h, VOut=0 km/h, Temp. Ambiente =25°C, Temp. Estrada = 25°C



MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
19 100/90 - 19 M/C 57V TL		3961300	
	110/80 R 19 M/C 59V TL	3960600	
	120/70 R 19 M/C 60V TL	3960400	
	120/70 ZR 19 M/C 60W TL	3960700	
21 90/90 - 21 M/C 54V TL		3961200	
	90/90 - 21 M/C (54V) TL	4240900	NOVO

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 130/80 R 17 M/C 65V TL		3961800	
	140/80 R 17 M/C 69V TL	3961900	
	150/70 R 17 M/C 69V TL	3961500	
	170/60 R 17 M/C 72V TL	3960500	
	170/60 ZR 17 M/C 72W TL	3960800	
18 150/70 R 18 M/C 70V TL		3961400	
	150/70 ZR 18 M/C 70W TL	4241000	NOVO

TL = Tubeless



TOURANCE™ NEXT



Dois pneus, uma moto, zero limites
Um novo padrão para motos Trail Urbanas
Pneu de Trail para estrada que desafia a condução em qualquer condição climática e qualquer tipo de estrada

Uma referência ícone em maneabilidade, desempenho em piso molhado e durabilidade no segmento de pneus para motos Trail

- Medidas traseiras de composto duplo
- Um "must-have" para todas as gerações de motos de Trail
- Equipamento original em vários anos do modelo BMW R 1200 GS entre outras

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
19 100/90 - 19 M/C 57V TL		3773100	
110/80 R 19 M/C 59V TL		2084700	
120/70 R 19 M/C 60V TL	(B)	2743400	
120/70 R 19 M/C 60V TL		2312000	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 150/70 R 17 M/C 69V TL		2084800	
170/60 R 17 M/C 72V TL	(B)	2743500	
170/60 R 17 M/C 72V TL		2312300	

TL = Tubeless

*As especificações podem ser diferentes conforme as medidas do pneu.

TOURANCE™ NEXT

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
BMW	R nineT Scrambler	120/70 R 19 M/C 60VTL	170/60 R 17 M/C 72VTL
BMW	R nineT Urban G/S	120/70 R 19 M/C 60VTL	170/60 R 17 M/C 72VTL
HONDA	GB 350S	110/90-19 M/C 57HTL	150/70R17 M/C 69HTL
HONDA	NC 750 X	120/70ZR17M/C (58W)TL	160/60ZR17M/C (69W)TL
TRIUMPH	TIGER 1200	120/70 R 19 M/C 60VTL	150/70 R 18 M/C 70VTL
TRIUMPH	Tiger 900	100/90 - 19 M/C 57VTL	150/70 R 18 M/C 70VTL



TOURANCE™

Pneu de dupla proposta desenvolvido e ajustado para as grandes, e modernas motos enduro street

- Um sulco com grande profundidade combinado com um composto balanceado entre sílica e negro de fumo foram usados para garantir um alto nível de desempenho de quilometragem
- Estrutura com cintura 0° nas medidas traseiras radiais, associada com uma carcaça leve para alcançar estabilidade contato com a estrada mesmo em altas velocidades por distribuir as forças uniformemente para o solo e otimizar a área de contato em todas as condições
- Encaixa perfeitamente em todas as diferentes gerações de motos enduro street com um forte visual off road

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 110/80 - 14 M/C 53P DP TL		3849100	
19 100/90 - 19 M/C 57H TL		3773000	
100/90 - 19 M/C 57S TT		3908100	
110/80 - 19 M/C 59H TL		3079800	
110/80 R 19 M/C 59V TL		2315900	
21 90/90 - 21 M/C 54H TL		3078600	
90/90 - 21 M/C 54S		3555600	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
13 130/70 - 13 M/C 57P DP TL		3849200	
17 120/90 - 17 M/C 64S		1012200	
130/80 - 17 M/C 65S DP TT		3966800	
130/80 R 17 M/C 65H TL		1012000	
130/80 R 17 M/C 65S TL		1086800	
140/80 R 17 M/C 69H TL		1012100	
150/70 R 17 M/C 69H TL		3079900	
150/70 R 17 M/C 69V TL		1127900	
18 120/80 - 18 M/C 62S DP TT		3966600	

TL = Tubeless

ENDURO 1, ENDURO 2

Pneu com dupla finalidade para uma ampla utilização

- Distribuição dos blocos para um bom funcionamento
- Compostos especificamente ajustados para alta quilometragem
- Confiável na estrada, consistente em off-road

ENDURO 1

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 3.00 - 21 51R		0139400	

ENDURO 2

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 4.00 - 18 64R		0139200	

TOURANCE™

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DELETERA	MEDIDA TRASEIRA
BMW	G 310 GS	110/80 - 19 M/C 59H TL	150/70 R 17 M/C 69H TL
TRIUMPH	Scrambler 1200	90/90 - 21 M/C 54H TL	150/70 R 17 M/C 69V TL
TRIUMPH	Scrambler 900	100/90 - 19 M/C 57H TL	150/70 R 17 M/C 69V TL
TRIUMPH	Tiger 900	90/90 - 21 M/C 54H TL	150/70 R 17 M/C 69V TL



THE KAROO™ FAMILY

The KAROO™ family consists of three different products



KAROO™
Street



KAROO™ Street,
a unique combination
of scrambler look and feel
with on-road agility



EXPEDITION

KAROO™ 4



KAROO™ 4,
dedicated to raids
and adventure journeys



ADVENTURE

KAROO™
Extreme



KAROO™ Extreme,
a product developed
to compete in professional
Rally races



RALLY



Motorrad & Reisen (DE)
Issue: 88/2018
Very good tyre

"The Metzeler Karoo Street manages the balancing act between outstanding street and off-road performance. While other tyres fail due to the mixture of conditions, the Karoo Street manages to stay stable."



O pneu off-road com performance on-road

- Alta concentração de sílica na proporção de negro de fumo e outras resinas, atingindo um alto nível de aderência tanto no seco quanto no molhado
- Blocos extra-grandes criam uma ótima área de contato e possibilitam a melhor estabilidade on-road
- Sulcos longitudinais ajudam a cavar o solo e por isso aumentam a tração off-road, principalmente em terra e solos de alta compactação

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
15 120/70 - 15 M/C 56P TL		3950300	
17 110/70 - 17 M/C 54S M+S TL		3778000	
120/70 R 17 M/C 58V M+S TL		3555800	
19 100/90 - 19 M/C 57V TL		4098000	NOVO
110/80 R 19 M/C 59V M+S TL		3142500	
120/70 R 19 M/C 60V TL		4096700	
120/70 R 19 M/C 60V M+S TL		3142600	
21 90/90 - 21 M/C 54V TL		4096800	
90/90 - 21 M/C 54V M+S TL		3142700	
90/90 - 21 M/C 54H TT		3735100	
90/90 - 21 M/C 54H TL		3735300	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 140/70 - 14 M/C 62P TL		3950400	
17 130/80 R 17 M/C 65V M+S TL		3556000	
140/70 - 17 M/C 66S M+S TL		3778100	
140/80 R 17 M/C 69V TL		4098100	NOVO
150/70 R 17 M/C 69V M+S TL		3142800	
170/60 R 17 M/C 72V M+S TL		3142900	
180/55 R 17 M/C 73V M+S TL		3555900	
18 150/70 R 18 M/C 70V TL		4096900	
150/70 R 18 M/C 70V M+S TL		3143000	
150/70 R 18 M/C 70H TT		3735200	
150/70 R 18 M/C 70H TL		3735400	

TL = Tubeless
M+S = Mud + Snow

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
HONDA	ADV 350	110/70 - 16 M/C 52STL	130/70 R 16 M/C 61STL
HONDA	CRF1100	90/90-21M/CTL 54H KaroSF	150/70R18M/CTL 70H KaroSR
HONDA	CRF1100/CRF750	90/90-21M/CTL 54H KaroSF	150/70R18M/CTL 70H KaroSR
MOTO MORINI	Seiemmezzo	110/80 R 19 M/C 59V M+S TL	150/70 R 17 M/C 69V M+S TL
TRIUMPH	TIGER 1200 Rally	90/90 - 21 M/C 54VTL	150/70 R 18 M/C 70VTL



KAROO™ 4



KAROO™ 4 é a evolução do prestigiado KAROO™ 3: um produto abrangente para motos Trail e Maxi-Trail, concebido para superar os limites da Aventura

- Tacos em forma de colher permitem uma melhor tração fora de estrada e potenciam a dispersão de terra ou lama na banda de rodagem. O desenho dos tacos assegura um suporte contínuo em qualquer ângulo de inclinação, também em terrenos difíceis e compactos
- Estruturas de carcaça mais rígidas e novos perfis de múltiplos raios promovem uma melhor manobrabilidade na estrada, independentemente do índice de carga, com compostos traseiros de composto duplo e tacos laterais moldados para melhorar a resposta do pneu, mesmo com cargas mais pesadas
- O melhor da classe para desempenho em piso molhado e ajuda ao motociclista, devido ao novo perfil de pneu e novos compostos que permitem mais segurança sob chuva forte, temperaturas frias e estradas degradadas e em mau estado
- Resistência extrema ao desgaste, cortes e rasgos devido à fórmula da borracha no piso e formato dos tacos, aumentando a estabilidade térmica e mecânica do composto

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
19 100/90 - 19 M/C 57S M+S TL		4172600	
110/80 R 19 M/C 59T M+S TL		4254000	
120/70 R 19 M/C 60T M+S TL		4254200	
21 90/90 - 21 M/C 54T M+S TL		4254400	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 130/80 R 17 M/C 65Q M+S TL		4172800	
140/80 R 17 M/C 69Q M+S TL		4172900	
150/70 R 17 M/C 69T M+S TL		4254100	
170/60 R 17 M/C 72T M+S TL		4254300	
18 140/80 - 18 M/C 70S M+S TL		4173100	
150/70 R 18 M/C 70T M+S TL		4254500	

TL = Tubeless
M+S = Mud + Snow

KAROO™ Extreme



O STEEL RADIAL
METZELER PATENTED TECHNOLOGY

MBS
METZELER BELT SYSTEM

Pneu de Off-Road para diferentes tipos de competições com uma excelente tração e versatilidade

- O desenho dos tacos e do pneu procuram proporcionar a máxima tração nos terrenos difíceis dos Ralis
- A zona dos tacos mais largos proporcionam uma área maior de contacto, assegurando uma aderência em terrenos duros
- A disposição dos tacos dianteiros foi concebido especificamente para oferecer estabilidade direcional tanto em reta como em curva
- A fórmula do composto combina borracha para a resistência mecânica e borracha sintética para a resistência ao desgaste e aos cortes no pneu

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 90/90 - 21 M/C 54R MST TT	Desert	3908300	
90/90 - 21 M/C 54S MST TT		3908200	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 150/70 R 17 M/C 69R MST TL		3866300	
18 140/80 - 18 M/C 70R MST		2470500	
150/70 R 18 M/C 70S MST TL		3560500	

MST = Multi Service Tyre

ENDURO 3 SAHARA

Um pneu enduro on/off dedicado aos exploradores

- Composto e desenho que traz a combinação perfeita e segura de aderência nas curvas, e boa tração em superfícies off-road
- Desenho que permite uma constante auto-limpeza, para trajetórias estáveis e precisas também em terrenos arenosos e lama
- Ótima dirigibilidade, com entradas de curvas mais fáceis, estáveis, e grande margem de segurança em situação extremas

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 90/90 - 21 M/C 54H DP TL		4182500	
90/90 - 21 M/C 54S DP TT		4148600	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
17 120/90 - 17 M/C 64S		0143600	
130/80 - 17 65T TL		0142700	
130/80 - 17 M/C 65S MST TT		3982700	
140/80 - 17 M/C 69H MST TT		3982900	
18 120/80 - 18 M/C 62S DP TT		4148700	
140/80 - 18 M/C 70S MST TT		3983000	
4.00 - 18 64S		0143000	

TL = Tubeless



ENDURO 3 SAHARA

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
HERO MOTOCORP LIMITED	X Pulse 200 (Off Version)	90/90 - 21 M/C 54S	120/80 - 18 M/C 62S



**FOUR WORLD TITLES AT THE
EnduroGP WORLD CHAMPIONSHIP 2022 WITH**

ANDREA VERONA, GASGAS FACTORY RACING

E1 class World Champion and EnduroGP World Champion

BRAD FREEMAN, BETA FACTORY ENDURO TEAM

E3 class World Champion

HARRY EDMONDSON, FANTIC RACING

Youth class World Champion

All riders are equipped with
METZELER 6DAYS EXTREME

53 world titles since the revamp in 2005.

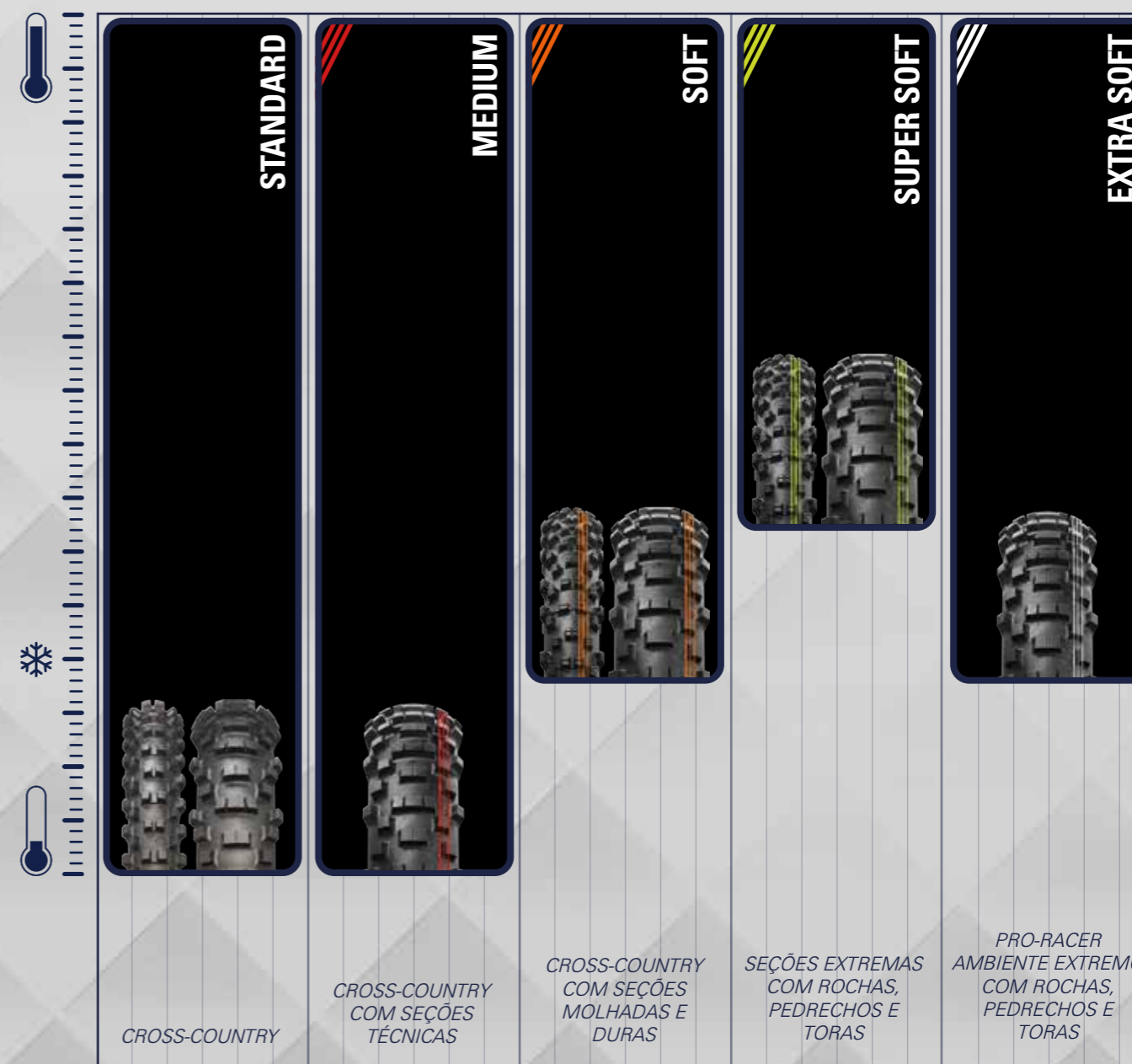


**6 Days
Extreme**

FAIXA DE TRABALHO DE ESPECIFICAÇÃO

ENDURO GP

EXTREME ENDURO



6 Days Extreme



DO reconhecido pneu ENDURO F.I.M., a dominar tanto o ENDURO GP – 40 vezes Campeão do Mundo de Enduro até 2020 – como o Extreme ENDURO, desenvolvido por pilotos de fábrica para os desafios mais exigentes

- Carcaça de polímero de elevada rigidez com concepção X-Ply para características estruturais superiores e excelente resistência a furos.
- Blocos desenhados para oferecer tração e controlo à medida, dependendo da aplicação
- A gama inclui ambos as medidas destinadas ao Enduro GP e ao Extreme Enduro
- Bandas coloridas ajudam a identificar as versões Extreme Enduro

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 80/90 - 21 M/C 48R M+S		3841600	
90/90 - 21 M/C 54R M+S		2477600	
90/90 - 21 M/C 54M MST	Soft	4073200	3x orange tread stripes
90/100 - 21 M/C 57R M+S		4108300	
90/100 - 21 M/C 57M MST	Super Soft	4074600	3x lime tread stripes

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 110/80 - 18 M/C 58R M+S		3841700	
120/90 - 18 M/C 65R M+S		3286600	
120/90 - 18 M/C 65M M+S	Soft	3967500	3x orange tread stripes
130/90 - 18 M/C 69M M+S		1907200	
140/80 - 18 M/C 70M M+S		2477700	
140/80 - 18 M/C 70M M+S	Medium	4067900	3x red tread stripes
140/80 - 18 M/C 70M M+S	Soft	3776600	3x orange tread stripes
140/80 - 18 M/C 70M M+S	Super Soft*	3864900	3x lime tread stripes
140/80 - 18 NHS 70M	Extra Soft	4121200	3x white tread stripes - NOVO

M+S = Mud + Snow
MST = Multi Service Tyre
NHS = Not for Highway Service



6 Days Extreme

O NOSSO EQUIPAMENTO ORIGINAL

FABRICANTE	MODELO MOTO	MEDIDA DIANTEIRA	MEDIDA TRASEIRA
BETAMOTOR	Enduro RR medium	90/90 - 21 M/C 54M M+S (K)	120/90 - 18 M/C 65R M+S
BETAMOTOR	Enduro RR Racing	90/90 - 21 M/C 54M M+S (K)	140/80 - 18 M/C 70M M+S
BETAMOTOR	RR Enduro 50 /50 standard	80/90 - 21 M/C 48M M+S	110/80 - 18 M/C 58M M+S
FANTIC	XE125	90/90-21M/C 54MM+S	120/90-18M/C 65RM+S
FANTIC	XEF250, XEF450	90/90-21M/C 54MM+S	140/80 - 18 M/C 70MM+S
KTM	EXC 125 - 500 Six Days	90/90 - 21 M/C 54M M+S (K)	140/80 - 18 M/C 70M M+S



MEDIUM



SOFT



SUPERSOFT



EXTRASOFT

MC360™ MID SOFT

Troque de terreno, não de pneu.
O pneu perfeito para terrenos de dureza Macia e Média.

- Gama de produtos destinada a a corridas off-road, desde Motocross, Cross-Country, não-F.I.M. Enduro e Freestyle.
- Tacos alternados para curvas progressivas
- Scoops maximizam a tração em terrenos macios e médios
- Dirigibilidade otimizada nas secções de whoops
- Portefólio inclui homologações para estrada e motocross NHS R
- Bandas de rotação reversíveis, a diversão nunca acaba!

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 80/100 - 21 M/C 51M MST	R	4023200	
90/90 - 21 M/C 54M MST		2900600	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 100/100 - 18 M/C 59M MST		2763000	
110/100 - 18 M/C 64M MST		2762400	
120/80 - 18 M/C 62R MST		3822900	
120/100 - 18 M/C 68M MST		2762600	
140/80 - 18 M/C 70M MST		2900700	
19 100/90 - 19 NHS 57M	R	4023300	
110/90 - 19 NHS 62M	R	4023400	
120/80 - 19 NHS 63M	R	4023500	

MST = Multi Service Tyre

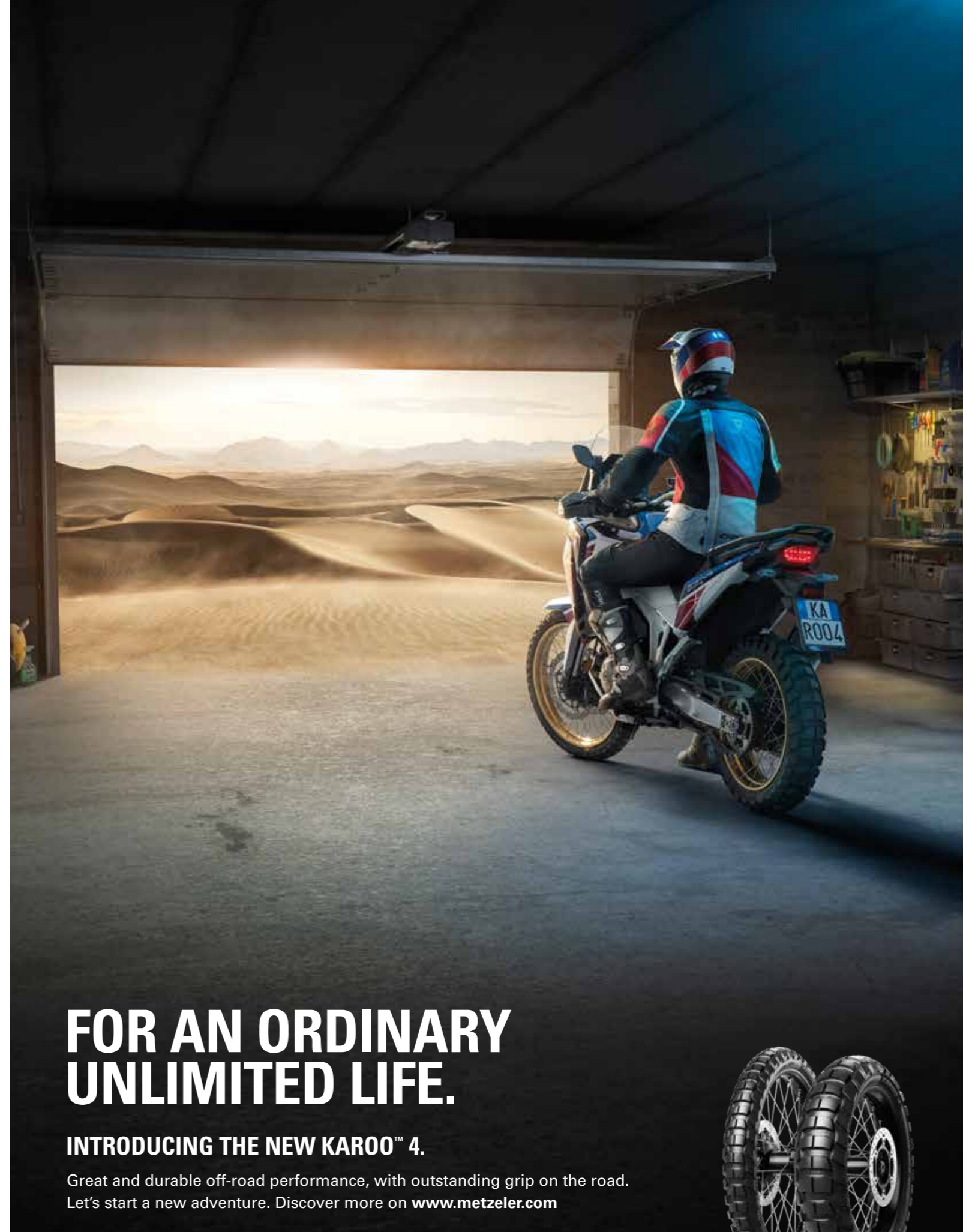
MC360™ MID HARD

Troque de terreno, não de pneu.
O pneu perfeito para terrenos de dureza Média e Duros.

- Gama de produtos dedicada a corridas off-road, desde Motocross, Cross-Country, não-F.I.M. Enduro e Freestyle.
- A sua conceção CKB (Continuous Knob Binding) maximiza a resistência a cortes e ao desgaste dos tacos
- Blocos maiores para aumentar a área de contato
- Portefólio inclui homologações para estrada e motocross NHS R
- Bandas de rotação reversíveis, a diversão nunca acaba!

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 80/100 - 21 M/C 51M MST	R	4023600	
90/90 - 21 M/C 54M MST		2900800	
MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 100/100 - 18 M/C 59M MST		2763100	
110/100 - 18 M/C 64M MST		2762500	
120/100 - 18 M/C 68M MST		2762700	
140/80 - 18 M/C 70M MST		2900900	
19 100/90 - 19 M/C 57M NHS	R	4023700	
110/90 - 19 M/C 62M NHS	R	4023800	
120/80 - 19 M/C 63M NHS	R	4023900	

MST = Multi Service Tyre



FOR AN ORDINARY UNLIMITED LIFE.

INTRODUCING THE NEW KAROO™ 4.

Great and durable off-road performance, with outstanding grip on the road. Let's start a new adventure. Discover more on www.metzeler.com



Gel



DESCRIÇÃO

GEL TUB 1 Kg

CÓD IP

9203500

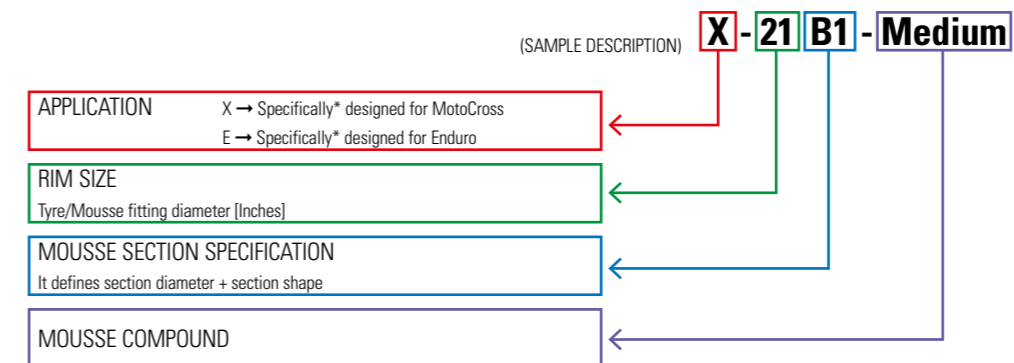


Mousse

Mousse é um produto altamente tecnológico. É um componente de borracha butílica com uma estrutura interna em formato de colmeia, contendo a presença de agentes pressurizantes capazes de criar um grande volume de bolhas de ar dentro da espuma, e assim mantendo o produto intacto mesmo após perfurações.

Os mousses da Metzeler são um produto com a marcação NHS, isso significa que não pode ser utilizado em vias públicas. Ao montar seu pneu com um mousse é importante usar um lubrificante adequado na região interna do pneu, evitando contato com a região dos frisos.

How to read METZELER mousse specifications



MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
21 MOUSSE E-21C1-Medium		9252800	90/90
MOUSSE E-21C2-Medium		9253000	90/100
MOUSSE X-21B1-Medium		9252700	80/100

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
18 MOUSSE E-18F1-Medium		9253100	120/90
MOUSSE E-18H1-Medium		9253300	140/80-18
MOUSSE E-18H1-Soft		9253200	140/80-18 FLAT
MOUSSE E-18H1-Super Soft		9338100	140/80-18 ss NOVO
19 MOUSSE X-19D1-Medium		9253500	100/90
MOUSSE X-19E1-Medium		9253600	110/90
MOUSSE X-19F1-Medium		9253700	120/90

MST = Multi Service Tyre



O especialista em scooters: troque o mau tempo por bons tempos

- A mais recente inovação para todos os tipos de scooters (gama de 10 a 16 polegadas de roda)
- Piso do pneu derivado do ROADTEC™ 01, agora composto com pequenas lamelas para uma maior aderência em todas as condições, especialmente em superfícies molhadas e com baixo atrito
- Extrema flexibilidade e versatilidade na mais ampla faixa de condições climáticas, temperatura e condições do piso da estrada
- Elevada composição de sílica para maior aderência em piso molhado e faixa de temperatura



MEDIDA	USO	BANDA DE RODADURA	CÓD IP	NOTAS
10 3.00 - 10 50J TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	3844300	
3.50 - 10 59J TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	4017100	
90/90 - 10 50J TL	DIANTEIRA/TRASEIRA	TRASEIRA	3844400	
100/80 - 10 53L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3844500	
100/90 - 10 61J TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	3844600	
110/80 - 10 58L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3844700	
120/70 - 10 54L TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	4017200	
120/90 - 10 66L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3844800	
130/70 - 10 59L TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	3844900	
130/90 - 10 61L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3845000	
11 130/70 - 11 60L TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	3845100	
12 90/90 - 12 44J TL	DIANTEIRA/TRASEIRA	TRASEIRA	4231400	NOVO
100/90 - 12 59J TL	DIANTEIRA/TRASEIRA	TRASEIRA	4173500	NOVO
110/70 - 12 47P TL	DIANTEIRA/TRASEIRA	DIANTEIRA	3995300	
110/90 - 12 64P TL	DIANTEIRA	DIANTEIRA	3845300	
120/70 - 12 51P TL	DIANTEIRA/TRASEIRA	DIANTEIRA	3845400	
120/70 - 12 51P TL	TRASEIRA	TRASEIRA	4017000	
130/70 - 12 62L TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	3845500	
130/70 - 12 62P TL Reinf	TRASEIRA	TRASEIRA	3845600	
140/70 - 12 60L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3845700	
140/70 - 12 65P TL Reinf	TRASEIRA	TRASEIRA	3846500	
13 110/70 - 13 M/C 48P TL	DIANTEIRA	DIANTEIRA	3776700	
110/70 - 13 M/C 54S TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	4108900	
110/90 - 13 M/C 56P TL	DIANTEIRA	DIANTEIRA	3845800	
120/70 - 13 M/C 53L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3845900	
130/60 - 13 M/C 53L TL	DIANTEIRA/TRASEIRA	TRASEIRA	4017400	
130/60 - 13 M/C 53P TL	DIANTEIRA	DIANTEIRA	3846000	
130/60 - 13 M/C 60P TL Reinf	TRASEIRA	TRASEIRA	4017300	
130/70 - 13 M/C 63P TL Reinf	TRASEIRA	TRASEIRA	3846600	
140/60 - 13 M/C 57L TL	DIANTEIRA/TRASEIRA	TRASEIRA	3846100	
140/60 - 13 M/C 63P TL Reinf	TRASEIRA	TRASEIRA	4231500	NOVO
150/70 - 13 M/C 64S TL	TRASEIRA	TRASEIRA	3556900	
14 80/80 - 14 M/C 43S TL Reinf	DIANTEIRA/TRASEIRA	TRASEIRA	4173600	
90/80 - 14 M/C 49S TL Reinf	DIANTEIRA	DIANTEIRA	3987000	
90/90 - 14 M/C 46P TL	DIANTEIRA	DIANTEIRA	3846200	
100/80 - 14 M/C 54S TL Reinf	DIANTEIRA/TRASEIRA	DIANTEIRA	3987100	
100/90 - 14 M/C 57P TL Reinf	TRASEIRA	TRASEIRA	3846700	
110/80 - 14 M/C 59S TL Reinf	DIANTEIRA	DIANTEIRA	3995200	
120/70 - 14 M/C 55S TL	DIANTEIRA/TRASEIRA	DIANTEIRA	3846300	
120/80 - 14 M/C 58S TL	DIANTEIRA/TRASEIRA	DIANTEIRA	3556800	
140/60 - 14 M/C 64P TL Reinf	TRASEIRA	TRASEIRA	3846800	
140/70 - 14 M/C 68P TL Reinf	TRASEIRA	TRASEIRA	3846900	
140/70 - 14 M/C 68S TL Reinf	TRASEIRA	TRASEIRA	4173400	
150/70 - 14 M/C 66S TL	TRASEIRA	TRASEIRA	3518000	
15 120/70 - 15 M/C 56S TL	DIANTEIRA	TRASEIRA	3517900	
16 100/80 - 16 M/C 50P TL	DIANTEIRA	DIANTEIRA	3000000	
110/70 - 16 M/C 52P TL	DIANTEIRA/TRASEIRA	DIANTEIRA	3846400	
110/70 - 16 M/C 52S TL	TRASEIRA	DIANTEIRA	3120200	
120/80 - 16 M/C 60P TL	TRASEIRA	TRASEIRA	3000100	
130/70 - 16 M/C 61S TL	TRASEIRA	TRASEIRA	3847000	
130/70 R 16 M/C 61S TL	TRASEIRA	TRASEIRA	3974400	
130/80 - 16 M/C 64P TL	TRASEIRA	TRASEIRA	3847100	
140/70 - 16 M/C 65P TL	TRASEIRA	TRASEIRA	3847200	

MOTORCYCLE

TYRE SEGMENTATION	MOTORCYCLE		
	SPORT	TOURING	URBAN
RADIAL		FEELFREE	
X-PLY		ROADTEC SCOOTER	
		SPORTEC STREET 2	

Sportec™ Street2



Gama X-Ply para uma condução de scooter emocionante, ágil e duradoura

- Perfis desportivos para trajetórias dinâmicas e precisas
- Durabilidade e desgaste uniforme
- Concebido para maximizar o desempenho on-road com segurança e estabilidade em piso molhado

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 70/90 - 14 M/C 34S TL		4172000	

MEDIDA DIANTEIRA/TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 80/80 - 14 M/C 43S TL Reinf		4172100	
80/90 - 14 M/C 40S TL		4172200	
90/80 - 14 M/C 49S TL Reinf		4172300	
90/90 - 14 M/C 46S TL		4172400	
100/80 - 14 M/C 48S TL		4172500	

TL = Tubeless

FEELFREE™

Pneus premium para scooters de alta performance

- A melhor performance METZELER em piso molhado devido a uma ampla área de contato e a compostos de 100% sílica
- Perfil otimizado para estabilidade e controlo a alta velocidade, conjugado com um design da banda de rodagem pensado para pneus Sport Touring
- Um equipamento premium para scooters de elevada performance de diversas marcas

Radial

MEDIDA DIANTEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 120/70 R 14 M/C 55H TL		1816600	
15 120/70 R 15 M/C 56H TL		1816700	
16 110/70 - 16 M/C 52S TL		1677800	

MEDIDA TRASEIRA	VERSÃO ESPECIAL	CÓD IP	NOTAS
14 160/60 R 14 M/C 65H TL		1816900	
15 160/60 R 15 M/C 67H TL		1816800	
16 130/70 R 16 M/C 61S TL		1922100	

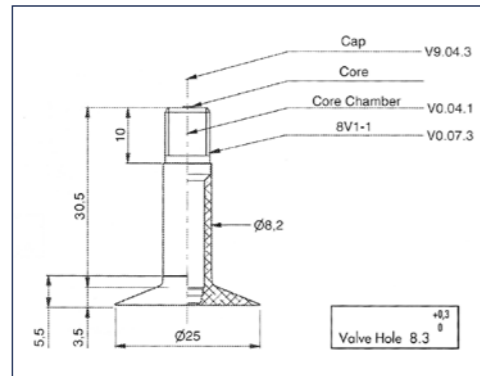
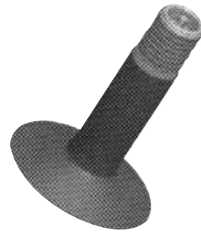
TL = Tubeless



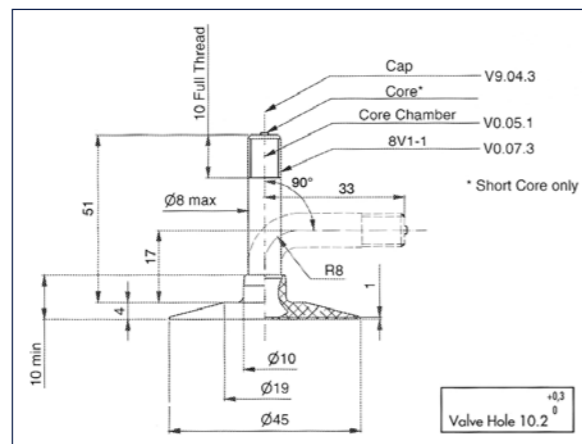
Válvulas

Abaixo estão os tipos de válvulas que o METZELER usa em suas câmaras. Encontre a válvula correspondente com a câmara.

V1-07-1



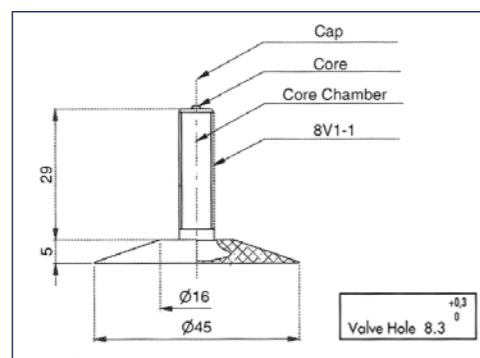
V1-08-1



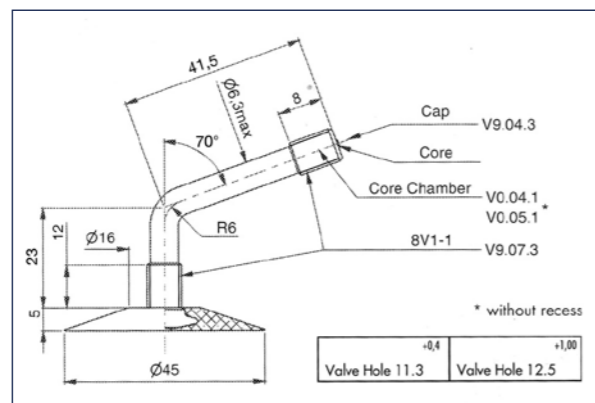
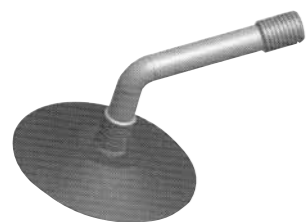
Standards				
Europa ETRTO	D DIN	USA TRA	Angulo de flexión	Posición
V1-07-1	-	TR1		
V1-08-1	33G/90°	*TR87	90	SV
V1-09-1	34G	TR4		SV
V6-02-1	41.5G/70°	-	70	SV

SV = Sitio de válvula

V1-09-1



V6-02-1



Câmaras

CÂMARAS	VÁLVULA	CÓD. IP	NOTAS
ME-D10V1-09-1	V1-09-01	2598810	3.00-10, 3.50-10, 90/90-10, 100/80-10, 110/80-10
ME-G15V6-02-2	V6-02-2	2597510	180/70-15, 200/70-15, 170/80-15
ME-H15SV V1-09-1	V1-09-01	2597610	180/70-15, 200/70-15, 170/80-15
ME 15V1-09-1	V1-09-01	2597710	180/70-15, 200/70-15, 170/80-15
ME-C16V1-09-1	V1-09-01	2598210	3.00-16, 3.25-16, 3.50-16, 90/90-16, 100/90-16, 110/80-16
ME-E16(B)V1-09-1	V1-09-01	2597210	3.50-16, 4.60-16, 120/80-16, 130/70-16
ME-F15/16SV V1-09-1	V1-09-01	2597310	130/90-15, 140/90-15, 150/90-15, 140/80-15, 160/80-15, 160/70-15, 130/90-16, 140/90-16, 150/90-16, 140/80-16, 150/80-16, 160/80-16, MU90-16, 160/70-16, MU85-16, MT90-16
ME-K16V1-09-1	V1-09-01	2598110	110/90-16, 120/90-16, 130/90-16
ME-D16V1-09-1	V1-09-01	4150510	170/70-16, 180/60-16, 180/65-16
ME-C/D17V1-09-1	V1-09-01	2596510	2.50-17, 2.75-17, 3.00-17, 100/80-17
ME-E17V1-09-1*	V1-09-01	2552010	4.00-17, 4.60-17, 110/80-17, 110/90-17, 120/70-17, 120/80-17, 120/90-17, 130/70-17, 110/70-17
ME-F17 (B)V1-09-1	V1-09-01	2552110	5.10-17, 130/80-17, 130/90-17, 140/70-17, 140/80-17, 150/70-17, 160/60-17, 160/70-17
ME-G17V1-09-1*	V1-09-01	2552410	160/70-17, 170/60-17, 170/55-17, 180/55-17, 190/50-17, 200/50-17, 210/50-17
ME-K17 M/C	V1-09-01	2598010	130/90-17, 140/80-17, 150/80-17, 140/70-17, 150/70-17, 150/60-17, 160/60-17
ME-C18V1-09-1	V1-09-01	2597110	2.25-18, 2.50-18, 2.75-18
ME-CR18F NHSV1-09-1	V1-09-01	2597810	100/100-18, 110/100-18, 120/100-18
ME-C/D18TR4EN(*)	V1-09-01	2109410	3.00-18, 3.60-18, 90/90-18, 100/80-18
ME-E18 Y M/CV1-09-1(*)	V1-09-01	2109510	3.25-18, 3.50-18, 4.10-18, 4.60-18, 4.25/85-18, 110/70-18, 120/70-18, 130/70-18, 100/90-18, 110/80-18, 110/90-18, 90/100-18
ME-F18 YTR4EN(*)	V1-09-01	2109610	4.00-18, 4.25-18, 4.50-18, 120/80-18, 130/80-18, 120/90-18, 130/90-18, 140/70-18, 140/80-18, 150/70-18
ME-K18SV V1-09-1	V1-09-01	2597910	280/35-18; 240/35-18
ME-G18 M/C	V1-09-01	2597410	150/80-18, 160/70-18, 170/70-18, 180/55-18
ME-CR19E NHSV1-09-1	V1-09-01	2596910	100/90-19, 110/90-19, 110/80-19, 120/80-19, 130/80-19
ME-D19V1-09-1	V1-09-01	2596810	3.00-19, 3.60-19, 90/90-19, 100/90-19
ME-E19V1-09-1	V1-09-01	2596610	3.25-19, 3.50-19, 4.10-19, 110/90-19, 110/80-19, 120/80-19, 130/80-19
ME-CR21D NHSV1-09-1	V1-09-01	2597010	3.00-21, 3.25-21, 80/100-21, 90/90-21
ME-C/D21TR4EN(*)	V1-09-01	2109710	2.50-21, 2.75-21, 3.00-21, 3.25-21, 80/90-21, 90/90-21

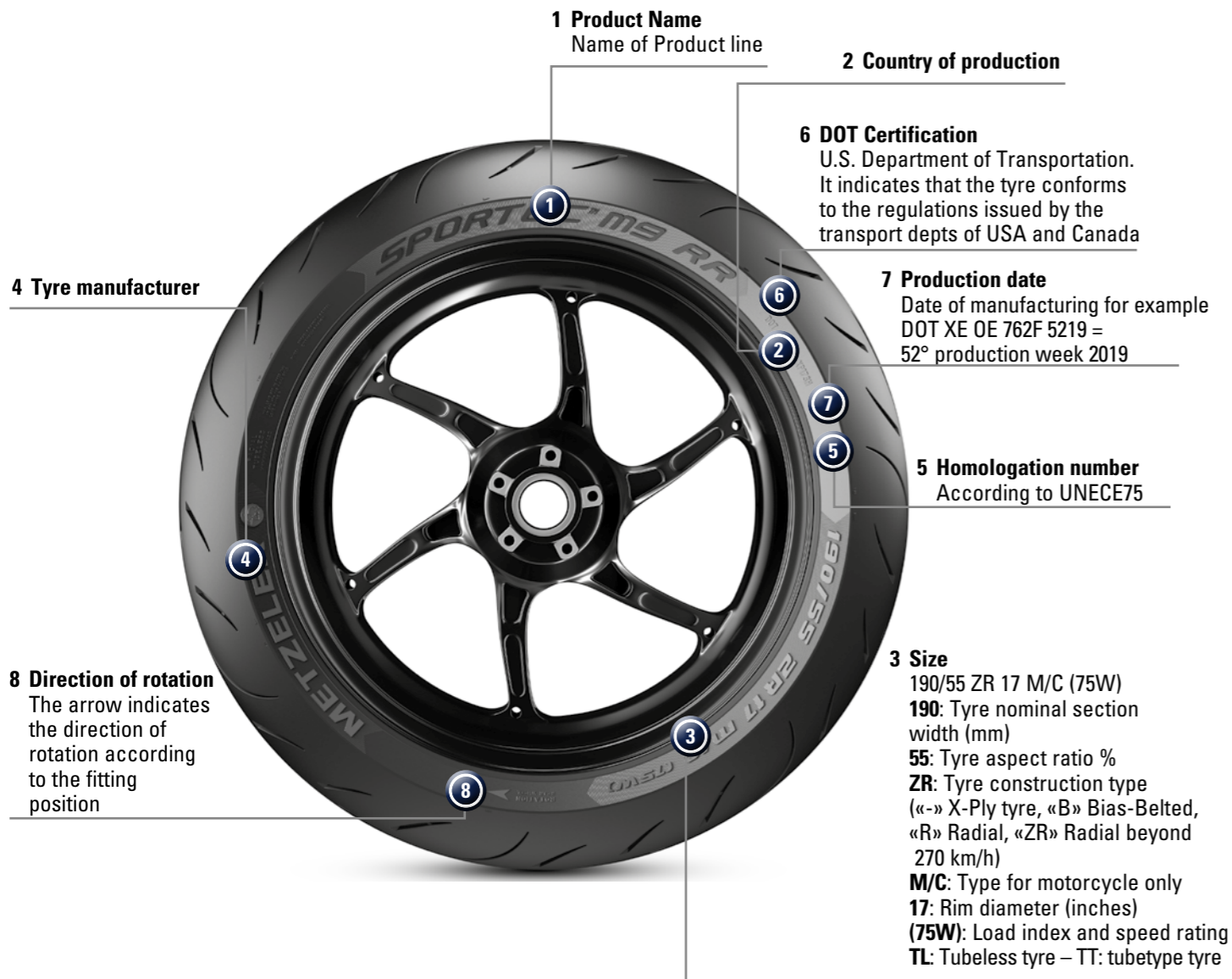
FLAP ou Protetor

Descrição da flap oi protetor:

- 1 - O primeiro número refere-se à medida do aro da jante expresso em polegadas
- 2 - O segundo número é a largura nominal expressa em milímetros
- 3 - A presença de uma letra indica um comprimento diferente, superior ao padrão

FLAP	CÓD. IP	NOTAS
15/46	9023000	
16-17/23	9017200	
16-17/28	9017500	
16-17/28 OV	9017600	
17/42	9022400	
17/42 L	9168400	
18-19/23	9017700	
18-19/23 L	9168300	
18-19/28	9017800	
18-19/28 L	9167900	
19/30	9112600	
21/28	9017900	
21/28 L	9168000	

Marking and Designation System



1 Product Name
Name of Product line

2 Country of production

6 DOT Certification
U.S. Department of Transportation. It indicates that the tyre conforms to the regulations issued by the transport depts of USA and Canada

7 Production date
Date of manufacturing for example DOT XE OE 762F 5219 = 52nd production week 2019

5 Homologation number
According to UNECE75

3 Size
190/55 ZR 17 M/C (75W)
190: Tyre nominal section width (mm)
55: Tyre aspect ratio %
ZR: Tyre construction type («-» X-Ply tyre, «B» Bias-Belted, «R» Radial, «ZR» Radial beyond 270 km/h)
M/C: Type for motorcycle only
17: Rim diameter (inches)
(75W): Load index and speed rating
TL: Tubeless tyre – TT: tubetype tyre

4 Tyre manufacturer

8 Direction of rotation
The arrow indicates the direction of rotation according to the fitting position

LOAD CAPACITY

The maximum load in lbs is written on every METZELER street tyre together with the corresponding maximum cold inflation pressure in psi. In the tyre service description in accordance with the new tyre designation the maximum load is also given through the load index code.
Please refer to the conversion table in the "Riding Safety" section for translation of load index to real kg-load/lbs-load. Some tyres show in the service description the additional markings "reinf." which is equivalent to "6 PR" or "Load Range C" and indicates a reinforced structure for an increased load capacity. This higher load is already contained in the maximum load inscription. For higher than indicated load capacities in the case of reduced speed consult METZELER.

SPEED RATING

The max. permitted speed for a tyre is indicated by a specific speed index-code (Please refer to the "Riding safety" section for conversion of speed index-code into real km/h or mph). For tyres suitable for speeds above 210 km/h (130 mph) the actual max. speed is indicated in the technical data part.

Load index and speed index

LOAD INDEX

The rating indicates the maximum speed the tyre is homologated for. The indications regarding speed rating and load capacity in the operating manual of the motorcycle must be followed, Tyres fitted must be marked with the same or higher index. The load and speed indices (SI and LI) are indicated in the technical data for each METZELER tyre.

EXAMPLE

METZELER ROADTEC Z8 INTERACT 120/70 ZR 17 M/C (58W) The tyre has a load capacity (58) of max. 236 kg/520 lbs at its permitted max. speed (W).

LOAD CARRYING CAPACITIES - LOAD INDEX

LI	Kg.	lbs	LI	Kg.	lbs	LI	Kg.	lbs	LI	Kg.	lbs	LI	Kg.	lbs
20	80	176	34	118	260	48	180	397	62	265	584	76	400	882
21	82,5	182	35	121	267	49	185	408	63	272	600	77	412	908
22	85	187	36	125	276	50	190	414	64	280	617	78	425	937
23	87,5	193	37	128	282	51	195	430	65	290	639	79	437	963
24	90	198	38	132	291	52	200	441	66	300	661	80	450	992
25	92,5	207	39	136	300	53	206	454	67	307	677	81	462	1019
26	95	209	40	140	309	54	212	467	68	315	694	82	475	1047
27	97	214	41	145	320	55	218	481	69	325	716	83	487	1074
28	100	220	42	150	331	56	224	494	70	335	739	84	500	1102
29	103	227	43	155	342	57	230	507	71	345	761	85	515	1135
30	106	234	44	160	353	58	236	520	72	355	783	86	530	1168
31	109	240	45	165	364	59	243	536	73	365	805	87	545	1202
32	112	247	46	170	375	60	250	551	74	375	827			
33	115	254	47	175	386	61	257	567	75	387	853			

* = at normal pressure

SPEED CATEGORIES - SPEED SYMBOL

Code letters	km/h	mph	Code letters	km/h	mph	Code letters	km/h	mph	Code letters	km/h	mph
B	50	31	J	100	62	Q	160	100	V/VB	up to 240	up to 149
C	60	37	K	110	68	R	170	106	(V)/(VB)	over 240	over 149
D	65	40	L	120	74	S	180	112	W	up to 270	up to 168
E	70	44	M	130	81	T	190	118	(W)	over 270	over 168
F	80	50	N	140	87	U	200	124			
G	90	56	P	150	93	H	210	130			

Tyre Safety Maintenance and Mounting Advice

TYRE PRESSURE

Always inflate the tyre to the correct pressure. Be sure to check cold inflation pressure frequently, i.e. once a week. Although most motorcyclists love to work on their bikes, they seldom remember to check tyre pressures.

Correct tyre pressure, however, is critical for safe handling. Overinflation or extreme tyre pressure will impair your riding comfort and decrease the contact of the tyre with the road. Underinflation or too little air pressure will result in poor handling and the bike will be inclined to “wander”. Improper and insufficient tyre pressure will also cause rapid tyre wear, an increase in fuel consumption, lower top speed, and provide less control. Remember to check the inflation pressure of your tyres weekly. You will find the correct pressure in the operating manual of the motorcycle. Use METZELER’s information only as reference. Attention: When the recommended pressure has been changed for use off-road (race track, off-road), it must be reset to the correct value before riding on the street.

CAUTION

To avoid the danger of air leakage, use only balancing weights which are approved by the motorcycle manufacturer, e.g. spoke nipple weights, lead wire or self adhesive rim weights. We do not recommend the use of liquid balancers or liquid balance/sealers. METZELER does not guarantee tyres into which these have been injected.

DIFFERENT CONSTRUCTIONS

We have three distinct construction types: Bias tyres (“-”), bias belted tyres (“B”), and radial tyres (“R”).

The tyre’s ability to carry side and peripheral forces differs for each distinct construction type. Therefore, a combination of different construction types can influence the motorcycle’s performance. Only the tyre combinations listed in the motorcycle manufacturers fitment charts are allowed.

DIFFERENT PATTERNS

METZELER offers both front and rear tyres in different profiles and for different types of use, so that the front and rear tyres can complement each other. It is not allowed to fit, for example, a street tyre with an off-road tyre.

DYNAMOMETER USE

Dynamometer measurements place extreme loads on tyres. It’s possible that damage, often invisible, can be caused during the testing which can lead, under certain conditions, to a failure later. Motorcycle tyres that have been used on a dynamometer must not be used later on the road.

FRONT AND REAR BRAND

Using different brands of front and rear tyres simultaneously may cause problems. Regrettably, we cannot test METZELER tyres in combination with all our competitors’ tyres, and therefore, we urge you - for safety reasons - to use METZELER tyres on both the front and rear axle.

LIQUID SEALANTS

We do not recommend the use of liquid sealants. Liquid sealants are a form of temporary repair which can adversely affect ply material and hide any secondary damage caused by the penetrating object.

LOAD CAPACITY

Tyres are offered in different load carrying capacities. It is extremely important not to exceed the max. load rating. You must take the weight of the motorcycle, the weight of any optional equipment, as well as the weight of a passenger and the total has not to be higher than the approved tyres load capacity indicated by the motorcycle manufacturers. A tyre’s load carrying ability can be reduced by underinflation.

NEW TYRES - NEW TUBES

METZELER tubes fit with METZELER tyres. Tubes are a vital part of the tube-type wheel assembly. They should be handled with care. A new tube should be fitted at the same time that a new tyre is fitted. An old stretched tube fitted into a new tyre, can cause it to crease and fail. Always make sure that your tyre size is printed on the tube, thereby ensuring that you have the correct tube size.

NEW TUBELESS TYRES - NEW VALVES AND VALVE STEMS

When fitting a new tubeless tyre onto the tubeless-type rim of your motorcycle you should always use a new valve. We highly recommend this because the body of valves used in tubeless rims are made out of a rubber material, which will harden and age with the time. The aging and hardening process is accelerated when the valve comes into contact with oil, ozone and other hostile elements. When braking or accelerating, the valve is bent by dynamic forces. An old valve could brake under such forces and cause a sudden air loss. METZELER recommends the use of short valve stems. A high speeds the strong centrifugal forces work on the valve and the tension of the spring. The air pressure is not sufficient to keep the valve closed. Due to smaller mass of short valve stems (compared to long valve stems) the valve remains closed at high speeds.

METZELER TUBELESS TYRES

When installing a tube in a METZELER tubeless tyre, never tighten the valve stem lock nut until the tyre is properly seated and inflated to the proper riding pressure. Whenever you install a tube, be sure not to pinch the tube and remember to dust the tube with talcum powder. Always use a valve cap.

RADIAL TYRES

The fitment of tubes in radial tyres is possible under certain specific conditions. You will find the correct indications in the operating manual of the motorcycle. It is not recommended to fit a tube in a Radial Tubeless tyre marked “ZR”.

REPLACING A WORN TYRE

Remember, precise matching of front and rear tyres is necessary to obtain optimum performance and handling. When fitting a new front tyre, check the wear on the rear tyre. A new front tyre combined with worn rear tyre may cause instability. Please bear in mind that many other factors can affect the handling of a motorcycle, including the weight and height of the rider, and the addition of luggage or fairings. Please consult the motorcycle manufacturer before making non standard modifications.

RIMS

The section “Technical Data” informs about all the permitted rims for that size; the one written in bold is the suggested one. Motorcycle tyres must be fitted to motorcycle rims only. New tyre marking description foresees the M/C symbol on the sidewall to identify tyres that can be fitted on motorcycle rims only. The correct rim width is important for handling characteristics and stability. Fitting a tyre to a too narrow or wide rim changes the tyre profile and gives a negative effect to the overall tyre performance.

RUN-IN

In order for your new tyres to provide optimum performance, all new tyres should be ridden very cautiously for the first 100-200 kms. Immediately after new tyres are mounted, sudden acceleration, heavy braking, and hard cornering must be avoided until the 100-200 Kms run-in period is completed.

SPEED RATINGS

The speed index (SI) indicates the maximum speed the tyre is homologated for. Even if METZELER tyres allow high speed performance ability, we do not recommend the use of any of our products in excess of legal speed limits. Tyres can have the same pattern and size, but a different speed rating, this is due to the tyre construction and therefore they will perform differently. When selecting your new METZELER motorcycle tyres, be sure to choose the right speed rating. Before buying, consult the fitment chart and the technical data in your METZELER manual or call us directly. Maximum speed capability varies from size to size, but is always equal to or greater than that of the original equipment tyres when fitted in accordance with METZELER recommendations. The use of a tyre with a higher speed rating (e.g. “H” instead of “S”) is allowed only if it is listed in the fitment chart. Especially in cases where the speed rating exceeds 210 km/h, the METZELER recommendations must be respected.

SUFFICIENT CLEARANCE

Before installing wheels/tyres onto your motorcycle be sure to check clearances. Indicated sizes will vary between brands and models. Remember to consult the motorcycle manufacturer before you decide to mount sizes other than those specified in this booklet. The physical dimensions must provide for adequate clearance fenders, swing arm etc. If you increase the tyre size, it may be necessary to increase the width of the rim as well. If you increase the tyre size and/or rim width, it is very important to rotate the wheel and examine it closely for ample clearance. Please refer to our “technical data” section for more information on the dynamic radius of the tyre.

TUBELESS TYRES

Tubeless tyres require a special bead seat, because the beads have to form an airtight seal on the rim. Not all cast wheels, aluminium or magnesium, are suitable for tubeless tyre fitment. Do not mount tyres without tubes, unless the wheel manufacturer recommends it. If a tube is inserted, it is then possible to fit a tubeless tyre to a tubetype rim.

TYRE MOUNTING - IMPORTANT INFORMATION

WARNING

Tyres are only to be used on vehicles for which motorcycle tyres were originally approved by the manufacturer. Any other use can be dangerous. Check if the tyre has directional arrows. If it does, you must mount the tyre so that the arrow points in the direction of rotation. Some METZELER tyres have a red dot on the side wall. This indicates the lightest point, and should be positioned next to the valve. To lubricate the bead, use tyre mounting lubricant or soapy water. To seat the bead: remove the valve stem core and inflate the tyre. For safety reasons do not inflate motorcycle tyres to more than 40 psi (2,8 bar); for scooters tyres do not exceed 150 % of the indicated maximum pressure. Be sure to reinstall the valve stem core and inflate the tyre/tube to the recommended riding pressure. Check the bead control lines for proper seating. If the beads are not properly seated, you will have to deflate the tyres/tubes and repeat the above procedure.

TREAD DEPTH

Legally the tyre has to be changed accordingly to the national law. METZELER recommends changing tyres when the remaining tread depth is below 2 mm.

REGROVING

It is not permitted to grove or cut the tread pattern of motorcycle tyres, as this might affect negatively the riding performance and safety.

TYRE REPAIR

Tubeless tyres: Due to the specific regulations of different national governments, we can not give a general recommendation regarding tyre repair. Please refer to your distributor for information on your country's regulations. In case you are allowed to repair a tyre, we recommend that you repair only small punctures which are restricted to the tread area, by using a mushroom head type plug. The repairer is solely responsible for the repair and any instructions given to the user concerning the repaired tyre. Repaired tubeless tyres should never be used with a tube. **Tubetype tyres:** Tube repair is not permitted. Punctured tubetype tyres must have a new tube fitted. If punctured, in addition to having the replaced, the tyre and the rim have to be inspected by an expert. The puncture in the tyre should be repaired by a local vulcanisation, executed by a tyre repairer, so as to prevent moisture from attacking the tyre casing. The repairer is solely responsible to the user for the repair and any inspection of the repaired tyre.

TYRE SELECTION

When choosing your new METZELER motorcycle tyres, you must make sure that they meet the requirements of your motorcycle and that they are suitable for the types of road you intend to ride on.

VALVE CAPS

Centrifugal forces work on the valve stem. At high speeds they have the same effect as pushing on the valve with your finger. The tyre can deflate. The valve cap is the only part preventing it. Normally this phenomenon happens only at very high speeds. But an old or low quality valve stem can open at speeds lower than 200 km/h. Therefore the cap should always be tightly closed. METZELER suggests the use of airtight metal caps with rubber seal.

VEHICLE FITMENT AND SIZE MATCHING

When choosing tyres always make sure that the selected tyres matches the sizes, load capacity and speed index of the homologated tyre recommended by the vehicle manufacturers:

- Load and speed index must not be lower as indicated in the operating manual of the motorcycle.
- When fitting a new tyre check that there is no interfering with any mechanical parts of the vehicle especially at different running conditions.

NOTE:

Variations of tyre size from those indicated by vehicle manufacturers, even if technically possible, must be in accordance with existing local regulations.

WHEEL ALIGNMENT

Be sure to align your wheels every time the rear wheel is removed or the chain adjusted. Every rotation of an incorrectly aligned wheel results in additional tread wear, decreases tyre mileage, and affects steering and cornering.

WHEEL BALANCING

Elastic bodies like tyres, cannot be constructed in a perfect, circular form, with perfect balance. Therefore, be sure to balance a new tyre after installing it. There are two ways to balance a tyre: static and dynamic balancing. Static balancing can be performed without rotating the wheel, and also measures the deviation of masses with respect to the wheel's center plane. METZELER recommends dynamic balancing for rims over 2,5 inches in width.

STORAGE INSTRUCTIONS

Receipt of tyres – Area of conservation

In bad weather conditions, unloading at the time of receipt must be carried out in a covered area; in any event, if water is found inside the tyres, this must be removed immediately. Unloading must not be carried out by dropping the tyres or by any other method which could damage the quality or visual aspect of the tyres. Tyres must not be moved by inserting the forks of a fork lift truck through the center of a tyre which could damage the bead area. Tyres must be stored inside a clean, dry and ventilated area, protected from direct sunlight or other source of artificial light (illumination must be realized with lamps of low ultraviolet and infrared emission). In the case of temporary external storage, the tyres must be covered (eg. with an impermeable opaque material) and protected from contact with water and humidity.

Temperature

The storage temperature must be less than 35°C and preferably less than 25°C. A temperature greater than 50°C, especially if stock rotation is not sufficient, can result in accelerated forms of deterioration, such as to reduce the duration in use of the tyre. Avoid contact with heaters and radiators. Very low temperatures in the storage area are not in themselves damaging, but can provoke rigidity of the tyre.

In this case, they must not be deformed during movement or fitting. If they are destined to be used immediately they are released from storage, it is necessary to keep them for a few hours in an area with a temperature of approximately 20°C.

Oxygen, ozone and chemical substances

Appliances which generate ozone must not be introduced into the storage area, also gas and vapors from combustion which can generate ozone via photo-chemical processes must be excluded from the area. Neither the area or the equipment in the storage location must present traces of solvents, inflammable materials, lubricants, chemical products, acids, disinfectants, rubber solutions, etc. which could prejudice not only the visual aspect but also the characteristics of the product.

Deformation

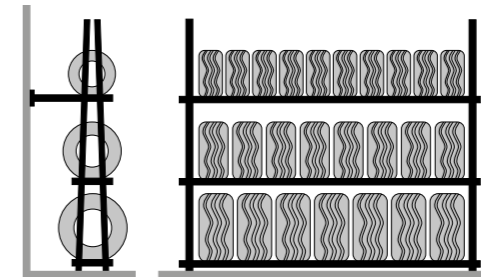
Tyres must not be submitted to any deformation due to tension or compression.

Criteria for storage:

Storage for long periods

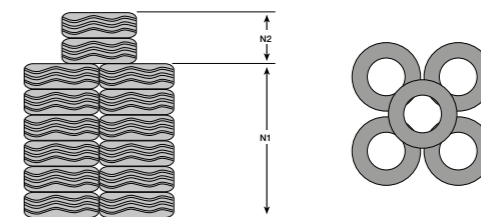
The best method for storage is vertically in rows of one tyre high, on racks, positioned at least 10 cm from ground level, with the sidewalls positioned vertically, so that the profile is not altered.

The vicinity or stacking of other racking or pallets must not deform the profile of the tyres. The number of tyres per row must be such as to not compromise the sidewalls.



Short term storage

Up to 4 weeks, tyres can be stored in stacks, one on top of the other, preferably on a fixed rack or on stackable pallets, periodically reforming the stack inverting the order of the tyres. In all cases when tyres are stored in stacks, it is necessary to ensure that there is no partial misplacement from the vertical plane, in order to avoid any permanent deformation of the lower tyres in the stack.



Inner tubes and valves

Whether inner tubes are supplied by the producer in single boxes, large boxes or wrapped in plastic film, it is always preferable to maintain the original packaging.

In alternative they can be stored also slightly inflated, inserted within the tyre, or piled deflated, up to a maximum height of 50 cm, on racking shelves with a closed base, accurately avoiding that the valve can damage the surface of the tube when squashed under the pressure of their own weight.

Ensure that the tubes do not overlap the edge of the plane on which they are stored to avoid accidental laceration.

It is not recommended to store on slatted pallets because the pressure applied to the tubes will not be uniform. Do not hang inner tubes during storage. Valves should be stored in their packaging in a clean, well ventilated and dry location.

Flaps

Flaps should preferably be placed within the tyre together with the inner tube. If they are stored separately, they should be placed horizontally, in a pile on a shelf, protected from dust, grease, humidity, ozone and direct sunlight.

To avoid deformation and stretching they must not be hung up in any way.

Stock rotation

The storage location must be organized in such a way as to guarantee constant stock rotation, limiting to the minimum the storage period of the tyres. Products which enter storage first must be the first to leave. First in, first out.



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