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RIDE WITH CONFIDENCE

2012

MOTORCYCLE, SCOOTER AND ATV RANGE

WWW.DUNLOPMOTORCYCLE.EU



RIDE WITH CONFIDENCE

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MOTORCYCLES

Dunlop produces an extensive range of tyres to suit all types of motorcycles, from supersport and 125cc bikes to off-road and race machines. Our involvement at the highest levels of motorcycle racing underlines our total belief in the concept of 'race to road'. Factory-backed Motocross World Championship teams from Honda, Yamaha and KTM chose Dunlop in 2011.

We work closely with motorcycle manufacturers, industry experts and our own Motorsport team to ensure that our street tyres meet the requirements of one of the world's most demanding customer segments – motorcyclists. Our rigorous extreme-conditions test programme assures motorcyclists of the reliability, value for money and strong reputation of Dunlop tyres.

Choosing the correct tyre may seem like a daunting prospect – after all, tyre selection is dependent not just on the make and category of bike but also on its purpose. This product range guide greatly simplifies the process.



RIDE WITH CONFIDENCE

Our engineers and designers across Europe, Japan and North America are committed to developing high-performance street tyres. Sharing our expertise on global projects involving R&D, innovation, testing, Original Equipment (OE) and Motorsport enables us to capitalise on our strengths. This results in the mass production of high-quality products, which continue to perform well in independent tests.

However, our work is never complete. We are continually developing and testing new technologies and compounds in order to further improve our street tyres so that you can always ride with confidence.

We use our racing experience to develop and improve the performance of our street tyres and many of the technologies we use in our modern motorcycle products were initially proven on the track. Dunlop engineers were the first to apply race tyre performance standards to street tyres.

Low profile tyre shapes, radial constructions, directional and cosecant curve tread designs, aramid casing materials, Multi-Tread (MT) Technology as well as NTEC – the latest Dunlop technology – were all developed through racing.

RACE TO ROAD

In the precise world of motorcycle racing, where engineering meets cutting-edge computing power, it's a sobering realisation that the final connection between track and rider is a postage-stamp sized patch of material, which started its life in a tree.

The racing tyre must provide not only ultimate mechanical grip but also accurate answers to a stream of questions in a highly demanding environment. Every question begins with the same phrase – 'how much?'. How much grip do I have? How much grip is left? How much braking power will the tyre take? How much acceleration?

World class Dunlop technologies like Multi-Tread and NTEC were developed on the track to answer these difficult questions. For Dunlop, excellence comes from refining and optimising the physical and mental connection between tyre and road. Feedback is crucial, and circular. The experience of the Dunlop street rider is as important as the information stream flowing from the Dunlop GP champion, pit crew member and race engineer.

The science is exacting and well understood by Dunlop. The result is a winning riding experience on road or track.





MOTO2 AND MOTO3

Dunlop Motorsport is the exclusive supplier of tyres to the Moto2 and Moto3 World Championships where the world's very best racers go head-to-head in the most demanding racetracks of the world.

Just as Moto2 replaced 250, so 2012 represents the inaugural season of Moto3, the replacement for the 125 World Championship – a class in which Dunlop has claimed over 125 consecutive wins. Moto3 will feature 250cc single cylinder four-stroke engines and Dunlop tyres as standard.

Moto2 has seen big grids and Moto3 is set to continue this, but no matter if a rider is a well-funded superstar, or an underfunded rookie at the back of the field, the tyres supplied by Dunlop are exactly the same. Talent will speak louder than money.



ENDURANCE WORLD CHAMPIONSHIP

Racing from day to night and back to day again, in Europe, Japan and the Middle East, endurance racing is one of motorcycle racing's most gruelling disciplines.

For tyre engineers, endurance racing requires all the usual attributes: grip, handling, feel, consistency. But there is more. Tyres need to work effectively over a wide range of conditions – from the cold and damp of morning dew to the baking heat of the Qatari desert. And they have to operate for much longer stints than in grand prix racing.

For these reasons, the crucial link between race-tyre and road-tyre development is reinforced. The Endurance World Championship is arguably Dunlop's ultimate test ground for tyre development.



MOTOCROSS

Dunlop's links with motocross go back to the very beginnings of the sport when Fort Dunlop released the K88 Sport, the company's first purpose-built MX tyre.

Now, Dunlop is once again developing its motocross tyres in the intensely competitive environment of the FIM Motocross World Championship. In its first World Championship year, Dunlop became the works tyre for several manufacturer teams in both MX1 and MX2 – and has recently supplied the winning tyres for the Motocross of Nations.

Dunlop applies the same level of intensity and dedication to its world motocross program as it does to its world road-racing campaign. A relentless combination of laboratory research and no-compromise racing effort pushes the limits of tyre performance and ultimately produces the best products for Dunlop customers.



IOM TT

Any serious street rider's wish list should contain one entry: 'Isle of Man TT'. It's the ultimate test for man, machine and tyre.

In a place where kerbs become berms, helmets scrape stone walls on full lean and bumps that are invisible at normal speeds take on a serious new significance at 200mph, TT riders put huge faith in their tyres.

In 2010, Ian Hutchinson swept to victory in all five TT races. The name on his tyres was the same as it was on the five winning bikes of the year before, as it was on the first bike to achieve a 130mph lap. In 2011, Dunlop tyres were used on the first and second-placed bikes in the Senior, Supersport, Superstock and Superbike races: Dunlop, clocking up a total of 4 race wins.

[HTTP://MOTORSPORT.DUNLOP.EU](http://motorsport.dunlop.eu)

ORIGINAL EQUIPMENT



Original Equipment (OE) fitments are developed in conjunction with motorcycle manufacturers at an early stage in a bike's development. The OE tyre supplier for a new model will be selected according to its fit with the characteristics of the bike and its intended purpose. Dunlop technicians work closely with a motorcycle manufacturer to develop OE fitments until the desired level of performance is achieved.

WE'RE PROUD TO BE THE OE TYRE SUPPLIER ON SELECTED MOTORCYCLES BY THE FOLLOWING MANUFACTURERS:

Motorsport has always been where Dunlop pushes boundaries, develops technologies and builds partnerships, allowing our approach to offer motorists and their vehicles the quality, durability, and endurance of tyres designed from racing through to road.

In the realm of two-wheeled motorsport, Moto2 and Moto3 are both covered in depth as well as the FIM Endurance World Championship, MX1, MX2, AMA Racing, the Spanish CEV, Italian CIV, the German IDM and the Isle of Man TT.

Dunlop doesn't just limit its focus to track based motorsport development; it goes off-road too. 2011 saw the return of Dunlop to the World Motocross Championship, where it has since enjoyed a number of successes, including our 2011 MX des Nations win with Team USA, laying the foundations for what should be an even stronger 2012, reports of which are all covered online.

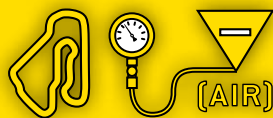
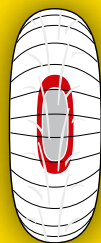
What is learned by our exploits on the track is applied on the road. Our engineers were the first to apply race tyre performance standards to tyres designed for everyday motoring.

If you'd like to have the latest motorsport news delivered straight to your inbox, both our newsletter and the press releases are available by free subscription from <http://motorsport.dunlop.eu/> which will also keep you updated with Dunlop's motorsport activities around the world.



DUNLOP TYRE TECHNOLOGY

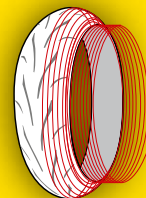
NTEC



MULTI-TREAD (MT) TECHNOLOGY



JOINTLESS BELT CONSTRUCTION



Riders talk about 'the edge'. At trackdays, the edge is the difference between an everyday ride and a truly memorable experience.

Dunlop's ingenious NTEC pressure-adjust system provides that edge.

NTEC Technology allows the rider to optimise the tyre by adjusting inflation pressure. For dry track days, deflating the NTEC tyre will deliver predictable and tenacious handling on the limit. Back on the road, re-inflating to the manufacturer's recommended pressures will reward the rider with class-leading levels of grip and performance.

If you're interested in lowering your track times without compromising your road safety – and without buying two sets of tyres – NTEC is almost certainly the most cost-effective option.

Multi-Tread (MT) Technology is one of our latest innovations. Years of success in global Superbike, Endurance and GP championships have resulted in the development of a pioneering multi-compound, which is transferred to many of our current Sportmax track and road products.

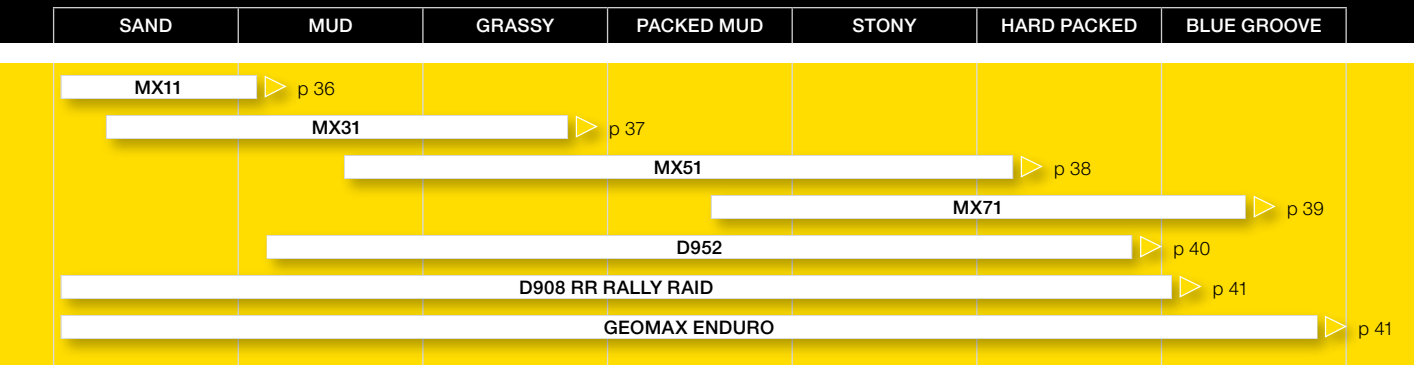
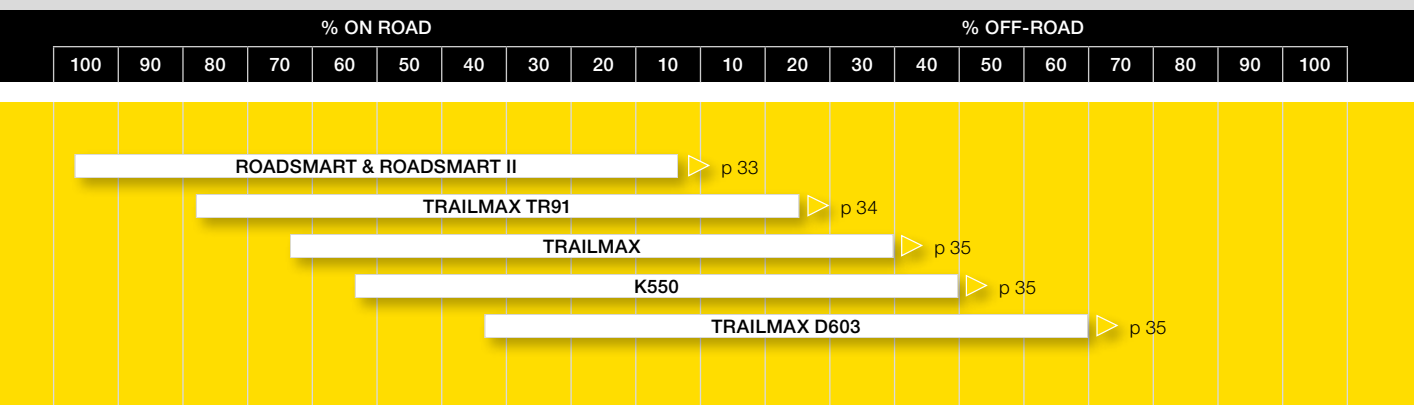
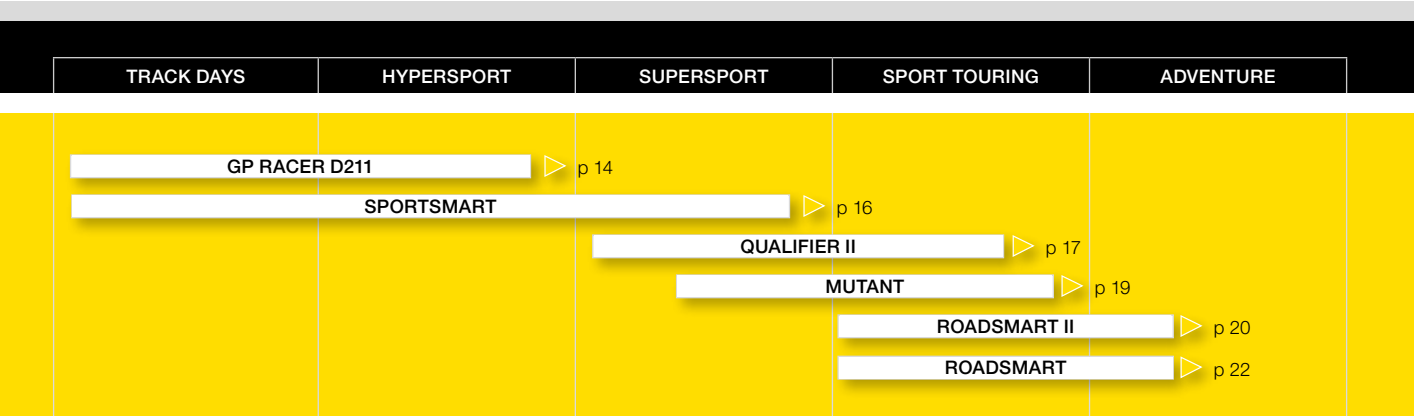
The central traction compound contacts the road when the motorcycle is upright. It uses a tougher, cooler-running compound that maintains straight-line stability, traction, braking and longer tread life.

The lateral compound contacts the road when the motorcycle is leaned over. It incorporates a rubber compound, which is developed specifically to enhance grip at maximum lean angles.

All our Sportmax street tyres are designed using a combination of Computer Aided Design (CAD) technology and Finite Element Analysis (FEA) as well as JointLess Belt (JLB) construction (either front or rear).

The use of JLB construction eliminates the belt overlaps that can be found in some tyres, resulting in smoother handling. This type of construction also minimises dynamic growth of the tyre profile at high speeds, maintains a stable contact patch and reduces distortion and excessive heat build-up.







EASY RACING

SPORTMAX
GP RACER D211

Racers are always happy with the best. And that's the competition D211 GP, a race tyre that has won consistently at every level of world motorsport – club, national and international – since its launch. Now, the secrets of this all-conquering tyre's extraordinary success are being made available to the committed road rider. The road-going Sportmax GP Racer D211 tyre's Multi-Tread compound delivers superb grip, precise feedback and slow wear rates for longer life, and the revolutionary NTEC system provides pressure tuning options that will satisfy the most hard-core track day fanatic as well as the pure sports rider, without compromising mileage.



- / NTEC system allows riders to lower tyre pressures for ultimate grip in track day conditions
- / Multi-Tread (MT) compound guarantees rapid warm-up, high stability under braking and totally focused feedback over a high mileage in all conditions
- / Belt-to-carcase angles are engineered to stabilise sidewalls for smooth, responsive transitions between maximum lean angles
- / Nylon breaker belts and continuously-wound aramid-fiber tread belt eliminate circumferential growth for cooler running and predictable performance under heavy use





ON ROAD

Whether you're a club racer or adventure bike enthusiast, ride a high-performance sports bike or a cruiser, we'll have a fitment to suit. We're continually expanding our already extensive range of tyres so you can choose the best tyre for your requirements and make the most out of your motorcycling experience – whatever machine you ride.

ON-OFF ROAD

Off-road riding used to be a weekend leisure activity for many motorcyclists. However, navigating tricky dirt tracks and technical rocky trails is growing in popularity with the increasing number of trail and adventure bikes on the market. We provide a range of fitments for motorcyclists who want to experience the thrill of off-road and the practicalities of street riding, but don't want to change their bike, or tyres, in between.

OFF ROAD

Off-road riding comes in many forms – from the unforgiving deep ruts of a closed motocross circuit to the powdery sand dunes of a beach race, or the riverbeds of an enduro course to a tough rocky trials stage. Off-road riding places a huge amount of stress on a motorcycle and its rider as well as the tyres, so it's essential that only reliable, tried and tested products and fitments are selected.

SPORTMAX
GP RACER D211



MODEL	F/R		SIZE	L/S	TYPE	CODE
GP RACER D211: SOFT COMPOUND RACE DISTANCE <100KM	F	17"	120/70 ZR17	(58W)	TL	625923
	R	17"	180/55 ZR17	(73W)	TL	627784
			190/55 ZR17	(75W)	TL	627788
			200/55 ZR17	(78W)	TL	627790
GP RACER D211: MEDIUM COMPOUND RACE DISTANCE <250KM	F	17"	120/70 ZR17	(58W)	TL	625924
	R	17"	180/55 ZR17	(73W)	TL	625928
			190/55 ZR17	(75W)	TL	625983
			200/55 ZR17	(78W)	TL	625987
GP RACER D211: ENDURANCE COMPOUND RACE DISTANCE <400KM	F	17"	120/70 ZR17	(58W)	TL	627782
	R	17"	160/60 ZR17	(69W)	TL	628540
		17"	180/55 ZR17	(73W)	TL	625929
			190/55 ZR17	(75W)	TL	625984
			200/55 ZR17	(78W)	TL	625988
GP RACER D211: SLICK SOFT COMPOUND RACE DISTANCE <100KM	F	17"	120/70 R 17		TL	625925*
	R	17"	180/55 R 17		TL	627785*
			190/55 R 17		TL	627789*
			200/55 R 17		TL	627791*
GP RACER D211: SLICK MEDIUM COMPOUND RACE DISTANCE <250KM	F	17"	120/70 R 17		TL	625926*
	R	17"	180/55 R 17		TL	625980*
			190/55 R 17		TL	625985*
			200/55 R 17		TL	625989*
GP RACER D211: SLICK ENDURANCE COMPOUND RACE DISTANCE <400KM	F	17"	120/70 R 17		TL	627783*
	R	17"	180/55 R 17		TL	625981*
			190/55 R 17		TL	625986*
			200/55 R 17		TL	625990*

* For track use only



EASY RACING/HYPERSPORT

SPORTSMART

Imagine you've just been given the chance to design your own sports tyre. What features would it have? Race-quality grip? Wet-road predictability? Touring mileage? How about all three features in one tyre? That's exactly what Dunlop has achieved in its dynamic SportSmart. Multi-Tread gives you high mileage and the confidence to push your bike on wet or dry roads, while Dunlop's unique NTEC system lets you fine-tune the SportSmart's inflation pressure for totally connected track day performance. For supersport and hypersport riders, the SportSmart is quite simply the tyre you'd design for yourself.



- / Tour, road, track: crossover performance tyre answers every need
- / NTEC construction acts as a mechanical grip booster at low inflation pressure for track day use
- / Construction front and rear derived from ultra-successful D211 GP race tyre
- / Multi-tread technology front & rear in order to combine high grip and high mileage
- / Available in all popular sizes

DEKRA

In an Independent test performed by Dekra in January 2010 on a SUZUKI GSX-R 1000 (2009) on 120/70ZR17 and 190/50ZR17 tyres the Dunlop SportSmart achieved 20% better mileage compared to Michelin Power Pure, 30% better mileage than Pirelli Diablo Rosso and 40% better mileage than Bridgestone Battlax BT-016.

“ The most versatile tyre we've tested. Our first five-star tyre. **Bike**

On the road they're hugely confident inspiring. On the track they're superb. I can't fault them. **RIDE**

”

MODEL	F/R	SIZE	L/S	TYPE	CODE
SPORTMAX SPORTSMART	F	17" 120/60ZR17	(55W)	TL	624727
		17" 120/70ZR17	(58W)	TL	624729
	R	17" 160/60ZR17	(69W)	TL	624781
		17" 180/55ZR17	(73W)	TL	624783
		17" 190/50ZR17	(73W)	TL	624785
		17" 190/55ZR17	(75W)	TL	624786

HYPERSPORT/SUPERSPORT

QUALIFIER II

Featuring Multi-Tread (MT) compound technology, the high-performance Sportmax Qualifier II is designed with real riders' needs in mind. The Qualifier II supersport tyre delivers non-stop road feedback, razor-sharp handling accuracy and a high degree of wet road grip.

Multi-Tread (MT) compounds enable fast warm-up and excellent wet and dry road grip without sacrificing tread wear, which allows riders to get the best out of their sports bike. Carcass Tension Control System (CTCS) technology allows different areas of the tyre casing to be designed with different tension levels, which control local area stiffness for better suspension capabilities.



- / Directional tread design optimises pressure distribution to allow smoother performance and reduced step wear
- / Multi-Tread (MT) compounds enable a wide range of operating temperatures for fast warm-up time and enables excellent wet and dry road grip without sacrificing tread wear
- / Tyre profile shapes are designed to maintain a more consistent contact area with the road and minimise steering geometry changes when cornering
- / Lightweight casings deliver responsive, yet progressive handling
- / JointLess Belt (JLB) rear tyre construction enables superb high-speed stability and shock absorption

“ It's clear Dunlop has put itself on top of the sports bike tyre pile. **MCN**



For me it's all about confidence and the Dunlops were best in the wet. The Qualifier II was around six seconds faster than the nearest rival. **LondonBikers.com**

”

MODEL	F/R	SIZE	L/S	TYPE	CODE
SPORTMAX QUALIFIER II	F	16" 130/70 ZR 16	(61W)	TL	625922
		17" 120/60 ZR 17	(55W)	TL	624726
		120/70 ZR 17	(58W)	TL	624728
	R	17" 160/60 ZR 17	(69W)	TL	624780
		170/60 ZR 17	(72W)	TL	625927
		180/55 ZR 17	(73W)	TL	624782
		190/50 ZR 17	(73W)	TL	624784
		190/55 ZR 17	(75W)	TL	627787
		200/50 ZR 17	(75W)	TL	625991





ON ROAD

HYPERSPORT/SUPERSPORT

SPORTMAX
QUALIFIERSPORTMAX
D218

MODEL	F/R	SIZE	L/S	TYPE	COMMENT	CODE	
SPORTMAX QUALIFIER	F	17"	110/70 R 17	54H	TL	629674	
			110/70 ZR 17	(54W)	TL	668409	
			120/60 R 17	55H	TL	629675	
			120/60 ZR 17	(55W)	TL	624057	
			120/65 ZR 17	(56W)	TL	669299	
			120/70 R 17	58H	TL	629676	
			120/70 ZR 17	(58W)	TL	668410	
			120/70 ZR 17	(58W)	TL	QUALIFIER J - SUZUKI GLADIUS (2009)	626537
			120/70 ZR 17	(58W)	TL	QUALIFIER F MT - SUZUKI B-KING (2007)	623480
			120/70 ZR 17	(58W)	TL	QUALIFIER F PT K - HONDA CBR 1000RR (2008)	624537
			120/70 ZR 17	(58W)	TL	QUALIFIER PT M - YAMAHA YZF-R6 (2008)	624500
		18"	120/70 ZR 18	(59W)	TL	QUALIFIER RP - HARLEY DAVIDSON SPORTSTER® XR-1200	625701
	R	17"	150/60 R 17	66H	TL		629677
			150/60 ZR 17	(66W)	TL		668411
			160/60 R 17	69H	TL		629678
			160/60 ZR 17	(69W)	TL		668412
			160/60 ZR 17	(69W)	TL	QUALIFIER J - SUZUKI GLADIUS (2009)	626538
			170/60 ZR 17	(72W)	TL		668413
			180/55 ZR 17	(73W)	TL		668414
			180/55 ZR 17	(73W)	TL	QUALIFIER HD - HARLEY DAVIDSON SPORTSTER® XR-1200	625700
			180/55 ZR 17	(73W)	TL	QUALIFIER PT M - YAMAHA YZF-R6 (2008)	624503
			190/50 ZR 17	(73W)	TL		668425
			190/50 ZR 17	(73W)	TL	QUALIFIER NK - HONDA CBR 1000RR (2008)	624538
			190/55 ZR 17	(75W)	TL		621853
			200/50 ZR 17	(75W)	TL	QUALIFIER NK - SUZUKI B-KING (2007)	623481
SPORTMAX D218	F	17"	120/70 ZR 17	(58W)	TL	D218F T - SUZUKI BANDIT 1250 / 1250S (2007)	622270
	R	17"	180/55 ZR 17	(73W)	TL	D218 N - SUZUKI GSF 1200 (2006), BANDIT 1250 / 1250S (2007)	620365
SPORTMAX D210F	F	17"	120/70 ZR 17	(58W)	TL		626536
SPORTMAX D210F G	F	17"	120/70 ZR 17	(58W)	TL	F G - KAWASAKI Z750R (2010)	630221
SPORTMAX D210	F	17"	180/55 ZR 17	(73W)	TL	F G - KAWASAKI Z750R (2010)	630222
SPORTMAX D210F J	F	17"	120/70 ZR 17	(58W)	TL		628156
SPORTMAX D210	R	17"	190/50 ZR 17	(73W)	TL		628157
			190/55 ZR 17	(75W)	TL		626700

SUPERMOTO/ROADSTER

SPORTMAX MUTANT

The Sportmax Mutant has been specially developed for the challenging demands of supermoto street bike riders. Its aggressive tread pattern, lightweight casings and optimised profiles give an instant handling response, which has been commended by European magazines. Rigorously tested, it also offers excellent grip, even in the worst weather or riding conditions.



- / Lightweight casings, specific mono-ply construction on front and JointLess Belt (JLB) constructed, rear combined with an open tread pattern, allow the perfect tyre softness for lighter supermoto bikes
- / Wide footprint and lively handling allow superb manoeuvrability and quick turn transitions, plus total control when sliding through corners
- / Front and rear selected tread compounds offer durability and grip on wet and dry surfaces
- / Aggressive tread pattern allows high performance in all conditions, including on and off-road

MODEL	F/R	SIZE	L/S	TYPE	CODE
SPORTMAX MUTANT	F	17"	120/70 ZR 17 (58W)	TL	669291
	R	17"	150/60 ZR 17 (66W)	TL	669308
			160/60 ZR 17 (69W)	TL	669309

> Other supermoto specific OE tyres below

SPORTMAX
D253SPORTMAX
D208 SM

MODEL	F/R	SIZE	L/S	TYPE	CODE	
SPORTMAX D253	F	17"	120/70 R 17	58H	TL	622200
	R	17"	150/60 R 17	66H	TL	622201
SPORTMAX D208 SM	F	17"	120/70 R 17	58H	TL	667906
	R	17"	140/70 R 17	66H	TL	667911

SPORT TOURING



Dunlop's new RoadSmart II provides a new benchmark of balanced all-round excellence for demanding riders. A premium sport touring tyre, combining the all-round attributes required, together with improved mileage.

Providing the freedom for adventure, safe in the knowledge, that Roadsmart II tyres can withstand all weathers and equip riders with the freedom to ride confidently.



- / An optimised blend of traction, grip, stability, comfort, handling and rider involvement
- / Front and Rear JLB deliver increased stability
- / Rear Multi-Tread for outstanding mileage
- / Particularly well suited to heavier or more sports-orientated touring bikes
- / Specially designed front grooves for shorter braking distances on dry and wet
- / Specifically designed carcass for easy and neutral low speed and high speed handling

“Amazing – Not just paying for a brand. **Bike** We believe the Dunlops offer the best all-round performance for real world road riding.”

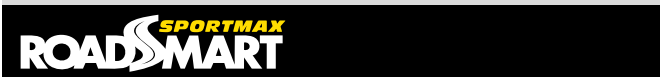
Fast Bikes:

MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
SPORTMAX ROADSMART II	F	17"	110/70 ZR 17	(54W)	TL	629679*
			120/60 ZR 17	(55W)	TL	629740
			120/70 ZR 17	(58W)	TL	629741
			120/70 ZR 17	(58W)	TL	ROADSMART II J - KAWASAKI ER6 F (2012)
			120/60 ZR 17	(69W)	TL	ROADSMART II J - KAWASAKI ER6 F (2012)
		18"	110/80 ZR 18	(58W)	TL	629750*
			120/70 ZR 18	(59W)	TL	629751*
		19"	110/80 R 19	59V	TL	629753*
	R	17"	150/70 ZR 17	(69W)	TL	629742
			150/70 R 17	69V	TL	629743*
			160/80 ZR 17	(69W)	TL	629744
			160/70 ZR 17	(73W)	TL	629745*
			170/80 ZR 17	(72W)	TL	629746*
			180/55 ZR 17	(73W)	TL	629747
			190/50 ZR 17	(73W)	TL	629748
			190/55 ZR 17	(75W)	TL	629749*
		18"	160/60 ZR 18	(70W)	TL	629752*

*Available from April 2012



SPORT TOURING



A great all-rounder in a wide variety of fitments from roadster and naked to GT and supersport bikes, the Sportmax RoadSmart has been regularly praised by leading European journalists. Its straight-line stability and superb handling on both track and road, and in wet weather conditions, has been regularly featured among the leading sports touring tyres in comparison tests.

“ The RoadSmart’s performance on a track was such that you had to keep reminding yourself that this isn’t a track tyre. **BikeAnimal.com** ”

“ We can’t recommend the Dunlop RoadSmart highly enough. **MCN** ”



- / Unique tread pattern design to maximise wet performance
- / Durable polymers offer longer tread life and maximum grip
- / JLB construction gives better feedback, shock absorption and comfort
- / Optimised variation of contact area at different lean angles gives smooth handling

MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
SPORTMAX ROADSMART	F	17"	110/70 ZR 17 (54W)	TL		624005
			120/60 ZR 17 (55W)	TL		627781
			120/70 ZR 17 (58W)	TL		621254
		18"	110/80 ZR 18 (58W)	TL		624006
			120/70 ZR 18 (59W)	TL		624007
		19"	110/80 R 19 59V	TL		624298
	R	17"	150/70 ZR 17 (69W)	TL		624008
			150/70 R 17 69V	TL		624292
			160/60 ZR 17 (69W)	TL		624009
			170/60 ZR 17 (72W)	TL		621258
			180/55 ZR 17 (73W)	TL		621259
			190/50 ZR 17 (73W)	TL		627786
SPORTMAX ROADSMART K			190/55 ZR 17 (75W)	TL	HONDA VFR1200F (2010)	628031
		18"	160/60 ZR 18 (70W)	TL		621267
SPORTMAX ROADSMART CQ			130/70 ZR 17 (62W)	TL	HONDA DN01	625042
SPORTMAX ROADSMART CQ K	F	17"	120/70 ZR 17 58W	TL	HONDA VFR1200F (2010)	628030
SPORTMAX ROADSMART CQ G	F	17"	120/70 ZR 17 58W	TL	KAWASAKI ER6 (2009)	626440
SPORTMAX ROADSMART CQ L	F	17"	120/70 ZR 17 58W	TL	YAMAHA XJ6, XJ6 DIVERSION, FZ6R	626535
SPORTMAX ROADSMART G	R	17"	160/60 ZR 17 69W	TL	KAWASAKI ER6 (2009)	626441
SPORTMAX ROADSMART L	R	17"	160/60 ZR 17 69W	TL	YAMAHA XJ6, XJ6 DIVERSION, FZ6R	626539
SPORTMAX ROADSMART K	R	17"	190/50 ZR 17 73W	TL	HONDA DN01	625043

> Other sport touring radial tyres (see page 23)



ON ROAD





SPORTMAX D220 ST



SPORTMAX D221



SPORTMAX D252



K701F/K700

MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
SPORTMAX D220 ST	F	18"	110/80 ZR 18 (58W)	TL		657507*
	R	17"	160/70 ZR 17 (73W)	TL		657504*
			200/50 ZR 17 (75W)	TL	YAMAHA ROAD STAR WARRIOR (VX1700) (2002)	660543
SPORTMAX D220 ST G	F	17"	130/70 R 17 62H	TL	KAWASAKI VN1500 MEAN STREAK (2002)	657275
		18"	120/70 ZR 18 (59W)	TL	YAMAHA ROAD STAR WARRIOR (VX1700) (2002)	660544
	R	17"	170/60 R 17 72H	TL	KAWASAKI VN1500 MEAN STREAK (2002)	657276
SPORTMAX D220F ST L	F	17"	120/70 ZR 18 (59W)	TL	HONDA ST1300 (2002)	659461
SPORTMAX D220 ST L	R	17"	170/60 ZR 17 (72W)	TL	HONDA ST1300 (2002)	659460
SPORTMAX D220F ST P	F	17"	120/70 ZR 17 58W	TL	KAWASAKI ZZR 1200 (2003)	661099
SPORTMAX D220 ST P	R	17"	180/55 ZR 17 73W	TL	KAWASAKI ZZR 1200 (2003)	661100
SPORTMAX D221	F	18"	130/70 R 18 63V	TL	SUZUKI VZR 1800 (2006), (2011)	620368
	R	18"	240/40 R 18 79V	TL	SUZUKI VZR 1800 (2006), (2011)	620369
SPORTMAX D221FA G	F	17"	120/70 ZR 17 (58W)	TL	KAWASAKI VERSYS (2007)	622071
SPORTMAX D221G	R	17"	160/60 ZR 17 (69W)	TL	KAWASAKI VERSYS (2007)	622073
SPORTMAX D252L	F	17"	120/70 ZR 17 (58W)	TL		622072
	R	17"	180/55 ZR 17 (73W)	TL		622074
K127	R	16"	110/90 – 16 59S	TT		651000
K627 A	R	15"	130/90 – 15 66P	TT		650805
K701F	F	18"	120/70 R 18 59V	TL		650886
K700 J	R	16"	150/80 R 16 71V	TL		650920

TOURING

ARROWMAX GT501

Despite the growing number of high-performance Japanese and European bikes on the market, many motorcyclists still prefer to ride older machines such as the BMW R90/S, Honda CB750 and Kawasaki Z1.

Tyres are just as important to classic motorcycle enthusiasts, who want to take advantage of the latest design technologies and developments in the industry, but still want to retain the authentic appearance of their machine. The Arrowmax GT501 is a mid-range touring tyre that has been tested in the most challenging of riding conditions and provides the perfect balance of old and new.



- / Predictable handling, high-speed performance and excellent comfort
- / Enhanced wet grip and steering, wear resistance and water drainage
- / Increased tread depth results in extra mileage, profiled for superb cornering and handling
- / New generation compound improves grip in cold and wet conditions

MODEL	F/R		SIZE	L/S	TYPE	CODE
ARROWMAX GT501	F	16"	110/90 - 16	59V	TL	653367
		17"	110/70 - 17	54H	TL	623940
			110/80 - 17	57V	TL	653378
			110/80 - 17	57H	TL	653354
			120/70 - 17	58V	TL	653373
	18"		100/90 - 18	56V	TL	653368
			110/80 - 18	58V	TL	653372
	19"		3.25 - 19	54H	TT	665112
			90/90 - 19	52H	TL	653344
			100/90 - 19	57V	TL	653369
	R	16"	130/90 - 16	67H	TL	653361
			130/90 - 16	67V	TL	653380
		17"	130/70 - 17	62H	TL	653359
			130/80 - 17	65H	TL	653356
			130/90 - 17	68V	TL	653377
			130/90 - 17	68H	TL	653351
			140/80 - 17	69V	TL	653379
			150/70 B 17	69V	TL	653375
			160/70 B 17	73V	TL	653376
		18"	4.00 - 18	64H	TT	665111
			110/90 - 18	61H	TL	653348
			120/90 - 18	65V	TL	653371
			130/70 - 18	63H	TL	653360
			130/80 - 18	66V	TL	653383

ON ROAD

TOURING



ARROWMAX D103



K82



K81 TT100



K70



TT900



K530

MODEL		F/R		SIZE	L/S	TYPE	CODE
ARROWMAX D103		F	17"	90/80 - 17	48P	TL	653334
				100/80 - 17	52T	TL	650991
				110/70 - 17	54S	TL	650998
ARROWMAX D103 A		R	17"	110/80 - 17	57P	TL	653337
ARROWMAX D103 A				130/70 - 17	62T	TL	651005
ARROWMAX D103 A				140/70 - 17	66S	TL	651010
K82		F/R	16"	3.25 - 16	48S	TT	652996
			18"	2.75 - 18	42S	TT	651016
				3.00 - 18	47S	TT	651018
				3.25 - 18	52S	TT	651023
				3.50 - 18	56S	TT	651027
		R	16"	4.60 - 16	59S	TT	651038
K81 TT100		F	19"	3.60 H 19	52H	TT	652939
		F/R	19"	4.10 H 19	61H	TT	650780
		R	18"	4.10 - 18	59H	TT	652940
				4.25/85 H 18	64H	TT	652941
K81 TT100 GP G		F	19"	100/90 - 19	57H	TT	650682
K81 TT100 GP		R	18"	130/80 - 18	66H	TT	650721
K70		F	19"	3.25 - 19	54P	TT	652958
		F/R	19"	3.50 - 19	57P	TT	652959
		R	18"	4.00 - 18	64S	TT	652997
TT900		F	17"	70/100 - 17	40P	TT	662120
		R	17"	80/90 - 17	50P	TT	662121
TT900F GP		F	14"	100/80-14	48P	TT	628462
TT900 GP		R	14"	120/80-14	58P	TT	628463

HARLEY-DAVIDSON

Riding a Harley-Davidson is unlike any other two-wheeled experience. There's an emotional connection between rider and machine that's almost physical.

Making an equally physical connection between your Harley and the road is a key element in the unique Harley experience. That's why Dunlop – working directly with The Motor Company in Milwaukee – has put so much effort into making sure that tread profiles, groove patterns and compounds aren't just computer-optimised, they're also rider-optimised.

Dunlop tyres work well on Harleys – in fact many models are dual branded – because the relationship between Harley-Davidson and Dunlop is not just about business. It's about emotion. Connection. And, at the end of it all, good old-fashioned fun.



SPORTSTER®	DYNA®	SOFTAIL®	SOFTAIL®	TOURING	VRSC®
SPORTMAX QUALIFIER	▷ p 17				
GT502	▷ p 29				
K591			▷ p 29		
D401			▷ p 29		
	D402		▷ p 29		
	D407 – D408F		▷ p 28		
	D427	▷ p 29			
		D205	▷ p 29		
				ELITE 3	▷ p 30

> Other Harley-Davidson tyres below



D407-D408F



D205



SPORTMAX QUALIFIER



ELITE 3 (WIDE)



D401



D402



GT502



K591

HARLEY-DAVIDSON

D407-D408F

The relationship between a Harley-Davidson and its owner is a special one. That's why The Motor Company chooses Dunlop's D408F as Original and co-brands them as such.

Equipment (OE) on its Rocker, Rocker C and selected Screamin' Eagle and Softail motorcycles. Engineered in partnership with Harley-Davidson, the D408F's computer-optimised compound and reversed-pattern tread faithfully transfer the classic V-twin's torque to the road, delivering strong, secure handling in all conditions. Angled lateral grooves promote efficient water release, so even when you're caught in the rain you'll still be enjoying that uniquely relaxed Harley state of mind.



- / Designed in cooperation with Harley-Davidson
- / Outstanding dry grip from rear tread compound
- / Angled grooves efficiently disperse water for wet-weather security

MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
D408F	F	16"	130/90 B 16	67H	TL	Wide Whitewall HD, Road King Classic FLHRC (2009)	627503
		17"	130/80 B 17	65H	TL	HD Electra Glide Standard FLHT, Street Glide FLHX, Road Glide FLTR, Police Road King FLHP, Police Electra Glide FLHTR, SE Ultra Classic Electra Glide FLHTCUSE4 (2009)	627504
			130/80 B 17	65H	TL	Slim White Sidewall, HD Road King FLHR, Electra Glide FLHTC, Ultra Classic Electra Glide FLHTCU (2009)	627505
			140/75 R 17	67V	TL	HD Fat Boy (FLSTF/Shrine) (2009)	627525
	18"	130/70 R 18	63V	TL	HD Screamin' Eagle Road King FLHRSE (2009), Screamin' Eagle Softail Springer FXSTSSE (2009), CVO Softail Convertible FLSTSE (2010)	627567	
		130/70 B 18	63H	TL	HD Screamin' Eagle Road Glide FLTRSE3, Screamin' Eagle Softail Springer FXSTSSE3 (2009)	627506	
	19"	90/90 - 19	52H	TL	HD Rocker FXCW (2009), Rocker C FXCWC (2009)	627507	
		130/60 B 19	61H	TL	HD CVO STREET GLIDE (2011)	630042	
		21"	MH90 - 21	54H	TL	HD Night Train FXSTB (2009), Softail Custom FXSTC (2009)	627566
D407	R	16"	180/65 B 16	81H	TL	HD Electra Glide Standard FLHT, Street Glide FLHX, Road Glide FLTR, Police Road King FLHP, Police Electra Glide FLHTR, SE Ultra Classic Electra Glide FLHTCUSE4 (2009)	626443
			180/65 B 16	81H	TL	SLIM WHITE SIDEWALL, HD Road King FLHR, Electra Glide FLHTC, Ultra Classic Electra Glide FLHTCU (2009)	626444
			180/65 B 16	81H	TL	Wide Whitewall, HD Road King Classic FLHRC (2009)	626445
	17"	170/60 R 17	78H	TL	HD Screamin' Eagle Road King (FLHRSE3) & Screamin' Eagle Super Glide (FXDSE) (2006), Screamin' Eagle Road King FLHRSE (2008)	622342	
		200/55 R 17	78V	TL	HD Fat Boy (FLSTF/Shrine) (2006), Night Train FXSTB (2006), Softail Custom FXSTC (2008), Screamin' Eagle Softail Springer FXSTSSE (2008)	622343	
	18"	180/55 B 18	80H	TL	HD Screamin' Eagle Road Glide FLTRSE3, Screamin' Eagle Softail Springer FXSTSSE3 (2009)	626449	
		200/50 R 18	76V	TL	HD CVO Softail Convertible FLSTSE (2010)	628180	
		240/40 R 18	79V	TL	HD Rocker FXCW (2008), Rocker C FXCWC (2008)	624402	

HARLEY-DAVIDSON

D427

The D427 is Original Equipment (OE) on the 2008 Harley-Davidson Fat Bob motorcycle. The tread pattern provides a retro look, yet retains all the performance and handling capability that today's Harley-Davidson motorcycles require.

MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
D427	F	16"	130/90 B 16	67H	TL		624403
	R	16"	180/70 B 16	77H	TL		624404



		ELITE 3 (WIDE)		D401		D402		GT502		K591		
MODEL	F/R		SIZE	L/S	TYPE	COMMENTS			CODE			
K591	F	19"	100/90 V 19	51V	TL				656275			
	R	16"	130/90 B 16	64V	TL				656261			
			150/80 B 16	71V	TL				656262			
		17"	160/70 B 17	73V	TL				656270			
D401	F	19"	100/90 - 19	57H	TL				656274			
			100/90 - 19	57H	TL				630191			
			90/90 - 19	52H	TL				657526			
	R	16"	130/90 B 16	73H	TL				656260			
			150/80 B 16	71H	TL				657218			
			150/80 B 16	71H	TL				630190			
		17"	160/70 B 17	73H	TL	HD - FLD DYNA Switchback (2012)			631126			
			200/55 R 17	78V	TT				626210			
D402	F	16"	MT90 B 16	72H	TL				656266			
			MT90 B 16	72H	TL	Slim White Sidewall			656265			
			MT90 B 16	72H	TL	Wide Whitewall			657229			
		21"	MH90 - 21	54H	TL				656276			
	R	16"	MT90 B 16	74H	TL				656264			
			MT90 B 16	74H	TL	Slim White Sidewall			656263			
			MT90 B 16	74H	TL	Wide Whitewall			657228			
			MU85 B 16	77H	TL				666005			
			MU85 B 16	77H	TL	Slim White Sidewall			666006			
			MU85 B 16	77H	TL	Wide Whitewall			661321			
	D205	F	17"	140/75 R 17	67V	TL	HD Screamin' Eagle Fat Boy (2006)			669531		
		R	17"	200/55 R17	78V	TL	HD Screamin' Eagle Fat Boy, Softail Standard Custom (2006)			669533		
D207	R	18"	180/55Z R18	74W	TL	V-Rod (VRSCA) (2001) & Night Rod (VRSCD), Street Rod (VRSCR) (2006)			657216			
D208	F	19"	120/70Z R19	60W	TL	HD V-Rod (VRSCAW) (VRSCX), NIGHT ROAD (VRSCD), Street Rod (VRSCR) (2006)			622344			
ELITE 3	F	21"	90/90 - 21	54H	TL	Honda Fury (2009)			622582			
	R	18"	200/50 R 18	76H	TL	Honda Fury (2009)			627641			
			18"	240/40 R 18	79V	TL				669534		
				250/40 R 18	81V	TL				667677		
GT502	F	19"	100/90 - 19	57V	TL				627374			
		21"	80/90 - 21	54V	TL	DINA WIDE GLIDE FXDWG (2010)			628184			
	R	16"	130/90 B 16	64V	TL				627371			
		16"	150/80 B 16	71V	TL				627372			
		17"	180/60 B 17	75V	TL	DINA WIDE GLIDE FXDWG (2010)			620380			
Qualifier RP	F	18"	120/70ZR 18	59W	TL	HD Sportster® XR-1200			625701			
Qualifier HD	R	17"	180/55Z R17	73W	TL	HD Sportster® XR-1200			625700			

CUSTOM

ELITE 3

The Elite 3 has class-leading wet road grip and excellent durability. Tread groove design reduces reaction to road imperfections and contributes to good wear. Its optimum profile shape has also resulted in superior straight-line stability and greater cornering agility, giving a more secure feeling when leaned over.

The Elite 3 Bias suits a wide range of large touring motorcycles as well as some of the most popular cruisers, while the Elite 3 Radial, which is a wide tyre option, will certainly make a big impression!



MODEL	F/R		SIZE	L/S	TYPE	CODE
ELITE 3	F	18"	130/70 R 18	63H	TL	621265
			130/70 - 18	63H	TL	667679
		21"	90/90 - 21	54H	TL	622582
	R	16"	160/80 B 16	80H	TL	667678
			180/60 R 16	80H	TL	624261
		18"	200/50 R 18	76H	TL	627641
			240/40 R 18	79V	TL	669534
			250/40 R 18	81V	TL	667677

D404

The D404 is based on Harley-Davidson's legendary tread pattern and is designed for high mileage and heavy loads. The D404 delivers increased riding comfort with reduced rolling noise and is available with either black or white sidewalls.

- / Bias-ply construction enables smooth and comfortable riding
- / Tread compound and pattern delivers excellent mileage and wet and dry road grip
- / Off-set centre tread groove delivers superb straight-line stability

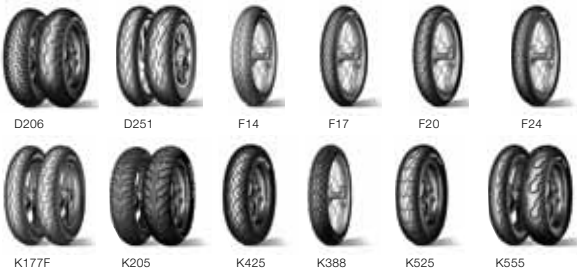


MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
D404F	F	16"	110/90 - 16	59P	TT		650800
			130/90 - 16	67H	TT		650723
			130/90 - 16	67H	TT	D404F P (KAWASAKI VN900 CLASSIC & VN900 CLASSIC)	620520
			130/90 - 16	67H	TT	WIDE WHITEWALL	650726
			130/90 - 16	67H	TL	D404F J (SUZUKI VZ 800)	650725
			130/90 - 16	67H	TL	D404F X (YAMAHA XVZ1300)	621423
			130/90 - 16	67S	TT		651006
			150/80 - 16	71H	TL	WIDE WHITEWALL	650754
			150/80 - 16	71H	TL		650753
			150/80 - 16	71H	TL	D404F G (KAWASAKI VN1500 CLASSIC TOURER)	652860
		17"	90/90 - 17	49P	TT		650818
			120/90 - 17	64S	TT		651004
			120/90 - 17	64S	TT	D404F G (HONDA VT 750 C)	664429
			140/80 - 17	69H	TT		662654
			140/80 - 17	69H	TT	WIDE WHITEWALL	650738
		18"	3.00 - 18	47P	TT		653225
			130/70 - 18	63H	TL		627361
		19"	3.00 S 19	49S	TT		653338
			100/90 - 19	57H	TL		650672
		21"	80/90 - 21	48H	TT		650782
			80/90 - 21	48H	TL	D404F J (KAWASAKI VN900 CUSTOM)	622273
			90/90 - 21	54S	TT		622274
D404	R	15"	130/90 - 15	66P	TT		650804
			130/90 - 15	66P	TT	D404 G (HONDA VT125C)	652957
			140/90 - 15	70H	TL		653363
			140/90 - 15	70S	TT		651011
			150/90 - 15	74H	TL	D404 G	650757
			150/90 B 15	74H	TL		657219
			150/90 B 15	74H	TL	WIDE WHITEWALL	650759
			160/80 - 15	74S	TT		664430
			170/80 - 15	77S	TT		651014
			180/70 - 15	76H	TT		620521
			180/70 - 15	76H	TL		622275
		16"	140/90 - 16	71H	TT		650742
			150/80 - 16	71H	TT	D404 G	650755
			150/80 B 16	71H	TT	WIDE WHITEWALL	650752
			150/80 B 16	71H	TT		650751
			150/80 B 16	71H	TL	D404 J (KAWASAKI VN1500 CLASSIC TOURER)	652861

> Other custom tyres / K555 / K425 / F14 / F17 / F20 / F24 / K177 / K388
> Dedicated OE tyres / K525 / K205 / D206 / D251 (see sizes page 32)



CUSTOM



MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
D206F	F	17"	150/80 R 17	72H	TL	Honda F6C	650921
D206	R	16"	180/70 R 16	77H	TL	Honda F6C	650983
D251F	F	16"	150/80 R 16	71V	TL	Kawasaki VN2000-A	666999
		18"	130/70 R 18	63H	TL	Honda VTX 1800 (2001)	656879
			130/70 R 18	63H	TL	D251F L - Yamaha XV1900 (2006)	621702
D251	R	16"	180/70 R 16	77H	TL	Honda VTX 1800 (2001)	656880
			200/60 R 16	79V	TL	Kawasaki VN2000-A	667001
		17"	190/60 R 17	78H	TL	Yamaha XV1900 (2006)	621701
F14	F	19"	3.00 - 19	49S	TT		651019
F17	F	17"	100/90 - 17	55S	TL		650993
		19"	100/90 - 19	57H	TL		650678
F20	F	18"	110/90 - 18	61V	TL	White letter	651097
F24	F	19"	100/90 - 19	57S	TT		650997
			100/90 - 19	57H	TL		624299
			110/80 - 19	59S	TT	Honda VT750 DC (MCRA) (2000)	656076
			110/90 - 19	62H	TL		668747
K177	F	18"	120/90 - 18	65H	TL	Wide Whitewall	653779
			120/90 - 18	65H	TL		629755
K205F	F	16"	110/80 - 16	55V	TL	Kawasaki GPX 600R	651085
K205	R	16"	130/90 - 16	67V	TL	Kawasaki GPX 600R	651121
K388 A	F	16"	80/100 - 16	45P	TL		650814
K388	R	18"	90/90 - 18	51P	TL		650819
K425	R	15"	140/90 - 15	70S	TT		651012
			140/90 - 15	70S	TL		651013
			140/90 - 15	70H	TL		650739
			160/80 - 15	74S	TT	HONDA VT750 DC (MCRA) (2000)	656077
			160/80 - 15	74V	TL		651146
K525	R	15"	150/90 - 15	74V	TL	White letter - Yamaha V-Max 1200	651142
K555F	F	17"	120/80 - 17	61H	TL		650704
			120/80 - 17	61V	TL		651111
		18"	110/90 - 18	61S	TT		651001
K555	R	15"	140/80 - 15	67H	TL		650737
			150/80 - 15	70V	TL		651137
			170/80 - 15	77S	TT		651015
			170/80 - 15	77H	TT		650768
			170/80 - 15	77H	TT	K555 J - Honda VTX1300S (2003)	662675
			170/80 - 15	77H	TL		650771
			170/80 - 15	77H	TL	Wide Whitewall	653755
		16"	170/70 B 16	75H	TL	Yamaha XVZ1300 (2006)	621424

ADVENTURE/TRAIL

SPORTMAX
ROADSMART + ROADSMART II

To satisfy the demands of the adventure touring rider, Dunlop has now made its RoadSmart/RoadSmart II tyres (see also page 20, 22) available in sizes suitable for popular adventure touring bikes such as BMW's GS.

The RoadSmart/RoadSmart II trail tyres combines outstanding wet-road performance and excellent mileage potential with an extra degree of grip and security on looser surfaces.

Grip, longevity, stability and comfortable handling in all weathers and conditions – the RoadSmart/RoadSmart II is the natural first choice for the adventure rider.



- / Durable polymers offer longer tread life and maximum grip
- / Flex Steel JointLess Belt (FS-JLB) construction uses adapted JLB cord density between the front and rear to provide improved shock absorption, riding comfort and stability
- / Outstanding wet-roads performance and excellent mileage potential with an extra degree of grip and security on looser surfaces

“ They tell you what's happening more than any of the other tyres on test. An outstanding winter tyre. **TWO** ”

The two-day test left us very impressed with the RoadSmarts; these tyres are highly recommended. Star rating: ***** **MCN**



MODEL	F/R	SIZE	L/S	TYPE	CODE
SPORTMAX ROADSMART (TRAIL)	F	19" 110/80 R 19	59V	TL	624298
	R	17" 150/70 R 17	69V	TL	624292
SPORTMAX ROADSMART II (TRAIL)	F	19" 110/80 R 19	59V	TL	629753*
	R	17" 150/70 R 17	69V	TL	629743*

*Available from April 2012





ADVENTURE/TRAIL

TRAILMAX TR91

Taking your trail bike or adventure tourer off the main road becomes a real option with Dunlop's new Trailmax TR91. Blending all of Dunlop's road and dirt tyre knowledge together into one highly accomplished dual-purpose tyre, the Trailmax TR91 has been specifically engineered for the growing number of riders who want new experiences – the kind that aren't always found on numbered roads. It delivers precise handling, confident traction and long-distance comfort across a wide range of surfaces, along with low wear rates. Don't tame your spirit of adventure: let it roam free with the Trailmax TR91.



- / JLB (JointLess Belt) construction front and rear for optimum stability and shock absorption (available in radial sizes only)
- / Specific block design to deliver the best on- and off-road performance
- / AOF (Aromatic Oil Free) rubber compound to help protect the environment
- / Extensively tested on a wide range of popular dual-purpose bikes

MODEL	F/R	SIZE	L/S	TYPE	CODE
TRAILMAX TR91	F	21" 90/90 - 21	54H	TL	622520
		21" 90/90 - 21	54V	TL	631349*
		19" 100/90 - 19	57H	TL	622499
		19" 110/80 R 19	59V	TL	622498
	R	17" 130/80 R 17	65H	TL	622495
		17" 140/80 R 17	69H	TL	622496
		17" 150/70 R 17	69V	TL	622497
		18" 150/70 R 18	70V	TL	631347*

*Available from April 2012
> Other On/Off-Road tyres / K550 / D603



ADVENTURE/TRAIL

TRAILMAX

The Trailmax is Dunlop's original on/off-road tyre and has been specially designed for larger capacity street bikes. As well as being fitted as Original Equipment (OE) on a high proportion of Japanese and European motorcycles, an extensive fitment list covers a variety of 19" and 21" front, and 17" and 18" rear tyre sizes.

The Trailmax optimises durable, nylon-ply construction for total riding confidence both on and off-road. Tested in extreme conditions, this tyre has a high contact, directional semi-lug, multiple-edge pattern, which is well suited to dry and rocky conditions.



MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
TRAILMAX	F	19" 100/90 - 19	57T	TT		651044
		21" 80/90 - 21	48S	TT		653009
		90/90 - 21	54S	TT		651073
		90/90 - 21	54T	TL		651074
		90/90 - 21	54H	TT		653386
	R	17" 4.60 - 17	62R	TT		651068
		120/90 - 17	64S	TT		651048
		130/80 - 17	65S	TT		651053
		130/80 - 17	65T	TL		651054
		140/80 - 17	69H	TT		653005
		18" 110/80 - 18	58S	TT		653000
		120/90 - 18	65T	TT		651049

ON/OFF ROAD

TYRE OVERVIEW

MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
K180	F	18" 130/80 - 18	66P	TT		656531
	R	14" 180/80 - 14	78P	TT		656530
K460	F	19" 90/100 - 19	55P	TT		650816
	R	16" 120/90 - 16	63P	TT		650802
K550	F	21" 2.75 - 21	45P	TT		651058
	R	18" 4.10 - 18	60P	TT		651066
K560 J	F	21" 80/100 - 21	51P	TT		650815
	R	18" 110/90 - 18	61P	TT		650801
K850 A	F	21" 3.00 - 21	51S	TT		651021
	R	18" 4.60 - 18	63S	TT		651040
D602F	F	21" 100/90 - 21	56P	TL	YAMAHA 125 TDR	650798
D602	R	17" 130/80 - 17	65P	TL	YAMAHA 125 TDR	650803
D603	F	21" 3.00 - 21	51P	TT		653007
	R	18" 4.60 - 18	63P	TT		650810
D605F	F	19" 70/100 - 19	42P	TT	KAWASAKI KLX250 (2008)	629184
D605F G	F	21" 3.00 - 21	51P	TT	KAWASAKI KLX250 (2008)	627338
D605	R	16" 90/100 - 16	51P	TT	KAWASAKI KLX250 (2008)	629183
D605 G	R	18" 4.60 - 18	63P	TT	KAWASAKI KLX250 (2008)	627339



MOTOCROSS

GEOMAX MX11

The Geomax MX11 delivers superb performance in sandy conditions. Developed in Europe specifically for our regional riding conditions, it meets the requirements the weekend or professional cross racer needs perfectly.

- / Outstanding traction on sandy terrain
- / Excellent stability on uneven surfaces including whoops and ruts
- / Cross knobs in central pattern increases tread life on hard packed surfaces



MODEL	F/R	SIZE	L/S	TYPE	CODE
GEOMAX MX11	R	19"	110/90 - 19	62M	TT 631368
	F	21"	80/100 - 21	51M	TT 631369*

MOTOCROSS ENDURO MOUSSE



Designed exclusively for off-road competition, our mousse insert replaces the inner tube. Used by our top MX racers it is made up of a honeycomb structure, and is designed to avoid tyre deflation in case of puncture caused by perforation, shocks or pinching. Comes complete with instructions and fork stickers.

MODEL	F/R	SIZE	CODE
FM21	F	21"	80/100 - 21 709430
			90/90 - 21
			90/100 - 21
FM18	R	18"	130/90 - 18 709433
			140/80 - 18
FM19S		19"	100/90 - 19 709431
			110/80 - 19
FM19L			110/90 - 19 709432
			120/80 - 19

MOTOCROSS

GEOMAX MX31

The Geomax MX31 has been specially developed for soft terrain, it incorporates innovative features that allow it to dig deeper than the previous-generation D773, delivering improved traction in loose and challenging conditions.

Patented, chiselled shoulder blocks taper to a smaller point, allowing the knobs to grip firmer ground beneath the softer layers of dirt and sand. In order to aid traction, our designers have created a wider tread profile and a more open pattern in the centre of the tread by limiting the overall block surface area.

In the shoulder area, the land/sea ratio is optimised and the shoulder blocks feature a more rounded shape, allowing the knobs to cut through soft terrain rather than float on the surface.



- / Cross-stitch shoulder block distribution enhances traction and grip in soft to medium riding conditions
- / Utilisation of large-radius block bases deliver increased durability
- / Tie-bar design connects and reinforces the tread blocks for greater tread stiffness and permits improved performance in soft to medium terrain
- / Distinctive recess design in the area between tread blocks provides better rider comfort

MODEL	F/R	SIZE	L/S	TYPE	CODE
GEOMAX MX31F	F	10"	2.50 - 10	33J	TT 625992
		14"	60/100 - 14	30M	TT 625995
		17"	70/100 - 17	40M	TT 625998
		19"	70/100 - 19	42M	TT 626005
		21"	80/100 - 21	51M	TT 628472
GEOMAX MX31	R	10"	2.75 - 10	38J	TT 625993
		12"	80/100 - 12	41M	TT 625994
		14"	90/100 - 14	49M	TT 625996
		16"	90/100 - 16	52M	TT 625997
		18"	110/90 - 18	61M	TT 629663
			120/90 - 18	65M	TT 629664
		19"	110/80 - 19	59M	TT 628470
			120/80 - 19	63M	TT 628471

*Available from April 2012



MOTOCROSS

GEOMAX MX51

The intermediate-terrain Geomax MX51 utilises an all-new tread pattern that improves performance in straight-line traction, cornering grip, handling, braking, bump absorption and durability compared to the D756 series.

Side-by-side comparison tests reveal a more open centre-tread area for improved straight-line acceleration and more tread volume (greater land/sea ratio) in the shoulders for excellent cornering grip.



- / Front tyre tread blocks feature recessed edges to provide improved traction and better grip over a wide range of terrains
- / Cross-stitch shoulder block distribution enhances traction and grip in medium/ medium-hard riding conditions
- / Shoulder block bases have a larger radius for increased strength and durability
- / Tie-bar design connects and reinforces the tread blocks for greater durability, chunking resistance and overall better performance
- / Shallow recessed areas between tread blocks provide better rider comfort

MODEL		F/R		SIZE	L/S	TYPE	CODE
GEOMAX MX51F		F	10"	2.50 - 10	33J	TT	624300
			12"	2.50 - 12	39J	TT	629754
			14"	60/100 - 14	30M	TT	624304
			17"	70/100 - 17	40M	TT	624307
			19"	70/100 - 19	42M	TT	624308
			21"	80/100 - 21	51M	TT	626007
				90/100 - 21	57M	TT	629758
GEOMAX MX51		R	10"	2.75 - 10	38J	TT	624302
			12"	80/100 - 12	41M	TT	624303
			14"	90/100 - 14	49M	TT	624305
			16"	90/100 - 16	52M	TT	624306
			18"	100/100 - 18	59M	TT	625999
				110/100 - 18	64M	TT	626000
			19"	100/90 - 19	57M	TT	626002
				110/90 - 19	62M	TT	626004
				120/80 - 19	63M	TT	629756

MOTOCROSS

GEOMAX MX71

The all-new medium-hard terrain Geomax MX71 brings cutting-edge technology to the dirt. Its tread patterns are directional both front and rear, optimising performance under braking and acceleration. The back tyre's special wound-block design and the unique block distribution of the front tyre give extra bite out of turns and boost the agility and controllability of your bike, especially on medium-to-hard-pack-terrain. Our comparison tests have shown the MX71 to be a leader in the vital areas of traction, handling, braking and bump absorption, without compromising corner grip, stability or durability – but we'll let you be the final judge.



- / Directional tread pattern and block distribution optimises handling and traction on all terrains, especially medium to hard surfaces
- / Triple-ply construction provides great ride comfort throughout the tyre's entire life cycle
- / Excellent controllability on slide limits
- / Tie-bar block design for stronger resistance to chunking

MODEL		F/R		SIZE	L/S	TYPE	CODE
GEOMAX MX71F		F	17"	70/100 - 17	40M	TT	627794
			19"	70/100 - 19	42M	TT	627797
			21"	80/100 - 21	51M	TT	627798
				90/100 - 21	57M	TT	629759
GEOMAX MX71		R	14"	90/100 - 14	49M	TT	627792
			16"	90/100 - 16	52M	TT	627793
			18"	100/100 - 18	59M	TT	652839
				110/100 - 18	64M	TT	652841
				110/90 - 18	61M	TT	630937
				120/90 - 18	65M	TT	630938
			19"	100/90 - 19	57M	TT	627795
				110/80 - 19	59M	TT	630939
				110/90 - 19	62M	TT	627796
				120/80 - 19	63M	TT	629757



MOTOCROSS

D952

The D952 is designed specifically for off-road leisure enthusiasts. The D952's tread pattern is a modified version of our popular D752, increasing the radius at the base of the knobs and resizing them slightly to make them more durable. Our engineers also developed an all-new compound that delivers superb grip and excellent durability, resulting in a range of tyres that continue working hard in a wide variety of conditions.



- / Value-priced off-road tyre handles a wide variety of terrain and conditions
- / High durability construction for long wear and greater traction
- / Based on the popular D752 tyre, but modified for outstanding durability

MODEL	F/R		SIZE	L/S	TYPE	CODE
D952	F	21"	80/100 - 21	51M	TT	626006
	R	18"	120/90 - 18	65M	TT	630283
		19"	100/90 - 19	57M	TT	626001
			110/90 - 19	62M	TT	626003

TRIALS

D803

The difference between first and second place can be a matter of millimetres or seconds. A tyre that delivers extraordinary suppleness, grip and strength can make all the difference. The FIM approved, road-legal D803 is the first choice of both professional and amateur trial riders. Its supple casing and advanced rubber compounds deliver better shock absorption and traction, while stiff beading enhances rear rim stability and turning ability. If you want to win, there's no better tyre choice.



MODEL	F/R		SIZE	L/S	TYPE	CODE
D803	F	21"	2.75 - 21	45M	TT	667945
	R	18"	4.00 R 18	64M	TL	667914

MOTOCROSS

RALLY RAID
D908RR

The D908 RR was developed specifically for desert racing and cross-country events. It complements the latest generation enduro bikes and enjoys unbeatable performance on sand, rocks and hard ground. The D908 RR is also street-legal, so can be used for travelling to and from events.



MODEL	F/R		SIZE	L/S	TYPE	CODE
D908 RR	F	21"	90/90 - 21	54R	TT	668426
	R	18"	140/80 - 18	70R	TT	662326

ENDURO

GEOMAX ENDURO

The Geomax Enduro is a street-legal competition tyre that has been tested in extreme conditions and conforms to current FIM regulations. We consulted with some of the world's most experienced enduro riders to develop a tyre that gives adventurous riders increased traction, superior corner grip and improved wear on all types of terrain. The Geomax Enduro has an adapted carcass to suit the demanding requirements of enduro machines and this, coupled with the new profile, increases durability and handling. The larger profile also provides better feedback, which allows you to stay in control of your bike and push the boundaries with confidence.



MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
GX ENDURO	F	21	90/90 - 21	54R	TT		621863
			90/90 - 21	54R	TT	D908F	667281
	R	18	120/90 - 18	65R	TT		621861
			130/90 - 18	69R	TT	D908	667280
			140/80 - 18	70R	TT		621862
GX ENDURO S	F	21	90/90 - 21	54R	TT	FOR SOFT GROUND	630173

TECHNICAL INFORMATION

EUROCODE TYPE REF DIAMETER FOR VALVE SIZES

- 1

Motorcycle tyre (mandatory only
for bead diameter 13 and above)
- 2

Load index and speed symbol
- 3

Maximum load and pressure, US and Australia
- 4

Brand name
- 5

Commercial name
- 6

DOT Code
- 7

European Homologation Number
and Code of Authorising Country
- 8

Construction
- 9

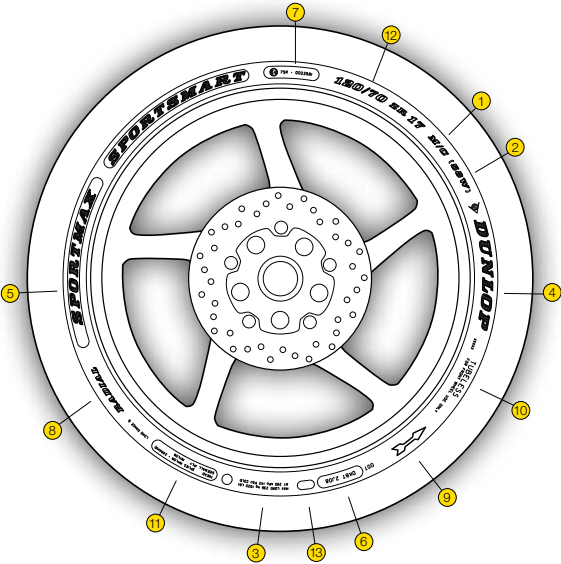
Direction of rotation
- 10

Tyre intended for tubeless or tube type
- 11

Details of construction of the carcass
- 12

Size description: width, aspect ratio,
tyre construction, bead diameter
- 13

Week and year of manufacturing



LOAD INDEX	KG
21	82.5
22	85
23	87.5
24	90
25	92.5
26	95
27	97.5
28	100
29	103
30	106
31	109
32	112
33	115
34	118
35	121
36	125
37	128
38	132
39	136
40	140
41	145
42	150
43	155
44	160
45	165
46	170
47	175
48	180
49	185
50	190
51	195
52	200

SPEED INDEX	KM/H
F	80
G	90
J	100
K	110
L	120
M	130
N	140
P	150
Q	160

LOAD INDEX	KG
53	206
54	212
55	218
56	224
57	230
58	236
59	243
60	250
61	257
62	265
63	272
64	280
65	290
66	300
67	307
68	315
69	325
70	335
71	345
72	355
73	365
74	375
75	387
76	400
77	412
78	425
79	437
80	450
81	462
82	475
83	487

SPEED INDEX	KM/H
R	170
S	180
T	190
U	200
H	210
V	240
W	270
ZR	+ DE 240

MAINTENANCE AND REPLACING TYRES

FRONT AND REAR TYRE MATCHING

Correct matching of front and rear tyres is essential in order to obtain optimum performance and handling. Please follow the tyre selection guidelines and consult the motorcycle manufacturer before making modifications from stock.

- / Only mount tyres marked “front wheel” on front positions and tyres marked “rear wheel” on rear positions
- / A new front tyre with a worn rear tyre can cause instability
- / Mixing radial tyres with bias or belted bias tyres may adversely affect handling and stability
- / Many factors – other than tyre incompatibility – can affect the handling of a motorcycle, including the weight and height of the rider, mixing worn with unworn tyres, and the fitment of luggage or fairings.

TUBES

Tubes are a crucial part of the tube-type wheel assembly and should be treated with respect. When fitting a new tyre on a rim that requires a tube, a new tube should also be fitted. Old tubes can become stretched, and old tubes within new tyres can crease and fail due to thinning of the tube rubber. Tubes should only be repaired by an expert.

- / Secure tube valve assembly to rim with care
- / Inspect rim band and consult motorcycle dealer for correct rim band replacement
- / Always check the size markings on the tube to assure that the tyre size appears on the tube
- / Do not fit tubes in radial motorcycle tyres, nor fit radials on rims requiring tubes, unless the tubes bear matching size and radial (R) markings.

TUBE-TYPE RIMS

Only mount tyres as tubeless when recommended by the wheel manufacturer. Some spokeless rims require tubes. With a tube inserted, a tubeless tyre may be fitted to a tube-type wheel.

TYRE PRESSURES

Always follow pressure recommendations shown on the Dunlop Motorcycle Tyre Application Guide. Please contact Dunlop if the year and model are not shown on the current guide, and the owners’ manual does not list pressure settings.

DUNLOP TYRES

Please note that hard cornering, carrying passengers and heavy loads, and sustained high speeds will require higher pressures (up to that indicated on the sidewall). Checking tyre pressures is the most important tyre maintenance function you can perform.

Under-inflated tyres can result in imprecise cornering, higher running temperatures and overheating cracks, irregular tread wear at the edge of the contact patch, fatigue cracking, oversteering and eventual failure of the tyre carcass.

Over-inflating tyres does not increase load-carrying capacity, but will result in a hard ride and accelerated tyre wear in the centre of the contact patch.

Always check cold tyre pressure frequently with a good quality gauge that holds a reading, especially before long-distance trips. Loss of pressure may occur due to worn or badly seated valve cores.

Always check valve cores. If necessary, tighten for correct seating, or remove and replace them. A metal or hard plastic valve cap with an inner gasket should be used and installed finger tight to protect the valve core from dust, moisture and to help maintain a positive air seal.

Repeated loss of inflation pressure may result from undetected tyre damage. Visually inspect tyres for punctures, cuts, abrasions, cracks, bulges, blisters or knots. It is necessary to dismount the tyre to complete an inspection for internal damage and any need for repair. Only certain punctures in the tread area may be repaired, and only if no other damage is present. Please also see the tyre repair section.

Tyres with non-repairable damage must not be used again. Damage caused by impacts, penetrations or continued under-inflated/overloaded use is progressive and can result in sudden and complete tyre failure and accident.

Always seek expert inspection of the dismounted tyre following curb, chuckhole or other impacts, evidence of penetration beyond the tyre surface, bulges or low pressure. Do not continue riding on damaged tyres.

Inspect your tyres frequently for imperfections and always heed warning signs such as vibration, handling instability, rubbing or tyre noise that occurs while riding the motorcycle.

SPEED RATINGS

S, H, V, and Z ratings (where applied) are indicative of high-performance capability based on Dunlop indoor wheel testing and are not valid for damaged, altered, repaired, excessively worn, under-inflated or overloaded tyres. Dunlop does not recommend the use of any of its products in excess of legal speed limits. Please consult the owners’ manual for recommended speed rating.

MAINTENANCE AND REPLACING TYRES

RUN-IN PERIOD

Replacements for worn, differently patterned or constructed tyres will not react in the same way. When new tyres are fitted, they should not be subjected to maximum power, abrupt lean-over or hard cornering until a reasonable run-in distance of approximately 100km has been covered. This will allow the rider to become accustomed to the feel of the new tyres or tyre combination and achieve optimum road grip for a range of speeds, acceleration and handling use.

Check and adjust inflation pressure to recommended levels after tyre cools for at least three hours following run-in. New tyres will have a different contact patch and lean-over edge. New tyres, mixing a new tyre with a worn older tyre, and mixing different pattern combinations require careful ride evaluation.

MAINTAINING CLEARANCE

Consult the motorcycle manufacturer if you intend to mount sizes other than indicated in the owners' manual. The tyre's physical dimensions are important.

Adequate clearance of fenders and swingarm etc. must be maintained. Increasing tyre size may require an increase in rim width. When increasing tyre size and/or rim width, rotate wheel and inspect closely for sufficient clearance.

TYRE MODIFICATIONS

Dunlop neither recommends nor warrants re-treading, re-grooving, siping, inserts, sidewall lettering, inlays or additions, nor any other modification or alteration of Dunlop motorcycle tyres, except as noted in the tyre repairs section.

WHEEL BALANCE

It is essential that tyre/wheel assemblies are balanced before use and rebalanced each time the tyre is removed or replaced. Unbalanced tyre/wheel assemblies can vibrate at certain speeds, and tyre wear will be greatly accelerated.

All Dunlop street tyres should be installed with the yellow balance dot at the valve. Wheels may be balanced with spoke nipple weights, lead wire or self-adhesive rim weights. Please consult the motorcycle manufacturer for approved wheel weights.

TYRE REPAIR

Some punctures in motorcycle tyres may be repaired. Dunlop recommends only permanent patch/plug repairs of small (maximum 1/4-inch diameter) tread area punctures from within the dismantled tyre by a qualified tyre repair shop or motorcycle dealer. Never perform an exterior repair and never use an inner tube as a substitute for a proper repair.

Speed should not exceed 80kph (50mph) for the first 24 hours after repair, and the repaired tyre should never be used at speeds higher than 120kph (75mph). Check inflation pressure after tyre cools for at least three hours following run-in, or sooner if air loss is suspected.

No form of temporary repair should be attempted because secondary damage caused by a penetrating object may not be detected and tyre or tube deflation may occur at a later date.

Dunlop does not recommend the use of liquid sealants. These are a form of temporary repair, and may adversely affect ply material and mask secondary damage caused by a penetrating object. Reliance upon sealants can result in sudden tyre failure and accident.

DUNLOP MOTORCYCLE TUBELESS TYRE REPAIR INFORMATION

Dunlop recommends only permanent repairs performed from the inside of the tyre, using a combination patch/plug method. Never attempt a repair from the outside, or inject a sealant, or simply use an inner tube, patch or plug as a substitute for a proper repair.

Only a qualified tyre repair shop or motorcycle tyre dealer should perform repairs. Inspection of the tyre and adequacy of repair becomes the responsibility of the person actually performing the repair and Dunlop does not warrant the results of a repair in any way.

Before any repair is attempted, a tyre must be removed from the wheel and thoroughly inspected. The following are minimum guidelines for the repairer. Tyres should not be repaired if any of the following conditions exist:

- / A tyre has been previously injected with a sealant/balancer
- / The puncture is larger than 6mm (1/4-inch) in diameter
- / The puncture is not perpendicular to the carcass
- / The puncture is in the tyre sidewall
- / Separation of plies, tread separation, separation of any other components
- / Cut or broken ply cords
- / Broken or damaged bead wires
- / Cut or damaged chafers (bead area)
- / Deterioration of the carcass inside the tyre due to "run flat" or under-inflation
- / Cracks or other damage to the integrity of the inner liner
- / Excessive wear – tyre should have at least 1/32 of an inch of tread depth, excluding tread wear indicators
- / Cracks in sidewall or tread
- / Impact breaks, cuts, snags or gouges that penetrate the surface.

MAINTENANCE AND REPLACING TYRES

Please note

- / There should be no more than one repair per tyre
- / The wheel itself must be in good condition. A cracked or bent wheel may lead to loss of air and cause subsequent deflation of the tyre
- / Following repair, the valve assembly should be replaced and the tyre/wheel rebalanced
- / Speed should not exceed 80kph (50mph) for the first 24 hours after tyre repair and the repaired tyre should never be used at speeds higher than 120kph (75mph).

The repairer is solely responsible for instructing the motorcyclist as to the restrictions to be placed on tyre use following repair. In summary, no form of temporary repair should be attempted. Motorcycle tyre repairs leave no room for error and any doubt as to inspection or adequacy of repair should be resolved by discarding the tyre.

Be sure to consult our Motorcycle Tyre Limited Warranty, Care and Maintenance brochure for additional information regarding the use of Dunlop tyres. Seek a qualified motorcycle tyre repair centre for more details. Never attempt to repair a damaged tyre without the assistance of an experienced tyre mechanic.

RIM SIZE

Correct rim width is crucial to handling and stability. A tyre that is installed on a rim wider than recommended will have a flattened profile and a rider may easily reach the edge of the tread during cornering. A narrow rim will alter the tyre profile, concentrating tyre wear in a very small area during cornering, with a smaller contact patch during braking. Please remember that tyre clearances are important.

DYNAMOMETER TESTING

Never put a tyre in use that has been subjected to on-the-motorcycle dynamometer engine testing. This severe use of the tyre may result in tread compound degradation and subsequent failure.

MOTORCYCLE MAINTENANCE

Dunlop strongly recommends regular inspection of the motorcycle generally, and of wheels in particular. Tyre mileage and performance are adversely affected by a poorly maintained vehicle.

Take your motorcycle to your dealer for regular maintenance checks, inclusive of tyre inspections.

Maintain suspension settings in strict compliance with the vehicle owner's manual. Improperly maintained components and incorrect or unbalanced front fork pressures will affect stability. Low suspension pressure will generate excessive tyre stresses.

TYRE MOUNTING

Caution: only specially trained persons should mount tyres. Improper mounting can cause tyre explosion and serious injury.

Please follow these mounting precautions:

- / Always wear approved eye protection
- / Clean and lubricate beads without grease but using soapy water
- / Centralise rim band and tube to prevent pinching if tube-type rim
- / Note directional arrows on sidewall where applicable
- / Lock assembly on mounting machine or place in safety cage before inflating to seat beads
- / Set air hose relief valve at 40 psi
- / Use extension gauge and hose with clip-on air chuck.

Stand back with no part of your body within the perimeter of the assembled tyre and rim:

- / Inflate with core in valve stem
- / Never inflate above 40 psi to seat beads*
- / Spin wheel to check bead seating and alignment.

*If the beads do not seat by 40 psi, deflate and repeat above procedures. Never use a volatile substance or rubber "donut" to aid bead seating. If the tyre is a tube-type, deflate and re-inflate after seating to prevent tube wrinkles.

IMPORTANCE OF MOTORCYCLE TYRE INFLATION MAINTENANCE

To ensure optimum safety and maximum enjoyment of your tyres you should:

- / Check air pressure at frequent, regular intervals, particularly just before and during long trips. Always use an accurate tyre gauge** and check pressures only when the tyres are cold (i.e. wait one hour after running)
- / Inspect your tyres as often as possible. Look for irregular wear, any signs of cracking in the sidewalls and tread, blisters, knots, cuts or punctures
- / Immediately remove and replace damaged tyres.

**Please note: for any dual riding or fully loaded use, 0.3 bar must be added in all Dunlop rear tyres.

In addition to following these recommendations, pay attention to your tyres while riding. If your steering response is slow, or if cornering and braking response is heavy, your tyres could be under-inflated. Vibration or wobbling may indicate that actual tyre damage has occurred and failure is imminent.

If you conscientiously follow our recommendations, you will enjoy better, longer and safer tyre performance and many kilometres of riding pleasure.

SCOOTERS

PERFORMANCE
PRECISION
PASSION

Scooters have come a long way since their arrival in the early 1900s. Today, they are an increasingly popular form of urban transportation in many parts of the world due to low running costs, advantages in parking, storage and cutting through the traffic.

Our extensive range of scooter tyre fitments, developed for open road and city to deliver optimum mileage and wet grip performance, covers just about every use from racing to commuting.



RIDE WITH CONFIDENCE

Our engineers and designers across Europe, Japan and North America are committed to developing high-performance tyres. Sharing our expertise on global projects involving R&D, innovation, testing, original equipment (OE) and Motorsport enables us to capitalise on our strengths. This results in the mass production of consistently high-quality scooter and ATV tyres.

However, our work is never complete. We are continually developing and testing new technologies and compounds in order to further improve our tyres so that you can always ride with confidence.

ORIGINAL EQUIPMENT

Original Equipment (OE) fitments are developed in conjunction with scooter and ATV manufacturers at an early stage in a bike's development. The OE tyre supplier for a new model will be selected according to its fit with the characteristics of the bike and its intended purpose. Dunlop technicians work closely with scooter and ATV manufacturers to develop OE fitments until the desired level of performance is achieved.

WE'RE PROUD TO BE THE OE TYRE SUPPLIER ON SELECTED ATV/SCOOTERS BY THE FOLLOWING MANUFACTURERS:



	RACE	SPORT	TOURING	CITY	ALL ROAD	
650 cc			SCOOTSMART		▷ p 58	
			GPR-100 / D252		▷ p 62	
			207 RUNSCOOT		▷ p 60	
			D451 / GT301 / SCOOTLINE SX01		▷ p 61/63	
			D306 / K398 / K825 / K888		▷ p 64	
					TRAILMAX	▷ p 65
50 cc	TT92 GP - TT93 GP / TT72 GP	▷ p 65				



SCOOTSMART
P58



D451
P61



GPR-100
P62



D252
P62



207 RUNSCOOT
P60



GT301
P63



SCOOTLINE SX 01
P63



D306
P64



K398
P64



K825
P64



K888
P64



TRAILMAX
P65



TT93 GP
P65



SCOOTER SPORT

SCOOTSMART

NEW

ScootSmart is the first scooter tyre to feature silica (previously exclusive to top-level motorcycle tyres) for improved mileage and all-conditions performance. With a tread pattern directly derived from the multiple test-winning RoadSmart, the ScootSmart delivers high levels of grip and neutral handling up to 210kph. It's a new reference point in sports scooter tyres.





SCOOTERS

Scooters have come a long way since their arrival in the early 1900s. Today, they are a popular form of urban transportation in many parts of the world due to low running costs, advantages in parking, storage and cutting through the traffic. Our extensive range of scooter tyre fitments covers just about every use from racing to commuting.





MODEL	F/R		SIZE	L/S	TYPE	CODE
SCOOTSMART	F	13"	110/90 - 13	56P	TL	630040*
	F/R	14"	120/80 - 14	58S	TL	630039*
	F	15"	120/70 - 15	56S	TL	630055*
	F		120/70 R 15	56H	TL	630056*
	F/R	16"	110/70 - 16	52S	TL	630058*
	R	13"	130/70 - 13	63P	TL	630034*
		13"	150/70 - 13	64S	TL	630037*
		14"	150/70 - 14	66S	TL	630053*
		15"	160/60 R 15	67H	TL	630057*
		16"	130/70 - 16	61S	TL	630059*
		16"	140/70 - 16	65S	TL	630060*

*Available from April 2012



SCOOTER SPORT

207 RUNSCOOT

Ideal for careful riders who use their scooters for commuting, the 207 Runscoot has been specially developed to compliment modern high-performance machines. Its tread pattern is inspired by the award-winning Sportmax D207 supersport tyre.



MODEL	F/R	SIZE	L/S	TYPE	CODE
207 RUNSCOOT	F	10"	120/90 - 10	57L	TL 628496
		12"	110/90 - 12	64P	TL 628497
			120/70 - 12	51L	TL 657411
			120/70 - 12	51S	TL 624950
			120/70 - 12	51P	TL 624951
			120/70 - 12	58P	TL 628498
		13"	110/90 - 13	56P	TL 657245
			120/70 - 13	53P	TL 664036
		14"	120/70 - 14	55S	TL 657294
		15"	120/70 - 15	56S	TL 662331
	F/R	12"	130/70 - 12	56P	TL 628499
			130/70 - 12	62L	TL 657413
		13"	130/60 - 13	53P	TL 628660
			130/60 - 13	60P	TL 628661
	R	10"	130/90 - 10	61J	TL 662330
		12"	130/70 - 12	62P	TL 624952
			140/70 - 12	60P	TL 664035
		13"	130/70 - 13	57P	TL 657426
			130/70 - 13	63P	TL 657246
			140/60 - 13	57P	TL 628662
			140/60 - 13	63P	TL 628663
		14"	140/60 - 14	64S	TL 628664
			140/70 - 14	68S	TL 657295

SCOOTER BIG WHEELS

D451

Designed for 'big wheel' scooters – such as the Honda SH125 and Aprilia Scarabeo 125 – the D451 has good stability and wet weather performance. Its centre grooves provide good handling and excellent wet performance, while the low section profile and stiff carcass ensure good stability when cornering, even when the machine is fully-loaded.



MODEL	F/R	SIZE	L/S	TYPE	CODE
D451	F	16"	100/80 - 16	50P	TL 669445
	R	16"	120/80 - 16	60P	TL 669446
			130/80 - 16	64P	TL 653096



SCOOTER RADIAL

GPR-100

The GPR-100 is a high-performance radial tyre, which has been developed for larger scooters. Its unique compound and state-of-the-art tread pattern offer superb grip levels in both wet and dry conditions, while the combination of casing and profiles ensure a high degree of stability and agile handling.



MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
GPR-100	F	15"	120/70 R 15	56H	TL	621865
GPR-100F L			120/70 R 15	56H	TL	YAMAHA TMAX 500 (2008) 624501
	R	14"	160/60 R 14	65H	TL	621864
GPR-100 L		15"	160/60 R 15	67H	TL	YAMAHA TMAX 500 (2008) 624502

D252

The D252 is an H-rated radial tyre, which has been specially developed for maxi-scooters. The enhanced compound enables improved wet and dry grip, while the choice of carcass materials helps to achieve remarkable stability at speed.



MODEL	F/R		SIZE	L/S	TYPE	CODE
D252	F	14"	120/70 R 14	55H	TL	664711
	R	15"	160/60 R 15	67H	TL	664712

SCOOTER TOURING

GT301

The GT301 is a sport touring tyre designed for modern scooters. It provides excellent grip and dry handling as well as durability and rider comfort.



MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
GT301	F	10"	120/90 - 10	57J	TL	652753
		12"	110/90 - 12	64J	TL	652748
			120/70 - 12	51P	TL	652750
		13"	120/70 - 13	53P	TL	653420
	F/R	12"	130/70 - 12	56P	TL	652758
			130/70 - 12	62P	TL	655968
		13"	130/60 - 13	53J	TL	652756
			130/60 - 13	60L	TL	653436
	R	10"	130/70 - 10	62J	TL	652757
			130/90 - 10	61J	TL	652761
		12"	140/70 - 12	60P	TL	652764
		13"	140/60 - 13	57L	TL	652763

SCOOTLINE SX 01

The Scootline SX 01 is a sport-mileage tyre for mid-size scooters such as the Suzuki Burgman 250/400, Yamaha 400 Majesty and Honda Forza. It is the successor to Dunlop's popular D305, which was an Original Equipment (OE) fitment on many Japanese scooters.

When developing the tyre, Dunlop's engineers particularly focused on the areas of safety and value for money. This ensured the Scootline SX 01 would deliver excellent wet road grip, class-leading stability – especially when riding with a passenger – and good tyre life.



MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
SCOOTLINE SX 01	F	12"	110/100 - 12	67J	TL	628542
			110/90 - 12	64L	TL	628543
		13"	110/90 - 13	55P	TL	623482
			110/90 - 13	55P	TL	HONDA FORZA (2008) 625044
		14"	120/70 - 14	55S	TL	623492
			120/80 - 14	58S	TL	623491
	R	10"	120/90 - 10	66J	TL	628541
		12"	130/70 - 12	62L	TL	628544
		13"	130/70 - 13	63P	TL	623483
			140/70 - 13	61P	TL	625045
			150/70 - 13	64S	TL	623490
		14"	150/70 - 14	66S	TL	623493



SCOOTER CITY

D306

The popular sports-styled D306 is a highly durable tyre, which is best suited to traditional scooters. Its modern tread pattern delivers excellent grip.



MODEL	F/R		SIZE	L/S	TYPE	CODE
D306	F/R	10"	3.50 - 10	51J	TL	662123
			90/100 - 10	53J	TL	663627

K398

The K398 has a semi-ribbed pattern and is ideally suited to traditional-style machines.



MODEL	F/R		SIZE	L/S	TYPE	CODE
K398	F/R	10"	3.00 - 10	42J	TL	653097

K825

The K825 is a sport-mileage tyre that combines durability with smooth handling.



MODEL	F/R		SIZE	L/S	TYPE	CODE
K825	F/R	10"	100/80 - 10	53L	TL	628495
			90/90 - 10	50J	TL	652771

K888

The K888 is aimed at street use and intended for sporty machines.



MODEL	F/R		SIZE	L/S	TYPE	CODE
K888	F/R	10"	100/90 - 10	56J	TL	652746

SCOOTER ON/OFF ROAD

TRAILMAX

Trailmax tyres provide a rugged on/off-road pattern for scooters with 10" wheels. Their self-cleaning tread locks give a traction edge for muddy and loose terrain as well as providing high levels of on-road grip.



MODEL	F/R		SIZE	L/S	TYPE	CODE
TRAILMAX	F	10"	120/90 - 10	57J	TL	652755
	R	10"	130/90 - 10	61J	TL	652762

SCOOTER RACING

TT92 GP - TT93 GP

The street legal TT92 GP and TT93GP take inspiration from our championship-winning motorcycle tyres and utilises a Motorsport race compound. Its semi-slick tread pattern is designed for maximum grip on dry road surfaces.



MODEL	F/R	SIZE	L/S	TYPE	COMMENTS	CODE
TT92 GP	F/R	10"	3.50 - 10	51J	TL	622310
			90/90 - 10	50J	TL	622311
TT93 GP	F	12"	100/90 - 12	49J	TL	630748
	R	12"	120/80 - 12	55J	TL	630749

TT72 GP

MODEL	F/R		SIZE	L/S	TYPE	COMMENTS	CODE
TT72 GP	F	12"	100/90 - 12	49J	TL	FOR TRACK USE ONLY	624053
	R	12"	120/80 - 12	55J	TL	FOR TRACK USE ONLY	624054



ATV

All-Terrain Vehicles (ATVs) come in many shapes and forms. Ridden like a motorcycle, but with the addition of two, three or four wheels for extra stability, they're designed to handle a wide variety of terrain both on and off-road. Whether you ride your ATV for work, leisure or competition, we'll have a fitment to suit.





TYRE RANGE



KT331/KT331A

True radial design
for true radial
performance



KT335/KT335H

True radial design
for true radial
performance



KT355/KT355A

True radial design
for true radial
performance



KT371

Directional radial
design for responsive
steering



KT341

True radial design
with advanced
tread technology



KT345

True radial design
with advanced
tread technology



KT381

The ultimate high
performance radial



KT385

The ultimate high
performance radial



TYRE RANGE

**KT391**

True radial design with advanced technology

**KT396**

True radial design for true radial performance

**KT511**

Self cleaning steering control

**KT515**

All terrain performance