

# Tires

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## Air Pressure

Refer to *Safety Precautions* on [page 154](#).

Properly inflated tires provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tires wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Overinflated tires make your motorcycle ride harshly, are more prone to damage from road hazards, and wear unevenly.

Even though your motorcycle is equipped with tire pressure monitoring system (TPMS), we recommend that you visually check your tires before every ride and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tires might be low. Even tires that are in good condition may lose one to two psi per month if not checked and adjusted regularly. See [page 83](#) for more information.

Tubeless tires have some degree of self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tire is not fully inflated.

Always check air pressure when your tires are “cold”, after the motorcycle has been parked for at least three hours. If you check air pressure when your tires are “warm” — even if your motorcycle has only been ridden for a few miles — the readings will be higher. If you let air out of warm tires to match the recommended cold pressures, the tires will be underinflated.

The recommended “cold” tire pressures are:

front	36 psi (250 kPa , 2.50 kgf/cm <sup>2</sup> )
rear	41 psi (280 kPa , 2.80 kgf/cm <sup>2</sup> )