



New Battlax BT-003 Racing Street

The chance for every rider to experience Bridgestone technology derived from MotoGP competition



FRONT	REAR
110/70ZR17M/C (54W)	140/70ZR17M/C (66W)
120/60ZR17M/C (55W)	150/60ZR17M/C (66W)
120/70ZR17M/C (58W)	160/60ZR17M/C (69W)
	180/55ZR17M/C (73W)
	190/50ZR17M/C (73W)
	190/55ZR17M/C (75W)

- Solid grip on both street and track is achieved by a new combination of MotoGP-derived multi-compound technology (3LC) and new Ultrtraction Compound
- 3LC (Dual Compound) construction on both the front and rear tire. Medium Compound center for increased durability and soft compound shoulder for increased traction
- Ultrtraction Compound (“Ultrtraction” stands for Ultra + Traction) applied in shoulder of front and rear tire achieves both powerful grip in braking & cornering plus high-intensity traction coming out of corners
- HTSPC-MSB (High Tensile Super Penetrated Cord – Mono Spiral Belt) technology in front and rear tire improves stability, bump absorption and reduces heat generation
- Note: Mid-size Sport front sizes 110/70ZR17 & 120/60ZR17 use 3LC (Dual Compound without Ultrtraction). Mid-size Sport rear sizes 140/70ZR17, 150/60ZR17 & 160/60ZR17 use 5LC (Triple Compound without Ultrtraction).
- Compares to the Dunlop Qualifier / Sportmax GP-A, Metzeler Racetec K1 / K2, Michelin Pilot Power 2CT / Power One, Pirelli Diablo Corsa III

NASHVILLE, Tenn. (April 20, 2009) - Bridgestone has launched Battlax BT-003RS, an ultra-high performance and trackday tire seen for the first time at the INTERMOT 2008 in Cologne. It is designed to provide great street and track day performance for all sport motorcycles from 250cc on, while offering riders the chance to enjoy the exciting grip performance of Bridgestone’s MotoGP multi-layer compound technology.

Compared to the BT-002RS which it will replace, the new BT-003RS provides total handling improvement in all riding modes – with noticeably better contact feel, feedback, stability and grip – as well as longer wear life.

Maximum grip from MotoGP compound technology

Bridgestone has combined its top MotoGP construction design with its latest multi-compound technology from Straight And Cornering Technology (SACT) to produce a sport tire that gives high-level grip performance in braking, cornering and acceleration.

The BT-003RS front tire has a Dual Tread Compound (DTC): a center compound for linear handling and longer wear life, flanked by a shoulder compound (New “Ultrtraction Compound”) to secure high grip and a strong contact feeling.

The rear BT-003RS tire also features Bridgestone’s DTC technology. The center compound gives good stability and higher mileage, while the shoulder compound (New “Ultrtraction Compound”) transfers the engine power to the road with strong traction and provides strong side grip and a massive contact feeling at deep lean angles. The line holding feels almost like riding on a rail. The 140, 150 and 160 rears have Triple Tread Compound, as was first used in the Battlax BT-016 last year.

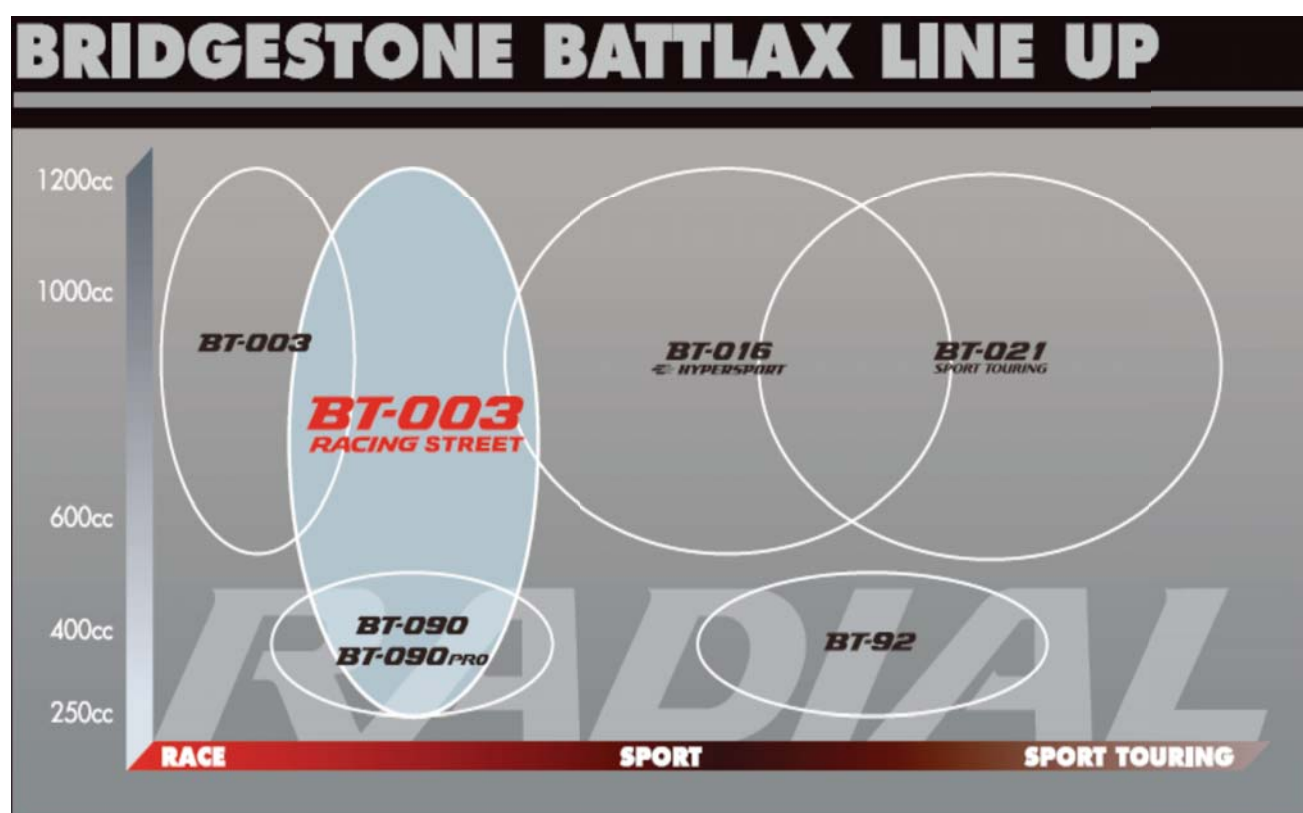
Improved handling

Front and rear construction is based on Bridgestone’s proven High Tensile Super Penetrated Cord (HTSPC) platform with steel Mono Spiral Belt (MSB). This one-piece construction enhances slide controllability and line-holding through corners, while providing good shock absorption. The increased compression stiffness it produces helps to maintain a uniform contact patch and stability at high speeds.

Noticeable S-shaped grooves in the center tread area (for both front and rear) provide improved contact feel and precise cornering ability. Also, wide lug grooves placed from the center to the shoulder tread area enhance drainage and wet performance for practical road use.

This is an excellent application for aggressive street riders and occasional track days.

Motorcyclists in North America will find the new Battlax BT-003RS available in the replacement market in 3 front-wheel sizes and 6 rear-wheel sizes from mid-2009.



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