



Compound Description

Pirelli is continually developing new compounds thanks in part to their experiences in the WSBK Championship as well as national championships. Compound names (SC1, SC2, etc.) will stay the same but the actual compound constantly changes to improve grip, durability, range and rider feel.

NOTE: It is always suggested to use tire warmers on racing compounds, this combined with proper suspension set up will provide maximum performance and durability during the life of the tire.

FRONT

SC0: The SC0 compound when applied in a front racing tire is best in colder conditions and on less abrasive tracks. It is best utilized when the track temperature is at a low of 8°C/47°F and a high of 25°C/77°F. The tire will provide maximum grip at lower temps but may begin to fade at higher temperatures after numerous laps. This compound is best in shorter sprint races. ***This is a SPECIALIZED compound and not very commonly used.***

SC1: The SC1 compound is a very strong compound with a wide range of operating parameters. It is best at track temperatures starting at 15°C/59°F up to 40°C/104°F. It provides excellent grip and amazing rider feel. This compound is best in sprint racing and is durable on a wide range of track surfaces.

SC2: The SC2 is a very durable and resistant compound capable of standing up to the rigors of either sprint or endurance racing. The temperature range begins at about 22°C/72°F and is very effective up to 50°C/ 122°F. Due to the harder compound used in the SC2, the tire will tend to feel a little more stable on braking and initial turn-in. ***WARM AND HOT WEATHER COMPOUND – use caution if used in cool conditions***

SC3: The SC3 is the most durable and resistant compound capable of handling a wide variety of conditions, including longer life track day use as well as racing on the most demand circuits which put excess load on the front tire. ***ALL WEATHER COMPOUND – strong resistance to cold tearing***

REAR

SC0: The rear SC0 compound is best in higher temperatures and on less abrasive surfaces. It is highly effective for sprint racing and in turning very quick qualifying laps. Durability of the SC0 rear will not be ideal in colder temperatures or on more abrasive surfaces over numerous laps. Track temperatures should range from 25°C/ 77°F and up. ***This is a SPECIALIZED compound and not very commonly used.***

SC1: The SC1 rear compound not only offers tremendous grip is durable and resistant to heat cycling. It is an ideal sprint racing tire and best used at track temperatures ranging from 20°C/68°F to 45°C/114°F. The new SC1 rear is the most common choice for sprint racing and is a lower durability tire compared to the SC2/SC3 compounds.

SC2: The SC2 compound has a wider operating temperature range compared to the SC0 and SC1. The newest SC2 can be used at temperatures as low as 8°C/47°F and up to 55°C/122°F. The SC2 is a very good choice for club racers, longer sprint races, and endurance racing where tires changes are planned, as well as for Track Day use. ***ALL-PURPOSE COMPOUND – The choice for most needs***

SC3: The SC3 is the most durable and resistant compound capable of handling a wide variety of conditions, including longer life track day use as well as racing on abrasive or cooler track surfaces. This compound offers strong resistance to cold tearing and the longest read life of the SC range. ***ALL WEATHER COMPOUND – strong resistance to cold tearing***