



Do it by yourself !

Checking your tyres

Before starting off, it is important to check the following points: there should be no foreign bodies, cuts, isolated damage or uneven wear on the road contact surface. There should be no cuts, cracks or abnormal distortion to the walls.

In case of doubt, have the tyre checked by a specialist. Even if it is re-inflated to normal pressure, a tyre which has been used for too long under- or over-inflated may have suffered irreversible alterations.



Changing a tyre

A tyre must be changed when it shows abnormal signs (cracks, blunt objects having damaged the structure) or more simply when wear in the rubber has reached a critical point. Since 2004, European legislation stipulates that the depth of the tyre main tread should be at least 1.6 mm over 3/4 of the running surface.



Punctures

Unfortunately these are disastrous as, unlike the car, a motorcycle does not have a spare wheel (with the exception of the old Vespa scooters).

Therefore we recommend carrying a tyre aerosol in the locker under the saddle. This enables you to survive a minor puncture by driving slowly as far as a repair facility.

The technology used in high performance tyres, for sports bikes, rarely enables repair of a major puncture. So the tyre must be changed.

For off-road bikes, a new technology has emerged over the last few years, for sorties in hostile terrain (hot, stoney, etc.).

This is the Bib-mousse developed by Michelin. The inner tube is replaced by a fine foam which acts as a damper inside the tyre; when the tyre punctures, the emulsifying function of the foam seals the hole.

<http://two-wheels.michelin.com/2w/front/affich.jsp>



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