Templar X	250 Tire and	<b>Rim Com</b>	patibility St	udy						
Front Rim	21" x 1.60" alloy rim	Т	ire sizes: 2.25, 2.50,	2.75, 3.0, 3.1	0, 3.60, 80/90, 80	0/100, 90/90, 90/100				
Rear Rim	18" x 2.15" alloy rim	Т	ire sizes: 3.00, 3.10,	3.25 (STD), 3	3.50 (STD), 3.60 (	STD), 4.0, 80/90, 90	/90 (STD), 100/90, 1	100/100 through 12	0/100	
OEM Front Tire	80/100-21									
	110/100-18									
				_						
	Tire size:									
	Width/Aspe	ct Ratio -	Rim Diamete	r						
Model N	umber	1			d Tables					
Wodern	uniber			bad/spee	ed lating					
		5 0		1						
	TO.	110/0	0.10							
	all a	110/9	0-19-	100	•					
-	M402		54							
1	11402				-					
200										
15	1				2312)	ha				
2.1					1					
511	1			X	100					
	Direction	<b>Rotation</b>				1.0				
			Dat	eCode		E				
						100				
The current indus	stry standard rates dirt	bike tires by the	ir width, aspect ratio,	and rim diam	neter which must	be easily readable al	ong the side edge.			
As a result, you w	vill find them listed con	secutively, sepa	rated by a slash {/} a	nd a dash {-},	on every tire you	buy.				
Some examples	include "120/80-19" an	d "110/90-19".								
80/100-21 vs 90/	90-21 vs 90/100-21 dis	scussion on dirtb	ikeworld.net: Click	<u>c this link</u>						
					1.0					
	10	15 /	55	R	16					
			00		10					
				Radial						
	ZW	1/R		construction	on					
	SN	VA								
	SA	VAZ								
	2004	M/S		- 6						
		ul la	=55%. Described							
	=195 Mi	illimeters.	as the aspect ratio. This mark							
	nominal	l section	represents the	=1	I6 Inches. This					
	width of	the tyre	sidewall as the	is the	the diameter of e tyre's inner					
			nominal section	rin	n in inches.					
			width.							
Tire Width										
The first number	represents the width or	r the widest dista	ance between the sic	lewalls, and it	t is usually expres	sed in millimeters (m	חm).			
For example, the	widths for the example	es above at 120r	mm and 1100 respec	tively. This va	alue is a direct me	asure of the width.				
So, you can simp	ly measure your old tir	es to get a good	estimate for your ne	ew ones.						
Tire Aspect Rati	0									
Separated from t	he Width by a slash, th	e second numbe	er, or tire aspect ratio	, details the h	neight of the sidev	vall.				
However, it is not	a direct measurement	t. Instead, it is ra	ted as a percentage	of the width.						
For instance, the	heights of the example	es above are 80	percent of 120mm (o	or 96mm) and	I 90 percent 110 (	or 99mm).				
As a result, large	r aspect ratios usually	represent taller t	ires.							
Tire Rim Diamet	er									
The third size nu	mber is the rim diamete	er in inches. Mos	st dirt bike tire rims ra	ange from 18	to 21 inches with	the numbers inverse	ely			
proportional to th	e aspect ratio. For inst	ance, high aspe	ct ratio tires often ha	ve 18-inch rim	ns.					
Manually Measu	re the Tire Size			4ha ainf.	un bilen direr -					
You also only not	u une size code for any	tor Once you be	i manually measure	uie size of yo	ur DIKE tires.	NV.				
Tou also only field		ator. Once you h	ave ment, you call Si	art measuring	9 7001 11 C 3 312 C L	· y ·				

1	Measure the edge	width of the tire i	n millimeters. This	is your tire's widt	'n				
2	Measure the lengt	h of a sidewall in	millimeters						
2.	Divide the edge w	idth by the eidew	all longth						
3.	Divide the edge w	iuur by the sidewa							
4.	Multiply the result	by 100 and round	to the nearest wh	nole number. This	is the tire's aspect	ratio.			
5.	Measure the inner	diameter of the t	ire in inches. This	is the rim diamete	er.				
Some of the mot	orcycle tires have a	a lettering designa	ition.						
The millimeter(m	m) equivalent for it	:							
	MH - 80mm, MJ -	90mm, MM - 100	mm, MN - 110mm	, MP - 110mm,					
	MR - 120mm, MT	- 130mm, MU - 14	40mm, MV - 150m	ım					
For example MU	90-16 - 140mm wid	le 90% profile 16	6" rim To convert f	rom millimeters to	inches divide by 2	5 4 (1"=25 4mm)			
Correct rim width	may be critical to	handling and stah	ility						
A tiro which is in	stalled on a wider th		d rim will have a "	lattonod" profilo	and a rider may eas	ily roach			
A life which is in				latterieu profile, a	anu a nuel may eas	any reach			
the edge of the t	read during comen	ng.							
A narrow rim will	alter the tire profile	e, with a smaller co	ontact patch durin	g braking.					
Fitment to these	rims may result in a	slippage or air los	S.						
And roughly eac	h additional 0.5" of	rim width will be a	approximately 0.25	5" more in each tir	e width				
	[FRONT TI	RE 90/90-21	] Upsizing or	Downsizing	Tire Calculato	or			
Original	Tread Width	Profile Height	Wheel Diameter	Sidewall height	Overall Tire Diame	eter			
Tire	80	100%	21	80	27.30	693 40			
Size	millimeters	percent	inches	mm	inches	mm			
New	Tread Width	Profile Height	Wheel Diamotor	Sidewall boight	Overall Tire Diama	ter			
Tiro			21		27.39	605.40			
Circ	<del>ou</del>	50%	21		21.30	055.40			
Size	minimeters	percent	incries	mm	incnes	m			
Difference in Dia	meter:	Percentage: *	0.29%	Actual:	2.00	mm			
Orignal Tire Spee	edometer Reading:	65	New Speed	ometer Reading:	65.19				
* Generally, you	don't want to go wit	th tires that have a	a diameter that is	more than 3% diff	erent from the facto	ry tires.			
	**[REAR T	IRE 4.10-18]	Upsizing or	Downsizing 7	Tire Calculato	r			
Original	Tread Width	Profile Height	Wheel Diameter	Sidewall height	Overall Tire Diame	eter			
Tire	110	100.00%	18	110	26.66	677.20			
Size	millimeters	percent	inches	mm	inches	mm			
New	Tread Width	Profile Height	Wheel Diameter	Sidewall height	Overall Tire Diame	eter			
Tire	103 886	82.00%	18	85 18652	24 71	627 57			
0.	millimotors	paraant	inches		La ale a a	027.07			
ISIZE		Dercent	Incoes	mm	Inches	mm			
Difference in Dia	meter:	Percentage: *	-7 91%	mm Actual:	-49.63	mm			
Difference in Dia	meter:	Percentage: *	-7.91%	mm Actual: tometer Reading:	-49.63	mm			
Difference in Dia Orignal Tire Spea	meter: edometer Reading:	Percentage: * 65	-7.91% New Speed	Actual: dometer Reading:	-49.63 59.86	mm mm			
Difference in Dia Orignal Tire Spee * Generally, you	meter: edometer Reading: don't want to go wit	Percent Percentage: * 65 th tires that have a	-7.91% New Speed a diameter that is	mm Actual: dometer Reading: more than 3% diff	-49.63 59.86 erent from the facto	mm mm ry tires.			
Difference in Dia Orignal Tire Spec * Generally, you	meter: edometer Reading: don't want to go wit	Percentage: * 65 th tires that have a	-7.91% New Speed	mm Actual: dometer Reading: more than 3% diff	-49.63 59.86 erent from the facto	mm mm ıry tires.			
Difference in Dia Orignal Tire Spea * Generally, you	meter: edometer Reading: don't want to go wit	Percentage: * 65 th tires that have a E 120/80-18	-7.91% New Speed a diameter that is	Actual: dometer Reading: more than 3% diff	-49.63 59.86 erent from the factor	mm mm ry tires.			
Difference in Dia Orignal Tire Spea * Generally, you	meter: edometer Reading: don't want to go wit [REAR TIR Tread Width	Percentage: * 65 th tires that have a E 120/80-18 Profile Height	-7.91% New Speed a diameter that is ] Upsizing or Wheel Diameter	Actual: dometer Reading: more than 3% diff Downsizing Sidewall height	49.63 59.86 erent from the facto Tire Calculato Overall Tire Diame	mm mm ry tires. Ir ter			
Difference in Dia Orignal Tire Sper * Generally, you Original Tire	meter: edometer Reading: don't want to go wit [REAR TIR Tread Width 110	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00%	-7.91% New Speed a diameter that is ] Upsizing or Wheel Diameter	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110	49.63 59.86 erent from the facto Tire Calculato Overall Tire Diame 26.66	mm mm ry tires. <b>F</b> 677.20			
Difference in Dia Orignal Tire Spea * Generally, you Original Tire Size	Infiniteters meter: adometer Reading: don't want to go wit [REAR TIR Tread Width 110 millimeters	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent	-7.91% New Speed a diameter that is a Upsizing or Wheel Diameter 18 inches	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm	49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches	mm mm ry tires. r r 677.20 mm			
Difference in Dia Orignal Tire Spee * Generally, you Original Tire Size New	Inimiteers meter: adometer Reading: don't want to go wit [REAR TIR Tread Width 110 millimeters Tread Width	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height	-7.91% New Speec a diameter that is J Upsizing or Wheel Diameter 18 inches Wheel Diameter	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height	Inches -49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches Overall Tire Diame	mm mm ry tires. <b>r</b> eter 677.20 mm eter			
Size Difference in Dia Orignal Tire Spee * Generally, you Original Tire Size New Tire	Inimiteters meter: adometer Reading: don't want to go wil [REAR TIR Tread Width 110 millimeters Tread Width 120	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00%	A constraint of the second secon	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96	Incnes -49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches Overall Tire Diame 25.56	mm mm ry tires. r ter 677.20 mm ter 649.20			
Size Difference in Dia Orignal Tire Spee * Generally, you Original Tire Size New Tire Size	Infiniteters meter: adometer Reading: don't want to go wil [REAR TIR Tread Width 110 millimeters Tread Width 120 millimeters	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00% percent	-7.91% New Speec a diameter that is J Upsizing or Wheel Diameter 18 inches Wheel Diameter 18 inches	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm	Incnes -49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches Overall Tire Diame 25.56 inches	mm mm ny tires. or eter 677.20 mm eter 649.20 mm			
Size Difference in Dia Orignal Tire Spee * Generally, you Original Tire Size New Tire Size Difference in Dia	Infiniteters meter: adometer Reading: don't want to go wil [REAR TIR Tread Width 110 millimeters Tread Width 120 millimeters meter;	Percenta Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00% percent Percentage: *	-7.91% New Speed a diameter that is in Upsizing or Wheel Diameter 18 inches Wheel Diameter 18 inches -4.31%	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm Actual:	Incnes -49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches Overall Tire Diame 25.56 inches -28.00	mm mm ny tires. or eter 677.20 mm eter 649.20 mm mm			
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Size Difference in Dia Orignal Tire Spea * Generally, you Original Tire Size New Tire Size Difference in Dia Orignal Tire Spea * Generally you	Infiniteter's meter: adometer Reading: don't want to go wi [REAR TIR Tread Width 110 millimeters Tread Width 120 millimeters meter: adometer Reading: don't want to go wi	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00% percent Percentage: * 65 th tires that have a	-7.91% New Speec a diameter that is J Upsizing or Wheel Diameter 18 inches Wheel Diameter 18 inches -4.31% New Speec a diameter that is	mm Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm Actual: dometer Reading: more than 3% diff	Incres -49.63 59.86 erent from the factor Tire Calculator Overall Tire Diame 26.66 inches Overall Tire Diame 25.56 inches -28.00 62.20 erent from the factor	mm mm ry tires.			
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Size Difference in Dia Orignal Tire Speat * Generally, you Original Tire Size New Tire Size Difference in Dia Orignal Tire Speat * Generally, you NOTE ** : A 4.00 Metric is a 110/1 Standard is a 4.0 Low Pro Std is a This is the same So your 4.10 will Permissible Rin 1.60, 1.85 1.60, 1.85 1.60, 1.85 1.60, 1.85 1.85, 2.15 2.15, 2.50, 2.75 2.15, 2.50, 2.75 2.15, 2.50, 2.75 2.15, 2.50, 2.75 2.50, 2.75, 3.00	Infiniteters meter: adometer Reading: don't want to go wild [REAR TIR Tread Width 110 millimeters Tread Width 120 millimeters meter: adometer Reading: don't want to go wild and a 4.10 are the 00/18 - this tire is 4. 4.10/18 -	Percentage: * 65 th tires that have a Percentage: * 65 th tires that have a Profile Height 100.00% percent Profile Height 80.00% percent Percentage: * 65 th tires that have a e same width. The the tire is 110mm 00 wide, 4.00 tall s 4.00 wide, 3.28 th 5.60 and 6.10. twill be noticably s  Metric 70 80 90 100 110 110 120 120 130	-7.91% New Speec a diameter that is inches Upsizing or Wheel Diameter 18 inches Wheel Diameter 18 inches -4.31% New Speec a diameter that is -1 is how they de wide, 110mm tall (standard 100% a tall (82% aspect) a shorter (making is shorter (making is Alpha MG MH MJ ML MM MN MP MR MS MT	Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm Actual: dometer Reading: more than 3% diff signated low profi (100%) and 18 in spect), and 18" ri and 18" rim. (4.09 look narrower). Standard Inch 2.75 3 3.25 3.5 3.75 4 4.25 4.5 4.75 5	Incres           -49.63         59.86           serent from the factor         59.86           Tire Calculator         Overall Tire Diame           26.66         inches           Overall Tire Diame         25.56           inches         0           -28.00         62.20           erent from the factor         62.20           erent from the factor         62.20           rent from the factor         62.20           erent from the factor         62.20           rot 103.886mm for         62.20           -         3.6           3.6         4.1           4.1         4.6           4.25/85         5.1           5.1         5.1	mm mm my tires.	ple:		
Size           Difference in Dia           Original Tire Speat           * Generally, you           Original           Tire           Size           New           Tire           Size           Difference in Dia           Original Tire Speat           Generally, you           NOTE ** : A 4.00           Metric is a 110/1           Standard is a 4.0           Low Pro Std is a           This is the same           So your 4.10 will           Permissible Rin           1.60, 1.85           1.85, 2.15           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.50, 2.75, 3.00           2.75, 3.00, 3.50	Infiniteters meter: adometer Reading: don't want to go wil [REAR TIR Tread Width 110 millimeters Tread Width 120 millimeters meter: adometer Reading: don't want to go wil 0 and a 4.10 are the 00/18 - this tire is 4. 4.10/18 - this tire is 4.	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00% percent Percentage: * 65 th tires that have a e same width. The the tire is 110mm 00 wide, 4.00 tall s 4.00 wide, 3.28 t 0, 5.60 and 6.10. t will be noticably s  Metric 70 80 90 90 100 110 110 120 120 130 140	-7.91% New Speec a diameter that is inches Wheel Diameter 18 inches -4.31% New Speec a diameter that is -4.31% New Speec a diameter that is a diam	Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm Actual: dometer Reading: more than 3% diff signated low profi (100%) and 18 in spect), and 18'' ri and 18'' rim. (4.09 look narrower). Standard Inch 2.75 3. 3.25 3.5 3.75 4 4.25 4.5 4.75 5 5 5.5	Incres -49.63 59.86 Fire Calculato Overall Tire Diame 26.66 inches Overall Tire Diame 25.56 inches -28.00 62.20 62.20 62.20 62.20 62.40 62.40 63.60 103.886mm for -3.60 3.6 3.6 3.6 4.1 4.1 4.6 4.25/85 5.1 5.1 -	mm mm mry tires. 677.20 mm 649.20 mm mm mry tires. So let's do a little exam Shinko 705) Templar X 250 Front Templar X 250 Rear			
Size           Difference in Dia           Original Tire Speat           * Generally, you           Original           Tire           Size           New           Tire           Size           Difference in Dia           Original Tire Speat           * Generally, you           NOTE ** : A 4.00           Metric is a 110/1           Standard is a 4.0           Low Pro Std is a           This is the same           So your 4.10 will           Permissible Rin           1.60, 1.85           1.85, 2.15           2.15, 2.50           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.15, 2.50, 2.75           2.50, 2.75, 3.00           2.50, 2.75, 3.00           3.50, 4.00	Infiniteters meter: adometer Reading: don't want to go wild IREAR TIR Tread Width 110 millimeters Tread Width 120 millimeters meter: adometer Reading: don't want to go wild and a 4.10 are the 00/18 - this tree is 4. 4.10/18 - this tire is 4. 4.10/18 -	Percentage: * 65 th tires that have a E 120/80-18 Profile Height 100.00% percent Profile Height 80.00% percent Profile Height 80.00% percent Percentage: * 65 th tires that have a e same width. The the tire is 110mm 00 wide, 4.00 tall s 4.00 wide, 3.28 to, 5.60 and 6.10. t will be noticably s Metric 70 80 90 90 100 110 110 120 130 140 150	-7.91% New Speec a diameter that is inches Wheel Diameter 18 inches -4.31% New Speec a diameter that is -1 is how they de wide, 110mm tall (standard 100% a tall (82% aspect) a shorter (making is shorter (making is MI MI MI MI MI MI MR MR MS MT MU MV	Actual: dometer Reading: more than 3% diff Downsizing Sidewall height 110 mm Sidewall height 96 mm Actual: dometer Reading: more than 3% diff signated low profi (100%) and 18 in spect), and 18" ri and 18" rim. (4.09 look narrower). Standard Inch 2.75 3. 3.25 3.5 3.75 4 4.25 4.5 5.5 6	Increase         -49.63         59.86         renent from the factor         Overall Tire Diame         26.66         inches         Overall Tire Diame         25.56         inches         -28.00         62.20         erent from the factor         cenent from the factor         chain         m.         or 103.886mm for         3.6         3.6         3.6         3.6         4.1         4.6         4.25/85         5.1         5.1         5.1	mm mm ry tires.			

		Fron	t Wheel		
16"		17"		18"	
Tire Size	Rim (inch)	Tire Size	Rim (inch)	Tire Size	Rim (inch)
110/90-16	2.15 - 3.00	110/70-17	3.00 - 3.50	100/90-18	2.15 - 2.75
120/80-16	2.50 - 3.00	110/80-17	2.15 - 3.00	110/80-18	2.15 - 3.00
130/70-16	3.50 - 4.00	120/60-17	3.50 - 3.75	110/90-18	2.15 - 3.00
150/90-10	2.50 - 3.50	120/70-17	2.75 - 3.75	120/70-18	2.50 - 3.00
130/00-10	5.00 - 4.00	120/90-17	2.50 - 3.00	130/60-18	3.50 - 4.00
		140/80-17	3.00-4.00	130/70-18	3.00 - 4.00
		150/80-17	3.00 - 4.25	140/70-18	3.00 - 4.50
19"		20"		21"	
Tire Size	Rim (inch)	Tire Size	Rim (inch)	Tire Size	Rim (inch)
90/90-19	1.85 - 2.50	120/70-20	3.5	80/90-21	1.60 - 2.15
100/90-19	2.15 - 2.75	140/60-20	3.75	90/90-21	1.85 - 2.50
110/90-19	2.15 - 3.00	150/55-20	4.5	120/70-21	3.00 - 3.75
120/70-19	3.00 - 3.75			130/60-21	3.00 - 4.00
130/60-19	3.00 - 3.75			140/70-21	3.00 - 3.75
00"		0.01		0.47	
ZJ Tiro Sizo	Pim (inch)	Zb Tiro Sizo	Dim (inch)	Z4" Tiro Sizo	Dim (inch)
120/70-23	3 50 - 4 00	120/50.26	3 50-3 75	130/70.24	
130/50-23	3.50 - 4.00	120/55-26	3 50-3 75	130/70-24	+
130/60-23	3.00 - 3.75	120/00-20	0.00-0.10		
. 50.50 20	0.00 0.10				
30"					
Tire Size	Rim (inch)				
140/40-30	4				
		Rea	r Wheel		
15"		16"		17"	
Tire Size	Rim (inch)	Tire Size	Rim (inch)	Tire Size	Rim (inch)
130/90-15	2.50 - 3.50	130/90-16	2.50 - 3.50	120/90-17	2.50 - 3.00
140/80-15	2.75 - 3.75	140/90-16	2.75 - 3.75	130/90-17	2.50 - 3.50
140/90-15	2.75 - 3.75	150/80-16	3.00 - 4.00	140/70-17	3.50 - 4.50
150/80-15	3.00 - 4.25	160/80-16	3.50 - 4.50	140/80-17	2.75 - 4.00
150/90-15	3.00 - 4.00	170/70-16	4.25 -5.50	150/60-17	4.00 - 4.75
170/80-15	3.50 - 5.00	180/60-16	4.50 - 5.50	150/70-17	4.25 -4.50
180/70-15	4.25 - 5.50	180/65-16	4.50 - 5.50	160/60-17*	4.25 - 5.50
200/70-15	5.50 - 6.50	180/70-16	5.00 - 6.00	160/70-17	3.75 - 5.00
230/60-15	5.50 - 7.00	200/60-16	5.50 - 6.25	170/60-17	4.25 - 5.50
		240/50-16	7.00 - 8.00	180/55-17	5.50 - 6.00
				180/60-17**	4.50 - 5.5
				190/50-17	6.00 - 6.50
				190/55-17	6.00 - 6.50
				190/60-17	5.00 - 6.00
				200/50-17	6.00 - 6.50
				200/55-17	6.00 7.00
				210/30-17	10.0 - 11.0
				330/30-17	11.0 - 12.5
				330/30-17	11.0 - 12.5
18"		20"		21"	
Tire Size	Rim (inch)	Tire Size	Rim (inch)	Tire Size	Rim (inch)
110/90-18	2.15 -3.00	140/60-20	3.75	200/70-21	6.25
120/90-18	2.50 - 3.00	150/55-20	4.5	260/35-21	9
130/80-18	2.50 - 3.50	200/40-20	6.00 - 7.00	200/00-21	
140/70-18	3.00 - 4.50	220/50-20	6.50 - 7.50		
150/70-18	3.50 - 4.50	280/40-20	9.50 - 10 5		
160/60-18	4.25 - 5.00	200/70-20	0.00 - 10.0		
170/60-18	4.00 - 5.00				
180/55-18	5.50 - 6.00				
200/50-18	5.50 - 6.50				
200/55-18	5.50 - 6.50				
210/40-18	7.00 - 8.00				
240/40-18	8.00 - 9.00				
250/40-18	8.50 - 9.50				
260/35-18	8.50 - 9.50				
260/40-18	8.50 - 9.50				
280/35-18	9.50 - 10.5				

300/35-18	10.0 - 11.0								
310/35-18	10.0 - 11.0								
360/30-18	13								
000,00 10									
T									
Tire Constructi	on								
After the aspect	ratio is the tire cons	struction. This has	two options: Rad	ial (R) or Belted (I	<ol> <li>"Belted" means f</li> </ol>	iberglass, Kevlar or			
aramid fiber belt	s. These all have a	dded strength and	weight volume. B	But if a tire does no	ot have (R), then it i	s bias-ply, which mear	S		
that it has sever	al, meeting rubber p	lies. These overly	ing layers form a	dense layer that i	s delicate to hotnes	s and is less elastic.			
Speed Rating									
A downgrade is	usually a poor idea.	There is a reasor	why manufacture	er specified the m	aximum load and s	peed ratings of their m	otorcycles.		
They believe the	se are what the hik	e needs	<b>,</b>			g			
They believe the		e needs.							
On the other has	nd, an upgrade in lo	ad or speed may	appear harmless,	but it can adverse	ely affect the overall	riding experience due	to the		
stiffeners added	to the tire's sidewa	lls.							
Factory-spec tire	es are capable to ha	andle the maximur	m weight approve	d for the respectiv	e bikes to carry. If y	ou want to exceed that	t, the		
tires and the oth	er parts of the moto	prcycle might breat	k, too!						
Generally, a high	her sneed rating is r	not always damadi	ing to the tires. He	wever vou can c	hoose to give up the	e fuel mileage or tire lit	e snan		
It is highly rooon	ner speed rating is i	the OE aread rate		lowed provided th	noose to give up the	anable of the other rid	ing		
It is highly recom		The OE speed rate	e. Opgrauing is an	ioweu, provideu li	lat you are knowled	geable of the other hu	ing		
reatures that mig	un de adversely aff	ectea.							
When you consi	der the weight, also	consider the follo	wing factors:						
1.	Weight of the ride	r/driver							
2.	Weight of the pass	senger							
3.	Weight of all lugga	age							
		Ŭ.							
The downside of	f Jananese biko bro	inds and Asian bik	e brande in gener	al is that they are	ume that their quate	mers — the rider and			
The downside o		Inus anu Asian bik	e branus in gener	a is that they ass		iners — the nuer and			
the passengers,	are all lightweight.								
As of now, majo	rity of the tire manu	facturers are in ag	reement that once	e repaired, the tire	e loses its speed rat	ing.			
	Motorcycle	Tire Speed, L	oad Rating A	nd Tire Size					
From	t Tire Size Conver	sions	Rear	Tire Size Conve	rsions				
Metric	Ainha	Inch	Metric	Alnha	Inch				
80/00		2 50/2 75	110/00	MD95	4 00/4 75				
80/90	MITI90	2.30/2.75	100/90	MP00	4.00/4.75				
90/90	MJ90	2.75/3.00	120/90	MR90	4.50/4.75				
100/90	MM90	3.25/3.50	130/80		5.00/5.10				
120/80		4.25/4.50	140/80		5.50/6.00				
120/90	MR90	4.25/4.50	140/90	MU90	5.50/6.00				
130/90	MT90	5.00/5.10	150/80	MV85	6.00/6.25				
			150/90	MV85	6.00/6.25				
	important to always	s uso tho tiro sizo	speed load ratio	a and type record	monded by your m	otorovelo manufacturo			
The information	Important to always	s use the the size,		g, and type recon	the metric by your me				
The information	nerein provided is c	only for general ref	rerence and shoul	id not be made as	the main basis for	choosing the appropria	ite		
motorcycle tires	•								
The letter and r	number combo								
The letters and	numbers you see af	ter the size of the	tire is called colle	ctively as the tire	"service description	" The said service des	criptions		
have a speed an	nd load index.								
Thoro are additi	onal and ontional in	formation you may	y soo but thoso ys	n, from one man	facturer to another	Those are the inform:	ation the tire		
manufacture		what belongs to "	ho tiro or what '-		ianod to do				
manulacturer gr	ves to clarify further	what belongs to th	ne lire, or what joi	D was the the des	igneu io uo.				
It may specify a	little different versio	on of a tire that is n	nade precisely for	a certain new mo	odel of motorbike, at	the motorbike builder	's demand.		
Michelin Pilot Ro	oad 3 Tires are a de	cent sample of thi	s. The "B" service	description mean	ns a tire with additio	nal sidewall stiffeners	provided.		
If you are uncert	tain what a service of	description, refer to	o this guide for cla	arification.					
	Tire Speed F	Rating Chart							
	(New Style Speed	And Load Index							
	(New Style Speed	And Load index)							
Speed	u kating	Max. Design	Speed (MPH)						
	J	62							
	К	68							
	L	75							
	М	81							
	Р	93							
	0	00							
		99							
	R	106							
	5	112							
	11	118							

	V	149							
	W	168							
	Y	186							
	-								
It is important to	o note that modern ti	res are rated with	load index and sp	eed rating. In a g	uide released by N	lichelin, they particular	V		
highlighted that	t this code annears a	fter the size. The (	ode is composed	of 3 characters	1 letter and 2 numb	ners Let's say the code	,		
	do for the maximum	weight expeditu of	the tire. H stands	for the maximum	apood rating				
15 0711. 07 Starr		weight capacity of	ule ule. Il stallus		speeu raung.				
What thicknes	s of inner tube do l	need?							
Motorcycle inne	er tubes come in a va	ariety of thicknesse	s but the commor	n sizes are: 1.5m	m, 2mm, 3mm and	4mm. These			
are – annoying	ly – almost never list	ed on the inner tub	e's packaging bu	t some might just	say 'Heavy Duty' of	or 'Ultra Heavy Duty'.			
Thickness is ab	oout puncture resista	nce but don't just g	o for the thickest	inner tube you ca	an find. If you are ri	ding on the road, you			
want the invers	e of what you'd need	d off-road. You sho	uldn't run a heavy	/ duty or ultra-hea	vy-duty inner tube	on a road bike or if			
you're riding an	n off-road bike at high	n speeds. A thick ir	ner tube will over	heat on a road bil	ke due to the temp	erature of the tire's			
carcass and the	e inner tube's rubber	being overworked	and not being ab	le to shed this kin	etic energy.				
		J	<b>j</b>						
I Inliko with off	road riding, road ride	rs won't nick un a	ninch flat on the r	oad so it doosn't	make sense to us	a a thickor innor tubo			
Uninke with Oli-I	loau nuing, toau nue	is wort pick up a	pinch-hat on the h	oau, so it uoesii t	make sense to us				
You want as litt	ie neat build up as p	ossible. An inner ti	ibe will deteriorate	e and ultimately fa	all it subjected to to	o much neat which			
will happen pre	etty quickly if you run	a heavy-duty one	on the road.						
On the flip side	, if you're riding off-re	oad, it makes sens	e to use a thicker	inner tube, which	will be more resis	tant to snake bites			
and pinch flats.	Off-road riders will I	know to run their ti	es at lower press	ures and this can	sometimes cause	punctures but a			
thicker inner tul	be will reduce the ch	ances of picking u	o a self-inflicted p	uncture. However	, if you're consiste	ntly riding at over			
40mph, go for a	a thinner tube.								
What inner tub	be material should	use Butyl Rub	ber vs Natural Ri	ubber					
There are two t	vpes of rubber used	to create inner tub	es. There's Butyl	rubber and Natur	al rubber. Our hon	est opinion is that			
they're both ver	rv similar but some r	iders will only go fo	or one type, so we	thought it best to	explain to you the	ir different properties.			
		, je							
Butyl rubber is	a synthetic rubber. G	enerally speak the	ee inner tubee us	a mix of natural	and synthetic rubb	er. They are more			
flovible than na	tural rubbor and the	tond to ago botto	r (with loss porish	ing due to their a	and synthetic rubb	so slightly more			
		viend to age bette	(with less perisit	ing due to their ag	ge) and they are a	so signity more			
puncture resista	anı.								
There's also Na	atural rubber which to	ends to have a goo	d wear resistance	e, more elasticity	and a higher tensil	e strength.			
However natura	al rubber will perish o	quicker than synthe	etic rubber and it's	s not as good as s	ynthetic at coping	with high temperatures			
So which one is	s best? It really is a p	preference thing. S	ome riders swear	by natural rubber	and reckon they f	orm to your			
tire's profile bet	tter than synthetic an	d get fewer punctu	ires. However oth	er riders will go fo	or synthetic becaus	e they think they last			
longer and wor	k better at wider tem	perature ranges. T	he truth is they're	both very similar	ways of keeping y	our tubed tires doing			
what they're de	signed to do. Unless	you're an expert,	you probably coul	ldn't tell what tube	e you are running.				
How to determ	nine your inner tube	e size							
The correctly si	ized inner tube will b	e the size stated o	n your motorcycle	s tire. So check	out the sidewall of	your tire, note the			
size (120/70/19	) for example) and th	en find an inner tu	be of that size. It's	s that simple.					
Which valve d	o vou need?								
The next area s	you need to consider	is the valve stem	Valves come in v	arique different si	zes and some are	rubber while others			
are metal. They	i're one of the weak	or narts of the inne	tube as the valve	a (obviously) has	to be vulcanized to	the tube which create	e		
a potential wea	k spot. However the	valvo is also the o	nly part of the inp	or tubo that's 'cor	noctod' to the rim	and therefore it can be	torn		
off if the tire on	ino		my part of the min				lonn		
on in the the spi									
I his is why rim	lock is used to preve	ent this from happe	ening or at least m	inimise the chance	ce of it nappening.	Another common error			
some riders (ar	nd tire fitters) make is	s to tighten the val	e stem's bottom r	nut right down on	to the rim. Leaving	it slightly loose will allo	W		
the inner tube t	o move around as th	ie tire builds heat a	nd it'll mean that	if the tire spins or	i the rim, it won't a	ways tear the valve.			
	Valve Stem Ty	pe Reference					-		
Valve	Description								
TR-4	Straight metal ste	m (8 mm diameter	IRC & Dunlop	200					
TR-6	Straight metal ste	m (8 mm diameter	)	and the second	0				
TR-13	Straight rubber ste	em (11.5 mm diam	eter)			See and	Jun Mary		
TR-15	Straight rubber ste	em (16 mm diamet	er)						
PV 78-Tall	90 degree bent m	etal stem		Service and a state of		11 11 11 11 11 11 11 11 11 11 11 11 11	and the sea		
TR-87 Short	90 degree bent m	etal stem (10 mm	diameter)	PV 78-Tall	90º TR-87	/JS-87 Stem TI	R-15 Offset		
TR-87C Tall	90 dearee bent m	etal stem (10 mm	diameter)			1	1		
			- /						
The TR4 and T	R6 are probably the	most common					183		
				-			444		
Take a look at a	Your rim to see what	type of value your	ave and also		Charles -		1		
factor in whoth	er vour valve is cost	ed or off-eet Dillo	like		1 - Mar	April 1	Carlos and a second		
		tushes which les		1 de la francia	2111-2		Contraction of		
Harlow Line and -	THE IMPROVED THE THE CO		910C IN/						

away from the ce	entre of the rim. If v	ou buv a straight-	-valved inner tube	TR-6 Offset	TR-13 Offset	TR-13 Stem	TR-6 Stem		
it won't work with	h an offset valve (if	you can get the v	alve to poke throu-	gh the rim, then it'l	I be severely streto	ched and will fail). You'll	see an		
inner tube marke	ed up as TR-15 OC	or Offset if it's an	offset type.						
You can also get	t valves that has a §	90-degree angle ir	n the valve stem.	The TR-87 for exar	mple is an inner tuł	be with a 90-degree val	ve. Some riders		
prefer these as i	it makes it easier to	adjust pressures.							
Economy Moto	rcycle Inner Tubes	3							
If you're looking	to save money, you	u might be after ch	neap motorcycle in	ner tubes. There a	are loads of options	s available on sites like	eBay but just on	e word of caution.	
Motorcycle inner	r tubes aren't that e	xpensive to buy a	well known brand	. The role of the tu	be is to keep air in	) your tire and if your tul	be fails (especial	y the front)	
you are at risk of	f losing control of th	ie bike.							
what valve ster	m size snould i bu	y for my tubeles	stire?	ite on 11.0 mm hel					
There two types	or valve stem: To n	Im and 8 mm. The	e former actually i	tire menufecturers	The letter is amo	te most common one.			
opening is used	by Buells aftermar	ket wheels and in	n some BMWs	the manufacturers					
opening to used	by Ducito, uncerniar								
Beware OEM tu	ibes								
Manufacturers lil	ke to save money v	where they can an	d supplying your t	ike with thin inner	tubes not only sav	ves money but they also	save weight. Th	ere's up to	
1kg between the	e thinnest and thicke	est tubes and it's i	unsprung weight s	o it counts for a lot	. So swap out your	r OEM tubes if you are	going off-road, a	s they are	
likely to give you	u more grief than the	ey are worth.							
Baby powder									
If you're fitting yo	our own inner tubes	s, sprinkle a bit of	baby powder on th	ne inside of the tire	before fitting the t	ube. This will reduce fri	ction between the	э	
inner tube and th	he tire, to help it las	t longer.							
Thickness and	weight	L							
It goes without s	aying that the thick	er inner tubes wei	ight more than the	thinner ones and	this unsprung weig	t adds to the weight o	f the wheel. The	less weight,	
the easier a bike	e is to turn.								
Taking a 110/00/		o rogular innar tu	bo that's 1 Emm th	iek weighe eround	1 2kg while a bar	over duty (2mm thick) tu		d 1 7kg opd	
an ultra boavy d	luty tubo (5mm thick		2 0kg	lick weights around	1.2kg, while a field	avy duty (Smin thick) tu	be weights around	J 1.7Kg anu	
an una-neavy-u		() weigns around .	2.0kg.						
Prevent repeat	punctures								
Your puncture is	most likely going to	o be self-inflicted,	either a snake-bite	e or pinch flat, which	ch are generally ca	aused when you're runn	ing the inner tub	e at low	
pressures. Howe	ever an object can a	also pierce throug	h the tire and the i	nner tube causing	a puncture. If you	have to change it out o	n the road, it can	be a	
stressful experie	ence but don't forge	t to check the insi	de of the tire by ru	nning your fingers	around it and visu	ally inspecting it from be	oth the inside an	d out to	
remove any obje	ect that might have	caused the flat in	the first place. The	e last thing you wa	nt to do is fix the is	ssue, get going and ther	n get another pur	cture. It happens!	
Heat and flats									
Running your inr	ner tubes at lower p	pressures when of	ff-road will increase	e tire traction. How	ever, low pressure	es lead to increased cha	ances of a pinch i	lat. You	
might have found	d that your tire pres	sure increases as	s you get heat into	the tire and theref	ore you start off wi	th even lower pressure	s to compensate	which again	
leads to flats. So	o if you want to avoi	d this, use nitroge	en in your tires as i	t doesn't have the	water content of a	ir and therefore won't e	expand as much v	vhen hot.	
What's the thick	kast motorovala ir	apor tubo?							
Liltra beauv-duty	motorcycle inner ti	ubes are 3mm this	ck and unwards, d	epending on the m	anufacturer. The f	hickest motorcycle inne	r tube vour aver	ana ratail store	
stocks is the Mic	chelin ultra-heavy di	uty motorcycle inr	ner tubes which an	epending on the n		mekeat motorcycle inne	i tube your avere		
		aty motoreyere mi	ion tabboo minori art						
Do you need m	m tape?								
You need to use	<b>m tape?</b> rim tape on all spo	ked rims where ar	n inner tube is beir	ng used. The rim ta	ape covers the spo	we head on the inside c	on the rim this is	o protect	
You need to use the inner tube fro	m tape? rim tape on all spo om rubbing on the p	ked rims where an cossibly sharp spo	n inner tube is beir )ke head and punc	ng used. The rim ta	ape covers the spo	oke head on the inside o	on the rim this is	o protect	
You need to use the inner tube from	m tape? rim tape on all spo om rubbing on the p	ked rims where an cossibly sharp spo	n inner tube is beir oke head and punc	ng used. The rim ta sturing it.	ape covers the spo	oke head on the inside c	on the rim this is	io protect	
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When you replac	e your tires, I alway	s recommend you	u also replace the	inner tube. You o	can keep your old or	e as a spare but for th	ne sake of a few d	ollars for a		
new spare tube,	is it worth trying to	eke out every last	mile from the tub	e? Probably not.						
Can you patch a	a motorcycle inner	tube?								
You can but it's n	nore hassle to get a	tube out and rep	air it than it is to re	eplace it with a ne	ew tube. Also when	repairing a tube, you h	ave another weak	spot that		
could fail. I alway	s recommend to ch	ange the tube if y	ou get a puncture	e and when you cl	hange your tires, ag	ain it's worth fitting a n	ew tube as a tube	that perishes		
will cause you me	ore grief than the fe	w dollars addition	al cost of a new ir	nner tube.						
What is rim lock	(?									
A rim lock is insta	alled on MX, Trials a	and Enduro bikes.	It is used to lock	the tyre to the rim	n (which is normally	run at very low pressu	re off road) and st	op tyre slip.		
You should use a	a rim lock with Inner	Tubes and Mous	ses on these sort	of bikes. It's is als	so helps keep the ty	re on the rim if you ge	t a puncture. If rid	ng above		
40mph on the str	eets you may want	to consider remov	ving rim locks as f	they add a signific	cant amount of weig	ht offset to a tire and c	an cause the bike	to wobble at		
higher speeds.										
When should I r	eplace my motorc	ycle tires?								
Here's a quick ru	n-down of the insta	nces when motor	cycle tires must b	e changed:						
$\checkmark$	Tires which are bro	oken around the c	ircumference, ofte	en due to fluoresc	ent or UV contact					
	Tire with scratches	or cuts								
	Tire with misplace	d tread blocks								
	Tire with a hole bio	oper than 0.25 incl	hes							
	Tire that is making	sound or showing	g a choppy drive:	some front tire cu	ipping is ordinary, bu	it a damaged tire migh	nt show severe fea	thering		
	Tire that is feather	ed or cupped						-		
	Tire that is dilapida	ated (2/32 of an in	ch or less of tread	l in any area)						
	Tire that has cross	section significan	tly transformed (c	lue to bumpy wea	ar)					
	Tire that has been	run with exception	nally low compres	sion (impairment	is typically seen as	a circumferential ring	that looks "scrubb	ed")		
	Tire more than 10	vears old	, ,		,,,,,			,		
$\checkmark$	Tire exhibiting trea	dwear gauges								
$\checkmark$	Sidewall perforation	n								
$\checkmark$	Damage that can't	be fixed								
Tips to improve	Motorcycle Tire L	ife								
To extend the life	e expectancy of you	r motorcycle tires,	follow these simp	ole yet proven and	d tested tips to exter	nd the life expectancy	of your beloved ti	es.		
1.	Avoid overloadin	g	Like most vehicle	es, the motorcycle	e should only be load	ded to the bounds set	by its producer.			
			If the motorbike i	s overloaded, the	pointless wear and	tear occurs. This grea	tly reduces the tir	e		
			life cycle and ma	kes it useless wit	hin a short period of	usage.				
2.	Always remembe	r to load at	Take note of the	ceiling weight dis	cussed above. Make	e sure that you observ	e the same to			
	<b>Correct Positions</b>	5	preserve the con	dition of your mot	torcycle.					
			The additional loa	ad should not be	placed at either real	or front side as this w	rill cause the			
			unwarranted hea	ting of tire and ev	entually causes tire	catastrophe. The tire	life is greatly			
			reduced due to in	ncorrect assignme	ent of additional load	l.				
2.	Avoid over inflati	on of tires	There is a fallacy	in the minds of the	he public that extra	weight in the tires also	permits the			
			adding of extra w	eight on the bike.						
			The truth is that a	added blow up of	the tires do not get	additional capacity to b	bear extra load			
			and neither do th	ey become sturdi	ier. Ultimately, the a	dditional inflation and I	oad makes the			
			tire inoperable.							
Shinko 705 vs K	(enda 761 vs Shin	ko 244 Other Rid	er Notes:							
[NOTE: I have s	een photographs	with some bike o	wners with Kene	da 761 installed i	backwards with th	e rotational direction	wrong, they dis	oerse water as th	ey spin in the	
drive direction s	so when you insta	ll them backward	ls you back up t	he water flow an	d stop it which wo	uld lead to hydropla	ning problems]			
I've be through s	everal sets of 761s	and one back 70	5. Both are fine fo	r dirt roads and m	noderate dry trials. I	went back to the Kend	las after trying the	Shinkos because	•	
I get better milea	ge with them and th	ney're cheaper! I'v	e run the 244s bu	it went back to the	e 761s because for	me i didn't gain off-roa	d performance an	d they wore out fa	ister.	
The 244's do fee	l better than Kenda	270s. The Kenda	s have a squirmy	feel that some pe	eople never adjust to	o. Don't worry about rid	ding fast with more	e aggressive tires.	Even	
something like D	unlop 606s are fine	at speed, noisy b	ut secure. Seriou	sly unless you're	scraping pegs you o	an ride them like a pu	re street tire, you'l	I chew through th	əm	
fast on the street	though.									
Kenda 761 is a h	arder compound so	o will get the most	mileage wear ove	er the Shinko 705	but at a cost of wor	se wet road performar	nce.			
Very happy with	them for long wear	and price. There i	is a bit of vibration	n in the front from	cupping that develo	ped after extended we	ear, but at 12k mile	es l'm not complai	ning.	
Have another set	t [K761's] in the gar	age waiting to go	on.							
I have not had ar	ny trouble keeping t	hese tires in balar	nce as they wear	[K761's]. The real	r has no weight on i	now and the front has	s a small weight th	at has not moved	much	
as the tire wore,	this tells me that the	e carcass has stay	yed stable as the	tires wear.						
I'm on my 3rd set	t 1K7611 on mv KI 🛱	The front does to	end to cun compa	ared to others how	vever I simply flippe	n the tire at 5-6K M/ea	rs well till its done	at 10-12K miles		

I am on my third se	et [K761's]. My the	oughts are, the fro	ont needs at least	32 PSI or it will c	up badly witin 7000	miles. On my bike, the	cupping got so b	ad that the tires w	ill	
howl and vibrate a	bit at highway sp	eed if under 32 P	SI. Above that the	howling is gone,	but they still vibrate	due to cupping (you c	an really feel it bu	Impity bump when		
walking the bike ar	round in the garag	ge). Lesson learne	ed to check tire pre	essure every wee	ek as I had one front	go 10k before it starte	d to cup.			
In the dry, roads, d	lirt, gravel, trails, ı	rocks, etc they do	fine. They suck in	the mud, period,	like riding on ice.					
On the road, they I	handle well and a	re easy to turn in,	hold a line and gi	ive a nice ride. In	the rain they will giv	e a bit and slide a bit o	over painted lines,	manhole covers e	etc.	
Once you know thi	is and adjust your	r riding style you c	an ride in the rain	with them just fin	e, carefully but fine.					
Therewill we shall find			f un val vuikte tte aus d				46 - 46 - 441	ill and but		
They will work tine	E[K761'S]. I'Ve dor	ne a fair amount o	t mua with them. 3	So long as you al	r down, maintain a s	low pace and manage	the throttle you v	vill get by.		
On road and hard	nack if you keen	the pressures at '	22 nsi you will eas	ily get 10, 12k ou	it of a set if not mor	<u> </u>				
On toau and hard	раск, пуби кеер	the pressures at s	52 psi you wili eas	sily get 10 - 12k ou						
ChatCPT take on	longer wearing	rubbor tiro comp	ounde (moro cili	ca: Loonsidor Al	the least trustwor	thu).				
ChatGFT take on	longer wearing		iounus (more sin	ca, i consider A	The least hustwor	(iiy).				
The Kenda K761 o	hoes indeed use a	longer-wearing n	ubber compound i	compared to som	e other tires and it	tynically contains silica	for enhanced we	+		
weather performan	nce. Silica is often	added to tire con	nounds to improv	ve arin on wet sur	faces by enhancing	traction and reducing	stonning distance			
weather performan	ice. Since is often		ipounds to improv	le grip on wet sur	laces by enhancing	action and reducing	stopping uistance			
However the pres	ence of a longer-	wearing rubber co	mnound doesn't n	necessarily mean	reduced wet navem	ent nerformance. In fa	ct the addition of	silica can		
enhance wet weat	her performance	desnite the tire's l	ongevity Silica im	nroves the tire's a	ability to maintain or	in on wet surfaces hv i	ncreasing its flexi	bility and		
enhancing traction	1. 1.				is inty to maintain gr		nereacing ite new			
······································	-									
When comparing v	vet pavement per	formance betwee	n the Kenda K761	and the Shinko	705. both tires are d	esianed to offer decen	t traction in wet c	onditions. The		
Kenda K761's silic	a-infused compou	und should provide	e aood arip on we	t pavement, while	e the Shinko 705's tr	ead design and comp	ound also contribu	ute to its wet		
weather performar	nce.		<u> </u>							
Overall, the differe	ences in wet paver	ment performance	between these til	res are likely to b	e minimal, and facto	rs such as tread desig	n, tire pressure, a	and riding style		
can have a signific	ant impact. There	efore, while the lor	nger-wearing rubb	er compound in t	he Kenda K761 maj	contribute to its dural	bility, it should not	significantly		
compromise its we	et pavement perfo	rmance compared	d to the Shinko 70	5.						
ChatGPT take on	both the Shinko	705 and Kenda	K761 (I consider	Al the least trus	tworthy):					
Both the Shinko 70	05 and the Kenda	K761 are popula	r choices for dual	sport riders seeki	ing tires with a bias	owards road performa	nce while still offe	ering		
some capability for	r off-road riding. L	et's compare ther	n in various aspec	cts:						
1 7	Tread Design:									
S	Shinko 705: The S	Shinko 705 feature	es a more aggress	sive tread pattern	with larger blocks c	ompared to the Kenda	K761. It has deep	per grooves		
a	and a design that	leans slightly mor	e towards off-road	l performance wh	ile still maintaining g	good road manners.				
P	Kenda K761: The	Kenda K761 has	a tread pattern the	at's more optimize	ed for road use, with	smaller blocks and sh	allower grooves.	It provides		
L	better traction on p	pavement while st	ill offering some c	apability for light	off-road riding.					
2 1	Wet Pavement Pe	erformance:								
E	Both tires offer de	cent performance	on wet pavement	due to their tread	d designs and rubbe	r compounds. Howeve	er, the Kenda K76	1's more		
n	road-oriented trea	d pattern may pro	vide slightly better	r grip and water d	lispersion, leading to	enhanced wet weath	er performance.			
3 L	Durability and Lo	ongevity:								
E	Both tires are know	wn for their durabi	ility, but the Shinko	o 705, with its mo	re aggressive tread	pattern, might wear ou	it a bit faster com	pared to		
ti	he Kenda K761, e	especially if used p	predominantly on	pavement.						
4 (	On-Road Perforn	nance:								
1	rne Kenda K/61 g	generally offers be	eller on-road perfo	ormance, including	g cornering stability,	braking performance,	ana overali handi	ing aue to its		
n	nore road-oriente	a aesign.						(		
1	nie Sninko /U5, W	wille still providing	yoou on-road pe ring	normance, may n	iol reel as planted o	stable on pavement of	ompared to the K	enua K/61,		
μ	baπiculariy during	aggressive corne	ring.							
E (	Off Bood Conchi	1:4								
5 6	While both tires or	my. re more suited to a	on road riding, the	Shinko 705's slic	ahtly more aggressi	e tread pattern and la	raer blocks aive it	a slight edge		
v i	n off-road canabil	ity compared to the	ne Kenda K761 H	owever neither ti	re is ideal for seriou	e lieau pallerri anu iai s off-road riding	iger blocks give it	a silgin euge		
						s on-road naing.				
6 6	Price:									
	Generally the Shi	nko 705 tends to l	he slightly more at	fordable.compare	ed to the Kenda K7P	1 but prices can vary	depending on the	size and		
n	etailer.					., sat prioco dan vary	_ spectaling on the			
In conclusion, both	the Shinko 705 :	and the Kenda K7	61 are solid option	ns for riders seek	ing a balance betwe	en on-road and off-roa	ad performance v	vith the Kenda		
K761 leaning more	e towards road ne	rformance and the	e Shinko 705 offer	ring a slightly mor	re aggressive tread	for off-road adventures	s. Your choice bet	ween them		
would depend on v	your priorities, bud	dget, and the spec	cific riding conditio	ons you encounter	r most frequently.			-		
			3	,						
TIRES FOR PRIM	ARY USE ON ST	REET								
FRONT TIRES 21	" [KENDA K761 8	& SHINKO 705]								
Kenda 21" Tire 7	70% On-Road 30%	% Off-Road								

US PART #	Wheel	Size	TT/TL	Loading Speed Index	O.D. (IN)	S.W. (IN)	Max Loading (LBS)	Max PSI	Tread Depth (mm)	List Price
047612108B1	FRONT	90/90-21	TL	54H	27	3	467	33	7.5	\$90.99
Shinko 21" Tire	70% On-Road 309	% Off-Road								
Part #	Size	Special Description	Speed Rating	Load Index	Permitted Rim Size	Outside Diameter	Width	Max Load @	Tube Type	List Price
87-4528	90/90-21		Н	54	1.85~2.50	26.26 in.	3.54 in.	41 psi	Tubeless	\$91.95
TIRES FOR PRI	MARY USE ON ST	REET								
<b>REAR TIRES 18</b>	" [KENDA K761 &	SHINKO 705]								
Kenda 21" Tire	70% On-Road 309	% Off-Road								
US PART #	Wheel	Size	TT/TL	Loading Speed Index	O.D. (IN)	S.W. (IN)	Max Loading (LBS)	Max PSI	Tread Depth (mm)	List Price
047611879B1	REAR	120/80-18	TL	62H	25	4	584	33	9.5	\$110.99
Shinko 18" Tire	70% On-Road 309	% Off-Road								
Part #	Size	Special Description	Speed Rating	Load Index	Permitted Rim Size	Outside Diameter	Width	Max Load @	Tube Type	List Price
87-4525	4.10-18		Р	59	1.85~2.50	25.16 in.	4.09 in.	33 psi	Tube	\$103.95
87-4526	120/80-18		Н	62	2.50~3.00	25.55 in.	4.69 in.	41 psi	Tube	\$112.95



## **705 SERIES DUAL SPORT**

The Shinko 705 has a versatile tread pattern that provides excellent wet and dry weather adhesion and smooth running on the highway.

- All-round rubber compound for a wide spectrum of weather and
- street/terrain conditions
- Designed as a 70% On-Road 30% Off-Road tire
- Great traction, even Off-Road, thanks to the dirt-oriented tread
   design
- DOT approved
- 150/70R18 rear tires features state-of-the-art Zero Degree JLSB (Joint-Less Steel Belting) technology for added stability and strength
- M+S = Mud and Snow Rated



 $\odot$  Hover over the image to zoom



## K761 Dual Sport | K761

## Technical Specifications

Leaning more towards street riding than trail riding? The K761 Dual Sport is the tire for you.

- 30% dirt / 70% road
- Chunky, aggressive design for street-oriented dual-sports
- · Original equipment tires on models from several major manufacturers
- Gravel and fire road performance while maintaining excellent street manners
- Long tread life for one of the best value motorcycle tires on the market
- Available in 29 popular sizes for fitment on multiple motorcycle categories

## 🖆 Terrain Charts

GRAVEL

←	BIG BLOCK PA	/ER>									
	🔫 — К 761	DUAL SPORT	<b>→</b>								
-	<b></b>		– BIG BLOCK –			$\rightarrow$					
	<b>~</b>		—— K 270 DU	AL SPC	DRT		→				
			←	_	TRAKI	MASTER	<b>&gt;</b>	-			
Example Comb	o Prices in the beg	inning of year 20	024 (Motosport.com	n used fo	or an example):						
				æ	Kenda						
		-	1	~	Kenda	K761 Du	al Sport	Tire Cor	nho		
De-	1 - 100	And the	ADA		Kenaa				1150		
R		10/1	Constant of the								
1-		1-1			\$131.00	<del>\$188.98</del>			**	***	
1-J-		h -1	101		31% Off - Save	e \$57.98			3	3 Reviews	
AN		5			Price reflects	selected option	IS		40	Questions	
T	· .	7									
1 - 1		1				4 interest-free p	ayments of \$32	2.75 with <b>Klarna</b>	Learn More		
		K				<b>.</b>					
NY 1		8/21			Front Tire	Usually shi	ps in 2-5 bus	iness days.			
N.Y.		DX AL			90/90-21					×	
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		$\times$ $()$				• course on p		nood days.			
-		24			120/80-18					×	
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DAN.		<b>DLA</b>		Sh	inko Dua	al Sport 🕽	705 Tire	2			
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The second		NU. Y.	1	Rea	r Tire 🛛 🛇 In Si	tock					
1020	All and a start of the start of	MEL ??	No.	120	/80-18TT - Ad	d \$8.00			`	-]	
							In Otrael				
	Kit						IN STOCK				
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Rim Strips and	Inner Tubes:										
Always get new i	rim strips when cha	nging out to new t	ires!								
For inner tubes r	ubber does stretch,	you can get withi	n 10mm under and i	t will stre	tch on inflation if	you cannot find	an exact size n	natch.			
For street use sta	andard inner tubes a	are recommended	I. These are about 1	.4 to 1.6	milimeters in this	ckeness. You dor	n't need the HD	or UHD			
If you are primar	ilv riding off road the	en consider the in	s weign more and ta ner tubes with a thic	kness ab	e energy from the	e motor to get the ner tubes.	em spinning up	to speed.			
	., nang on roud th										
Inner tubes if per	fect size:										
	90/90-21										
	120/80-18										

If not perfect size	e is available look fo	or:									
	80/100-21 or 90/1	00-21 90/90-21 fc	or the front tire due								
	and										
	110-120 for the re										
For the price of o	one heavy duty or u	Iltra heavy duty in	ner tube you can t	typically buy 2 sta	ndard thickness inn	er tubes. That way yo	u can always				
have a spare tube for any time you need it if you ever get a flat involving the inner tube. The recommendation is to have two front inner tubes and											
use the spare 21" front inner tube in an emergency on the 18" rear wheel if needed if you don't wish to purchase a second rear wheel inner tube.											