



# PRICELIST 2011

**METZELER**   
ALWAYS TWO WHEELS AHEAD

\*持車主咭可\*  
享有折扣優惠

All prices are finally subject to service centre 所有價格最後以維修中心為準

## Range

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[www.ridexperience.com](http://www.ridexperience.com)  
[www.ridexperience.de](http://www.ridexperience.de)  
[www.ridexperience.es](http://www.ridexperience.es)  
[www.ridexperience.fr](http://www.ridexperience.fr)  
[www.ridexperience.it](http://www.ridexperience.it)



[www.metzelermaps.com](http://www.metzelermaps.com)

[www.metzelmoto.com](http://www.metzelmoto.com)

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.

Printed 2011

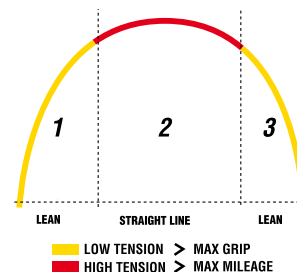
## INTERACT™

MULTI ZONE TENSION

### ROADTEC INTERACT Z8™

Interact™ 3 Zone Tension technology has been applied to improve handling and comfort, introducing a new level of riding enjoyment. From the first mile and in all weather conditions, Roadtec Z8 Interact lets you Enjoy the distance safely.

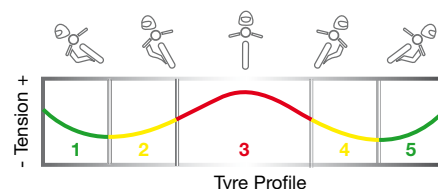
- ✓ 3 zone tension gives touring mileage and sporty grip exactly where needed without any discontinuity.
- ✓ High Silica compound with nano-particles: ensuring performance and safety in all weather conditions.
- ✓ CMT profiles matched with Greek Pi shaped tread increases riding enjoyment.



### SPORTTEC MS

The Interact™ Multi Zone Tension technology was applied creating 5 different zones with tailored performance ensuring the best confidence and performance in every riding condition to get the best all-round Supersport tyre.

- ✓ Greek Pi shaped tread pattern ensures optimal drainage and maximum contact patch, for riders who always demand and expect the best performance.
- ✓ High Silica Compound (55%) with track derived resin blend: the perfect mix between sport performance and confidence on wet.
- ✓ Innovative lean indicator offers an evaluation of both product performance and rider's ability.



High tension  
low flexibility  
Stability Mileage

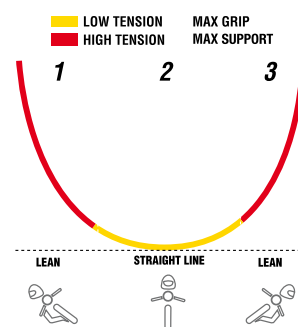
Low tension high  
flexibility Grip on the  
road Handling

High tension  
low flexibility  
Support

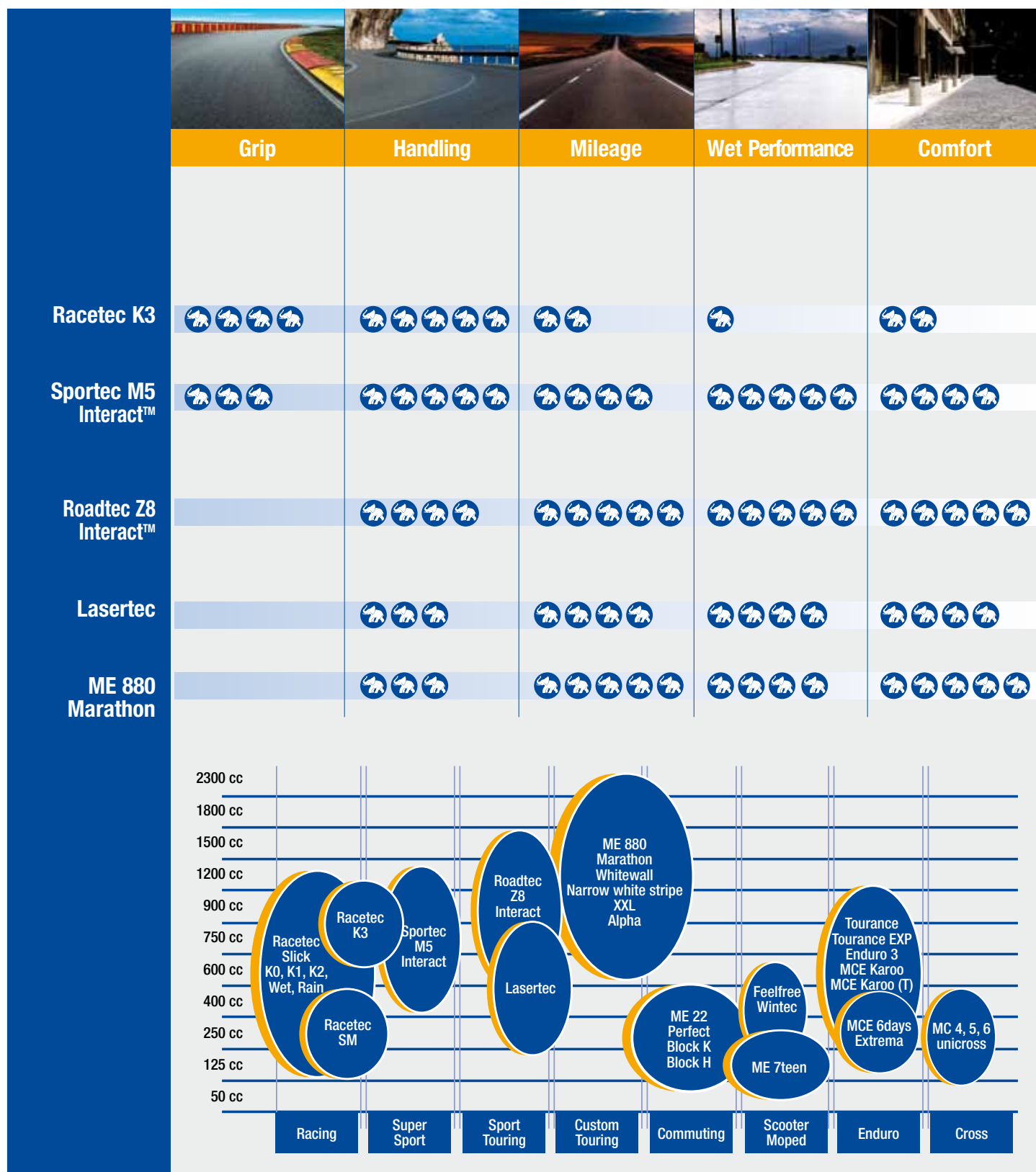


Metzeler's Racetec supersport racing tyre was the first racing product to feature the patented Interact™ Multi Zone Tension technology. Thanks to its 3 variable tension zones it delivers tailored premium performances for all track situations in order to get the Pure Race Time.

- ✓ Compact tread pattern layout designed to manage the trade-off between pure and lasting performance.
- ✓ New wider application compound range satisfying diverse track conditions.
- ✓ Available in 3 compounds for professional racing (K0,1,2) and one (K3) for street usage.



# APPLICATION CHART





## RACING



Page 8 - 12

**Racetec Slick**  
Racetec Slick CompK

**Racetec Wet**  
Intermediate

**Racetec Rain**

**Racetec SM**

**Racetec**  
K0, K1, K2

## SUPERSPORT



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**Racetec K3**

**Sportec M5 Interact™**

**Sportec M3**

## SPORT TOURING



Page 17 - 23

**Roadtec Z8 Interact™**

**Roadtec Z6**

**Lasertec**

## CLASSIC



Page 24 - 25

**ME 22**

**Perfect ME 77**

**Perfect ME 11**

**Block K**

**Block C**

## CUSTOM TOURING



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**ME 880 Marathon**

**ME 880 Marathon XXL**

**ME 880 Whitewall**































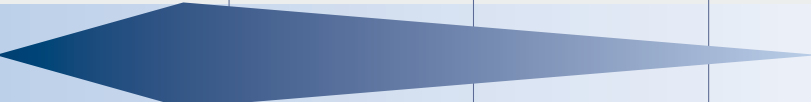

**ME 880**  
Narrow White Stripe

**ME 88**  
Marathon

**Marathon**  
ML 2

**METZELER** 

# APPLICATION CHART

					
	On Road	Gravel	Trail	Sand	Competition
Tourance EXP	    				
Tourance	   	 			
Enduro 3 Sahara	  	  	 		
MCE Karoo (T)	 	  	  		
MCE Karoo		   	   	 	 
MCE 6 Days Extreme		   	    	    	    
	Soft	Soft/Medium	Intermediate	Mid/Hard	Hard
	sand, mud	soil, grass, sandy, loose	grass, dry, solid, hard	loose surface, stones	rocky
MC 4					
MC 5					
MC 6					
Unicross					

## ENDURO STREET

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**Tourance EXP**



**Tourance**



**Enduro 1**



**Enduro 2**

## ENDURO

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**Enduro 3 Sahara**



**MCE Karoo (T)**



**MCE Karoo**



**MCE 6 Days Extreme**

**F.I.M. Competition**

## MOTOCROSS

Page 40 - 42



**MC 4**



**MC 5**



**MC 6**



**Unicross**

## SCOOTER

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**Feelfree**



**Feelfree Wintec**



**ME 7 Teen**

## SCOOTER/MOPED

Page 46



**ME 1**



**ME 5**



**MO 1**



**MO 90**





**RACING**

**METZELER** 



# Racetec K0, K1, K2

**With Interact™ Technology**  
**Latest patented technology solution for Pure Race Time**

- Modular steel string winding tension for a modular behavior from crown to shoulder maximizing footprint area at different lean angles without discontinuity
- New generation of low thermo plasticity compounds for faster and homogeneous warm up and higher grip in every race situation
- New compact tread pattern design to reduce tearing and control progressively the distribution of land / sea ratio (patented) for linear ride at every lean angle
- Wide range of compounds precisely tuned for specific weather and surface conditions, ensuring always the right choice from professional races to racing for fun



## FRONT

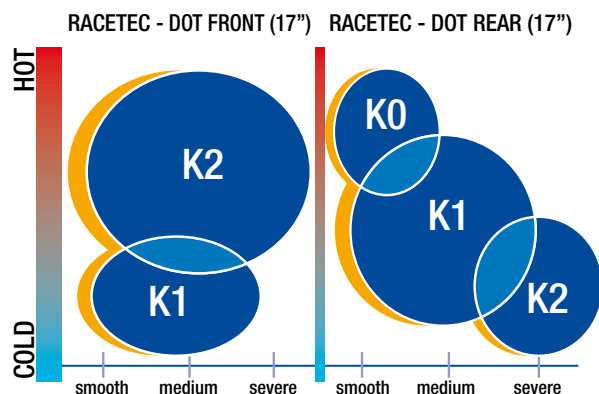
IP CODE	SIZE	PATTERN	PRICE
1869400	120/70ZR17 TL 58W	Racetec INT Front K2	HKD 1400
1869300	120/70ZR17 TL 58W	Racetec INT Front K1	HKD 1400

## REAR

IP CODE	SIZE	PATTERN	PRICE
1869700	180/55ZR 17TL 73W	RACETI K1	HKD 2020
1869800	180/55ZR17 TL 73W	RACETI K2	HKD 2020
1870100	190/55ZR17 TL 75W	RACETI K1	HKD 2120
1870200	190/55ZR17 TL 75W	RACETI K2	HKD 2120

TL = Tubeless

**K0 = Supersoft**  
**K1 = Soft**  
**K2 = Medium**



**Note:** Temperature information is measured on track surface. Compound choice can vary depending on bike setup and riding style. Please check with your dealer or racing service.



**SUPERSPORT**

**METZELER** 



# Racetec K3

**With Interact™ Technology**  
**Enjoy the road, enjoy the racetrack**

- K3 compound. Specification dedicated for street legal use, bringing the winner of primary national Championships to the normal road
- State of the art compounds for maximized cornering grip at full lean angles: faster cornering, with total stability of trajectory
- Modular steel string winding tension of the patented 0° steel belt to ensure excellent braking stability with precise turning-in: highest progressivity of grip limit and feedback



## K3 Street legal compound

- New "CompK" version with higher duration compound for increased enjoyment and time on racetrack

### FRONT

IP CODE	SIZE	PATTERN	PRICE
1869500	120/70ZR17 TL (58W)	Racetec INT Front K3	HKD 1340

### REAR

IP CODE	SIZE	PATTERN	PRICE
1869900	180/55 ZR17 TL (73W)	Racetec INT K3	HKD 1850
1870400	190/50 ZR17 TL (73W)	Racetec INT K3	HKD 2020
1870300	190/55 ZR17 TL (73W)	Racetec INT K3	HKD 2030

TL = Tubeless



Properties	Effect	Consumer Use
Modular steel string winding tension	Compound modular behavior from crown to shoulder	Higher cornering precision: open the throttle earlier
Highly efficient mixing technology	Faster and homogeneous warm up	Faster riding from the first lap and perfect trajectories throughout the entire session
New concept of tread pattern design (patented)	Stability and linearity in every movement	Improved ability to hold a line



# Sportec M5 Interact™

## The perfect all-round Supersport tyre

- Interact™ Technology. Five zone tension: the new tension layout ensures the best balance between mileage for your ride, high grip for sporty riding on road and precision at maximum lean.
- Interact™. New generation of riding of riding feeling: an incredible sense of confidence while leaning together with a very fast and easy stand up while exiting the curve for true riding pleasure.
- New high Silica compound sets the new benchmark of the segment for wet behavior among all typical ranges of temperature for safety feeling and confidence on wet

**SPORTEC M5**  
**INTERACT**



**DURA  
SIL**



Replacing Sportec M3

### FRONT

IP CODE	SIZE	PATTERN	PRICE
1971200	120/60ZR17 TL (55W)	SPOM5F	HKD 960
1927400	120/70ZR17 TL (58W)	SPOM5F	HKD 1200

### REAR

IP CODE	SIZE	PATTERN	PRICE
1971300	160/60ZR17 TL (69W)	SPOM5I	HKD 1400
1927600	180/55ZR17 TL (73W)	SPOM5I	HKD 1720
1948500	190/50ZR17 TL (73W)	SPOM5I	HKD 1820
1927500	190/55ZR17 TL (75W)	SPOM5I	HKD 1820
2028400	200/50ZR17 TL (75W)	SPOM5I	HKD 1970

TL = Tubeless



Properties	Effect	Consumer Use
Five zone tension: modular steel string winding tension	Linear change of tyre softness along the profile	Performance exactly where needed
New generation of Dura Sil compound	Quick warm up and wet traction	Safety feeling in every riding condition
TT shaped Tread Design	Modern look and Improved lasting	Cool and smart

**METZELER**





Replaced by Sportec M5 Interact™

# Sportec M3

Proven radial tyre developed for performance bikes



FRONT			
IP CODE	SIZE	PATTERN	PRICE

REAR			
IP CODE	SIZE	PATTERN	PRICE
1591000	180/55ZR17 TL 73W	SPOM3	HKD 1560 *



**SPORT  
TOURING  
RADIAL**

**METZELER** 

## SPORT TOURING RADIAL



Replacing Roadtec Z6

# Roadtec Z8 Interact™

NEW

### Enjoy the Distance Safely

- Interact™ technology with three zone tension that enhances ride enjoyment; High Mileage and Safety Feeling when cornering
- Riding easiness, Predictability, Neutrality in Manouvers
- CMT (Contour Modeling Technology) delivers more intuitive and effective handling characteristics.
- New TT shaped Tread Pattern design provides improved water drainage, safety on wet and modern look.
- New compound solutions with a wider application range to satisfy every possible Sport Touring need



#### FRONT

IP CODE	SIZE	PATTERN	PRICE
2008300	120/70ZR17 TL (58W)	RODI8F	HKD 1080

#### REAR

IP CODE	SIZE	PATTERN	PRICE
2008400	180/55ZR17 TL (73W)	RODI28	HKD 1540
2008600	190/50ZR17 TL (73W)	RODI28	HKD 1620

TL = Tubeless



**METZELER**

Properties	Effect	Consumer Use
Multi Zone Tension Steel Belt	Progressive variation of carcass stiffness	Long Mileage combined with grip while leaning
High Silica Compound	Chemical Grip on Wet Surfaces	Reduced Braking Distance and increased safety feeling on wet
TT shaped Tread Design	Efficient Water Drainage	Safety on Wet with a modern look







## SPORT TOURING RADIAL



Replaced by Roadtec Z8 Interact

# Roadtec Z6

Sport-Touring radial tyre delivering performance in all-weather conditions



### FRONT

IP CODE	SIZE	PATTERN	PRICE
1826900	120/70ZR17 TL 58W	RODICF-G	HKD 1050

### REAR

IP CODE	SIZE	PATTERN	PRICE
1827300	180/55ZR17 TL 73W	RODIC-C	HKD 1450 *
1448600	180/55ZR17 TL 73W	RODZ6	HKD 1400 *

TL = Tubeless



**SPORT  
TOURING X-PLY  
CLASSIC**

**METZELER** 



## Metzeler Classic

**Classic tread patterns dedicated to medium-small capacity motorcycles, providing great performance and optimum visual fitment**

- Tyre contour with wide curvature for high precision in setting trajectories and providing easy handling
- Specific tread design with dedicated groove geometry for great water drainage, very high mileage and constant performance
- Good grip both in dry as well as in wet conditions, with high skid resistance



## ME 22

### FRONT

IP CODE	SIZE	PATTERN	PRICE

### REAR

IP CODE	SIZE	PATTERN	PRICE

TL = Tubeless



## Perfect ME 77

### FRONT

IP CODE	SIZE	PATTERN	PRICE
0130400	3.50-18 TL 56S	ME77 Front	HKD 460

### REAR

IP CODE	SIZE	PATTERN	PRICE
0133100	120/90-16 TL 63H	ME77 Rear	HKD 650

TL = Tubeless



IF YOU'RE GOING TO CHOOSE THE WRONG PATH IN LIFE,  
MAKE SURE YOU CHOOSE THE RIGHT TIRES.



**CUSTOM  
TOURING**

**METZELER** 



# ME 880 Marathon

- New radial and bias-ply replacement sizes for the '09-10 Harley-Davidson Fat Boy and FLH Touring family
- Soft compound for high grip allowing to exploit great torque output with total control
- Machine-specific carcass construction for exceptional riding comfort and stability at all speeds, even under heavy load
- Tread pattern design with offset central groove's alignment providing very high mileage for never-ending riding fun

FRONT

[illegible]

## REAR

[illegible]

FRONT

[illegible]

## REAR

IP CODE	SIZE	PATTERN	PRICE
1555800	160/60R18 TL 76V	ME880 Rear	HKD 1580
1193800	140/80B17 TL 69V	ME880 Rear	HKD 1120 *



**METZELER** 

# ME 880 Marathon XXL

The ME 880 family range offers the best choice to satisfy all dreams of the Custom Touring world, perfectly combining highest performance and coolest style. Specially designed for the tuning fanatics it's the most demanded by the Custom Builders, as it is the unique Custom tyre on the market with a 0° steel belt

- New 260 and 300 18" rear sizes, as well as the only 21" rear tyre on the market extending and completing the "oversize" range suiting all customization needs
- High tech performance radial tyre joining performance with outstanding appearance: Wide - Wider - XXL
- 0° steel belt ensures outstanding dimensional stability for higher degree of freedom in tuning, making it possible to mount the rear fender extremely close to the tyre



## REAR

IP CODE	SIZE	PATTERN	PRICE
1568300	240/40VR18 TL 79V	ME880 XXL	HKD 1650
1594300	260/40VR18 TL 84V	ME880 XXL	HKD 2070

TL = Tubeless



Properties	Effect	Consumer Use
Size-specific structure design for enhanced self damping	Linear handling	Excellent comfort and riding stability at all speeds
Optimized tread pattern design	Optimal water drainage properties	Great water drainage and extended mileage High safety when wet
High Silica compound	Improved chemical grip	High safety in wet riding thanks to improved wet grip
Tyre contour developed for uniform pressure distribution on contact patch	Progressive cornering behavior Ideal contact patch between tyre and road	Predictable and progressive handling safety Uniform tread wear





**ENDURO  
STREET**

**METZELER** 



# Tourance EXP

## The sportiest enduro street tyre

- Metzeler's patented 0° steel belt technology on front and rear tyre provides great straight line and braking stability, maximum precision in curve and excellent bump absorption performances also in full loaded conditions.
- Improved compound for high grip on wet and dry surfaces: the perfect combination for long distance journeys
- New tread pattern design engineered to ensure best on-road performance in all weather conditions and traction on light off road surfaces
- "M" specification to satisfy higher mileage needs when mounted on large Enduro-street bikes

# TOURANCE™ EXP



### FRONT

IP CODE	SIZE	PATTERN	PRICE
1996100	110/80R19 TL 59V	TUREXF	HKD 950

### REAR

IP CODE	SIZE	PATTERN	PRICE
1998400	150/70R17 TL 69V	TUREXP	HKD 1300

TL = Tubeless



Properties	Effect	Consumer Use
Cap & base technology	Better absorption of road stresses	Stability on different terrain
Higher percentage of specific resins, special chemicals for efficient curing system	Performance lasting and outstanding grip	Fast warm-up and grip for intense pleasure in every exploration
More compact and continuous design	Safety feeling on wet surfaces and traction on light off road	Comfort, drainage and traction on every terrain

**METZELER**



## Tourance

**Dual Purpose tyre developed and tuned for the big, modern street-oriented Enduro bikes**

- Improved carcass structures for enhanced straight line stability at high speed with smooth rolling characteristics for long distance journeys
- Maximum mileage on the street and great traction also on light off-road surfaces thanks to the specific compound
- Great grip with light and precise handling make riding easier in all weather conditions



FRONT			
IP CODE	SIZE	PATTERN	PRICE
1127800	110/80R19 TL 59V	TOURANCE Front	HKD 860

REAR			
IP CODE	SIZE	PATTERN	PRICE
1127900	150/70R17 TL 69V	TOURANCE	HKD 1200

TL = Tubeless



## MCE Karoo (T)

**Knobby tyre for high performing enduro bikes designed to satisfy both the most demanding travellers needs highlighting a strong off-road appeal**

- Dedicated geometry and distribution of knobs perfectly combining reduced noise and enhanced braking stability especially with ABS braking systems
- Larger size and reduced height of knobs developed for higher traction and improved high speed resistance and mileage
- Top performance on-road: outstanding handling perfectly combined with a great cornering stability at all lean angles



### MCE Karoo 2 (T)

#### FRONT

IP CODE	SIZE	PATTERN	PRICE

### MCE Karoo (T)

#### REAR

IP CODE	SIZE	PATTERN	PRICE

TL = Tubeless

M+S = Mud + Snow



## MCE Karoo

**Multipurpose off road tyre with maximal adaptability that makes everything possible: from the sand of desert rallies to the asphalt of road touring**

- Knob distribution developed for impressive traction in off-road use together with great high speed stability on-road
- Handling characteristics with smooth corner entry and stable leaning for optimum control when cornering
- Excellent mileage capability even if used on-road and great adaptability to different bike's load conditions

### MCE Karoo 2

#### FRONT

IP CODE	SIZE	PATTERN	PRICE
1203100	90/90-21 54RM+S	MCEKAR	HKD 510 *

### MCE Karoo

#### FRONT

IP CODE	SIZE	PATTERN	PRICE

TL = Tubeless

M+S = Mud + Snow





KTM Images

**Taddy Blazusiak**  
KTM/Winner Erzberg rodeo - AMA Endurocross championship

## Again World Champion



**WEC - World Enduro Championship 2010**

 Mika Ahola/HM Honda

 David Knight/KTM Factory team

First Women's World Champion - Ludivine Puy/GAS GAS

Metzeler has won the E2 and E3 classes of the 2010 WEC and many national title throughout Europe, proving again that the 6 Days Extreme tyre is the tyre-king of Enduro!

More info, pictures and all former victories at [metzelmoto.com](http://metzelmoto.com)







**SCOOTER**

**METZELER** 



## Feelfree

**The ultimate generation of sport-touring tyre for high performance scooters, meeting the highest standards of performance and safety**

- Optimized wet performance, thanks to a high contact area and a dedicated contour to provide high-speed stability, outstanding cornering behaviour and excellent handling
- Excellent riding comfort, long mileage, even wear thanks to the compound and tread pattern design based on the same prizing motorcycle sport-touring tyres concepts
- The perfect premium fitment for the actual hi-performance scooters of all main manufacturers

### Radial

#### FRONT

IP CODE	SIZE	PATTERN	PRICE
1816600	120/70R14 TL 55H	FELFRF	HKD 780
1816700	120/70R15 TL 56H	FELFRF	HKD 800

#### REAR

IP CODE	SIZE	PATTERN	PRICE
1816800	160/60R15 TL 67H	FELFRE	HKD 980

TL = Tubeless

### X-Ply

#### FRONT

IP CODE	SIZE	PATTERN	PRICE
1660000	110/90-12 TL 64P	FELFRF	HKD 450
1823500	120/70-12 TL 51P	FELFRF	HKD 440
1755200	110/90-13 TL 56P	FELFRF	HKD 450
1659500	120/70-14 TL 55S	FELFRF	HKD 500
1660300	120/80-14 TL 58S	FELFRF	HKD 490
1659700	100/80-16 TL 50P	FELFRF (MOTO)	HKD 520
1659800	110/70-16 TL 52P	FELFRF	HKD 420

#### REAR

IP CODE	SIZE	PATTERN	PRICE
1660100	130/70-12 TL 62P	FELFRE	HKD 460
1755300	130/70-13 TL 63P	FELFRE	HKD 490
1660400	120/80-16 TL 60P	FELFRE (MOTO)	HKD 550
1660500	140/70-16 TL 65P	FELFRE	HKD 520 *
1660200	150/70-13 TL 64S	FELFRE	HKD 640

TL = Tubeless



## The industry's first cold weather tyre designed for more safer winter scooter riding

- New replacement sizes for several common 50-250cc scooters
- “Cold and wet” high performance compound: excellent grip in wet and cold conditions, no matter the outside temperature.
- Sipes application for fast warm up and incredible contact feeling
- Tread design with motorcycle bike technology development for enhanced drainage and wet safety feeling

[illegible][illegible]

TL = Tubeless

## Short sidewall scooter tyre developed for daily commuting in the urban jungle

- Good grip and easy handling for high riding performance especially in urban areas
- All season compound developed for effective water drainage and great performance in all weather conditions

[illegible]

TL = Tubeless



**METZELER** 

所有價格最後以維修中心為準



## WINTEC WINTER TECHNOLOGY

Metzeler Wintec is the new German technology based on tread pattern, compound and structure; specifically optimized for wet and cold conditions and without affecting any dry or warm performance.

Safety throughout every month year and now for all types of scooters. Three years after its launch, Metzeler presents six new sizes of the Feelfree Wintec, the first and only tyre permitting scooterists to use their two-wheeled (or three) vehicles in all seasons. The current radial range of sizes (14" and 15") is now complimented by conventional sizes from 10" up to 15" for 400/250cc and 125/50cc scooters, thereby enlarging the range to cover many more scooter models.

Wintec represents a modification of the habits and seasonality of urban vehicles, developing a special product with which it is possible to face variable weather and to create a new concept of mobility.

From the end-user point of view, the benefits can be translated on, stability, handling and high contact feeling, along with a secure feeling even in bad weather and road conditions.

### Unique Tread Design

Sipes offer the best traction in wet conditions (center of the pattern) and contact feeling when turning (shoulders).

The shapes of the sipes have been engineered for assuring fast warm up time without inducing too much movement of the tread.

### Compound

A proper patented process of mixing compounds allows adding properties of three different polymers with different glass transition temperatures.

This new patented technology ensures wet grip in very cold conditions (-10°C) and at the same time good mechanical resistance.

### Summary of Key Characteristics

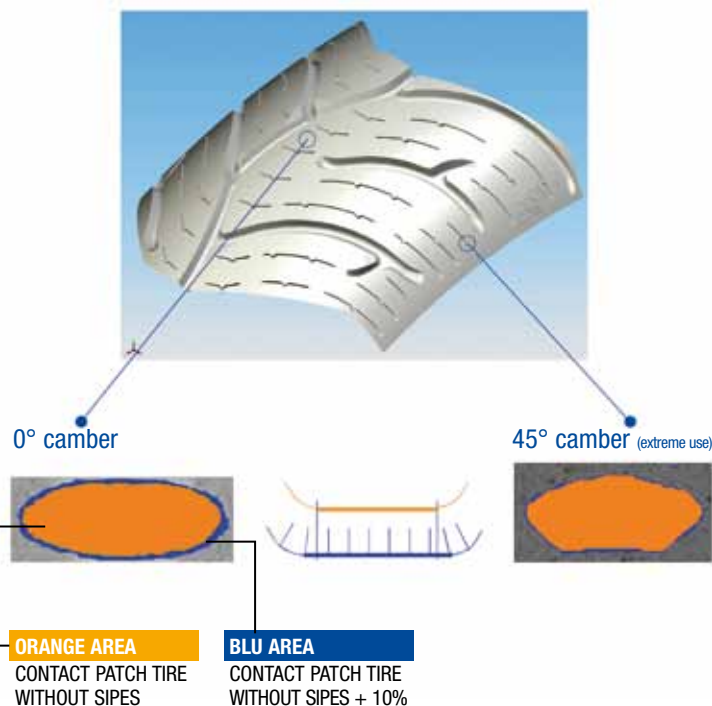
- Tread pattern design optimized to increase traction, grip and reduce the risk of aquaplaning
- Compounds characterized by incredible chemical grip and fast and uniform warm up
- Tyre profile engineered for ensuring maximum stability in all load conditions
- Carcass developed to accelerate warm up time of the tread compound

Metzeler has created not only a new product but a new way of use.

Metzeler Feelfree Wintec was the first application of this new concept: the first high performance radial cold weather tyre in the market place.



### SIPES INCREASE CONTACT PATCH



# Your guide to Metzeler's Technology



## 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.

**Range:** Racetec, Sportec M3, Sportec M5 Interact, Roadtec Z8 Interact, Roadtec Z6, ME 880, Tourance EXP, Tourance, MCE Karoo



## MAW

"Metzeler Advanced Winding" patented winding system for optimum spacing between the bandinas of the 0° steel belt. Depending on the cross section position, the steel cords are wound with differentiated spacing. On both front & rear tire they're wider in the crown area for more elasticity and self damping, closer in the areas involved in mid leans for improved stiffness during fast cornering. On the shoulder area, but for the rear only, they're again wider for safe feedback and control at grip limit.

**Range:** on all our steel belted tires



## 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.

**Range:** Racetec Wet, Racetec Rain, Lasertec



## 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.

**Range:** Lasertec, ME 880, ME 88, ML 2



## 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.

**Range:** ME 880, Tourance EXP, Tourance



## Single radius contour

Specific tire contour developed for Custom-Touring bikes, characterized by a very smooth design. Bike specific profile, especially for heavy models. The wide crown area ensures great comfort and stability at all speed, thus maintaining very high mileage characteristics. The round side area of the contour provides very linear and easy handling.

**Range:** ME 880, Perfect ME 22, Perfect ME 11, Perfect ME 77, ME 88, ML 2, Block C, Block K



## 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.

**Range:** Racetec, Sportec M5 Interact, Sportec M3, Roadtec Z8 Interact, Roadtec Z6



## FCM

"Fine Carbon Matrix" compound structure. This new compound has been obtained using the last generation of high-performance raw materials for a quicker adaptability to a wider range of conditions, going from cold to warm, from wet to dry. This new structure ensures highest level of grip both in dry and in wet conditions, thus maintaining extremely high mileage characteristics.

**Range:** Roadtec Z8 Interact, Roadtec Z6



## Dura Sil

Latest generation of hi-performance compound, with high Silica content and new reinforcing elements to give better stiffness and superior mechanical resistance. This new compound has been developed to guarantee a fast and efficient adaptability from cold to hot, dry to wet, normal road to racetrack use with high durability.

**Range:** Sportec M5 Interact, Sportec M3



## 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.

**Range:** Sportec M5 Interact, Roadtec Z8 Interact, Racetec



## Wintec

Sipes application for fast warm up and incredible contact feeling with a compound designed to work perfectly at low temperatures. The Wintec technology allows to ride 12 months a year in safe conditions without compromising the performances.

**Range:** Feelfree Wintec

# A closer look at Metzeler Motorcycle 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 its 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)





# 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. The manufacturer's information are the minimum values only. With luggage or with a second rider the rear tyre needs an extra 0,2 bar, and for high speed riding the pressure of the front tyre should also be increased by 0,2 bar.

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 is 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.

## 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 into consideration before determining what the "Load Capacity" of your tyres should be. A tyre's load carrying ability can be reduced by underinflation. Before travelling, you must calculate the total weight (luggage, equipment, passengers) to be added to the motorcycle.

## 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. At 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. Please consult directly with METZELER before installing a tube in a radial tubeless tyre. 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 of fairings. Please consult the motor-cycle 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

These tyres are only to be used on vehicles for which motorcycle tyres were originally stipulated 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 de-air or 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 regrove or cut the tread pattern of motorcycle tyres, as this might affect negatively the riding performance and safety.

### SPEED CATEGORIES - SPEED SYMBOL

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

### LOAD CARRYING CAPACITIES - LOAD INDEX

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

# Tyre Safety Maintenance and Mounting Advice

## 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 PIRELLI 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. If you cannot find your brands or model in our "Fitment Guide", please contact us before you have your tyres fitted.

## 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 have:

- a load capacity which is never lower than the maximum permitted load for the wheel on which the tyre is to be fitted (front - rear), including the passenger, luggage and accessories;

- a maximum speed higher than the approved maximum speed of the motorcycle at the maximum load which is designed to carry;
- an external diameter very similar to that of the original set of tyres;
- a section width which does not interfere with the mechanical parts of the vehicle under any running conditions, especially at high speeds;
- high performance motorcycles should be fitted with front and rear tyres of a compatible type in order to avoid dynamic instability.

### 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 concerning.

## 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.

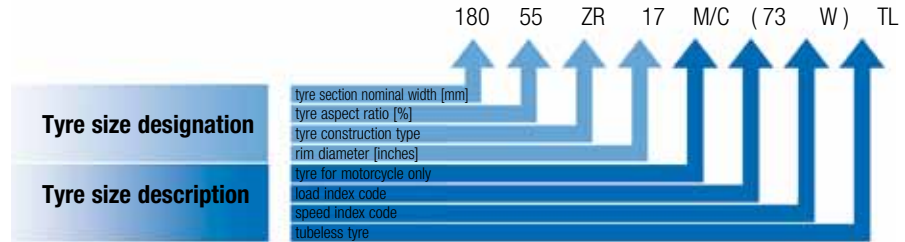


# Marking and Designation System

## OTHER MARKINGS

<b>Metzeler</b>	= Brand name
<b>Roadtec Z6</b>	= Product line name
<b>Steel radial</b>	= Specification of construction typology
<b>180</b>	= nominal section width in mm
<b>55</b>	= aspect ratio: this percentage value identifies the ratio between tyre section height and nominal width. This is not indicated when the section width is expressed in inches
<b>ZR</b>	= code identifying tyre construction technology ("-" : bias, "B" : bias-belted, "R" : radial)
<b>17</b>	= nominal rim diameter size expressed in inches
<b>M/C</b>	= Motorcycle in abbreviated form. Needed to differentiate motorcycle tyres and rims from those designed for other vehicles.
<b>73</b>	= load index code identifying the max permitted load. Please refer to conversion table for values in kg / lbs
<b>W</b>	= speed index code identifying the max permitted speed. Please refer to conversion table for values in km/h – mph
<b>TL</b>	= Tubeless. This tyre doesn't need a tube. Please consult the "safety" section regarding the use of tubes in tubeless tyres
<b>Made in Germany</b>	= indicates where the tyre has been produced
<b>Arrow</b>	= The arrow indicates the rotation direction of the tyre accordingly to its fitting position (front or rear) In case a rear tyre is fitted on a front wheel, the tyre has to be fitted reverse to the rotating direction indicated on the sidewall. Fitment of front tyres on rear wheel is not permitted.
<b>Driving wheel</b>	= specifies that the rotating direction is referred to the traction wheel (rear)
<b>EX</b>	= code identifying the country where the tyre has been homologated
<b>75R-xzy</b>	= ECE homologation code
<b>Max. load</b>	= specification of the max permitted load on the tyre at the specified inflated pressure in cold conditions
<b>DOT</b>	= Department Of Transportation. This indicates that the tyre conforms the regulations issued by the transportations dept's in USA and Canada
<b>3403</b>	= the first 2 numbers identify the week (34th) and the last 2 the year (2003) in which the tyre was produced
<b>Tread/Sidewall</b>	= specification of the number of plies used for carcass and belt and the correspondent material used
<b>TWI</b>	= Tread Wear Indicator. Identifies those indicators located into the main grooves that appear when the tread depth is reduced to 0,9 mm approx

## MOTORCYCLE TYRE SERVICE DESCRIPTION EXAMPLE



## TYRE SIZE

Various tyre size designations have been introduced over time as follows:

Conventional tyre designation

e.g.: 2.75 - 17, 3.50 - 18, 4.00 H 18

4.00 - 18 64 H, 3.25 - 19 54 V

Millimetric designation

e.g.: 110/90 - 18, 130/80 - 18, 110/90 - 19

## TYRE CONSTRUCTION

The term "tyre construction" differs between the various structure assemblies:

Bias tyres

Bias tyres – also called "conventional tyres" are designated by a dash in the size designation,

e.g.: 3.50 - 19, 23/4 - 17, 3.25 - 21

Bias-belted construction

Bias tyres reinforced with a diagonal belt

construction, also called bias-belted tyres, are designated by the letter "B" in their size designation,

e.g.: 140/80 VB 17, 150/80 VB 16 V250

Radial-belted construction

These tyres called "Radials" have code letter "R" in the tyre designation,

e.g.: 140/80 R 17 69 H, 160/60 ZR 18

Please refer to the "Construction" section for more detailed informations regarding the different structures.

## 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 INDEX

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.

## TYRE SPEED CATEGORY

The notion "speed category" differentiates the tyres for motor-cycles according to their maximum permissible speed.

## ADDITIONAL MARKINGS

The markings on the sidewall of the tyres have to appear due to legal descriptions of various countries. Tyre data in English language, e.g. load in lbs, inflation pressure in psi apply only to countries where legal prescriptions as per DOT-standard are in force. Please refer to the complete marking explanation (refer to "Other markings" section) for a more detailed overview of the different tyre marks.



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Prices are finally subject to service centre  
所有價格最後以維修中心為準