THE DUNLOP MOTORSPORT RANGE.



www.dunlop.eu

DUNLOP
FOREVER FORWARD



CONTENTS

04 INTRODUCTION

HERITAGE
CHAMPIONSHIP MAP
TECHNOLOGY

12 SUPERBIKE

KR106/KR108

13 SUPERMOTO

KR106/KR108

14 SUPERSTOCK AND SUPERSPORT

D213 GP PRO

15 250 GP

KR451

16 MOTO3

MOTO3

17 KR WETS

KR189
KR393
KR389
KR191
KR404

18 EASY RACING

GP RACER SLICK D212
GP RACER D212

19 EASY RACING / REFERENCE

A-13 SP
RS2 SIDECAR
TYRE PRESSURE REFERENCE

RACING SUCCESS IS IN OUR DNA

Motorsport has always been at the heart of Dunlop, from inventing the first pneumatic tyre to being chosen internationally by some of todays' racing greats as their tyre of choice – we have ensured that we stay at the forefront in two-wheeled motorsport and tyre technology. Being involved in various renown championships across the world, from EWC to the Isle of Man TT – the learnings we gain from the track set the foundations to developing some of the industries most acclaimed tyres.



LIFE'S A JOURNEY

Since the beginning, Dunlop has always been leading the way, not only in races but developing technology also. From John Boyd Dunlop rolling the world's first pneumatic tyre in 1888 to setting outright lap records at the Isle of Man TT – This has cemented Dunlop tyres as one of the most respected Motorsport tyre brands across the world.

Some of our key milestones include:

1949
Dunlop tyres carry Englishman Les Graham (AJS) to the inaugural 500cc World Championship for motorcycles

1969
First ever production tyre to reach a lap speed of 100 mph at the Isle of Man TT

1972
After 15 years of research into the science of grip, Dunlop launches the revolutionary Sp Sport Aquajet Radial Tyre

1974
Dunlop introduces the Total Mobility Tyre. Later known as Denovo it is the first 'Fall-safe' wheel/tyre system

1975
Dunlop continues to dominate the 500cc World Championship with 'Ago' achieving the first two-stroke victory

1999
Dunlop introduces 'WARNAIR', the first tyre pressure loss detection system

2008
Marco Simoncelli scores Dunlop's 200th consecutive 250cc GP win

2010
Dunlop become sole tyre supplier to the newly-formed Moto2 Class

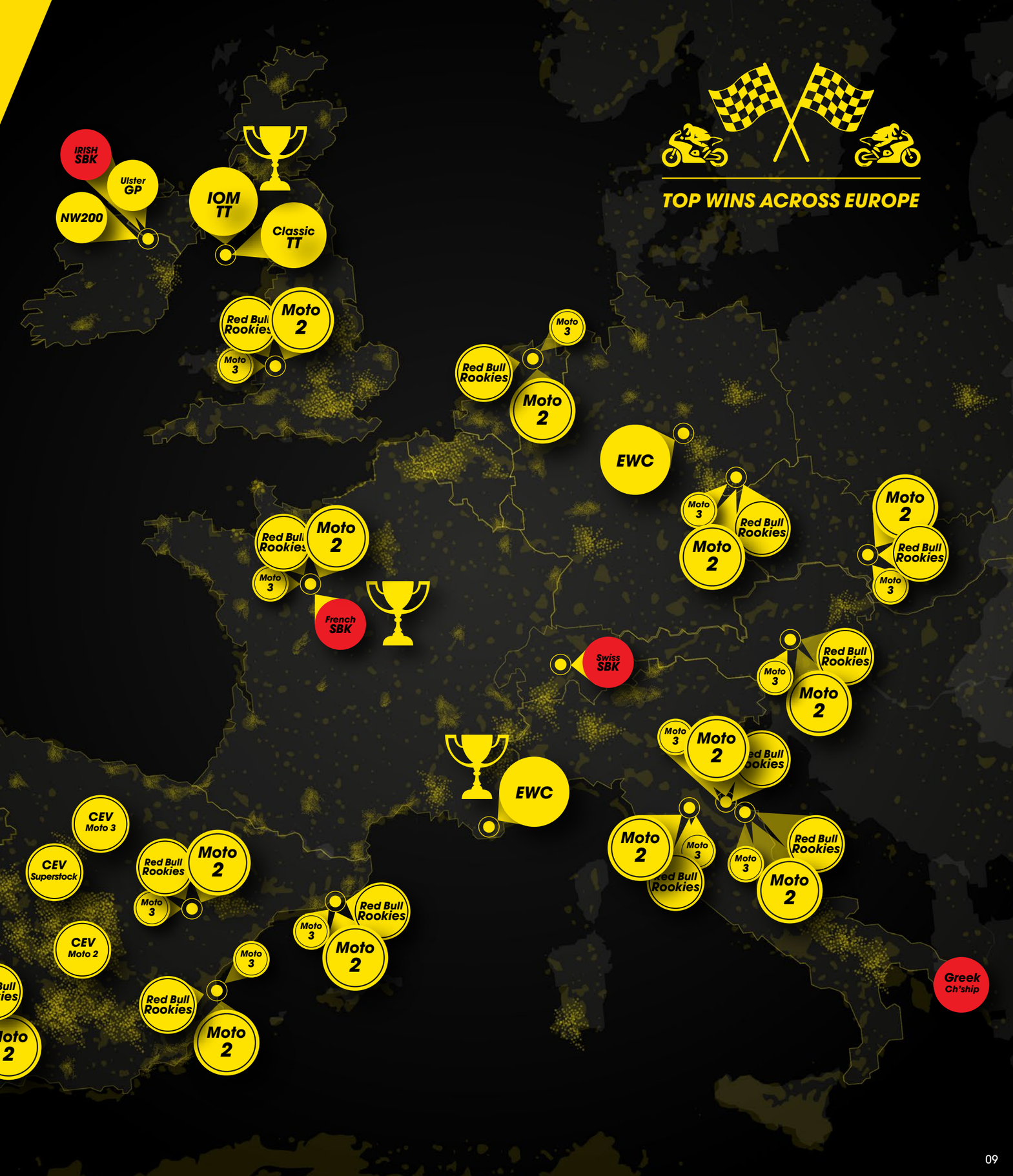
2012
Dunlop become sole tyre supplier to the newly-formed Moto3 Class

2016
Michael Dunlop sets the Isle of Man TT Sub 17-minute lap and an average speed of 133.393mph

CHAMPIONSHIP MAP

OUR SUCCESS

For years Dunlop Tyres have powered teams across the globe to victory. MotoGP, EWC, MXGP, FIM Superbike, IDM, FSBK are just a few of the championships in which Dunlop Tyres have powered riders to victory. Dunlop Europe is a technical partner of Suzuki Endurance Race Team, Honda Racing and GMT94 Yamaha in Endurance Racing, Kawasaki MXGP and is the Official tyre supplier to the FIM Moto2 and Moto3 World Championship.



TECHNOLOGY

Competition has always been the laboratory in which we test new ideas and develop cutting-edge technologies, many of which later flow into our widely available road tyre range. With engineers and designers across Europe, Japan and North America, Dunlop boasts a truly global Research & Development operation that puts concepts through the toughest test of all – racing. This is why Dunlop was able to pioneer the use of racing tyre technology in street tyres; and why we continue with innovations such as low profile tyre shapes, radial constructions, directional and constant curve tread designs, aramid casing materials – all directly developed through our passion for motorsport.









MULTI-TREAD (MT) TECHNOLOGY

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. By mixing compounds, the same tyre can display different performance properties at maximum leaning angles than when upright during straight line speed.

JLT

Jointless Tread (JLT) strip-winding technology allows multiple compounds to be precisely positioned on the tyre to achieve advantages in durability, wear resistance, grip from the tread centre to shoulder and high-speed tyre stability.

JOINTLESS BELT (JLB) CONSTRUCTION

All our radial 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). JLB construction eliminates the belt overlaps resulting in smoother handling and a more stable contact patch with the road.

HCT

Heat Control Technology (HCT) combines a long-lasting outer compound with a heat generating and performance-enhancing base layer for maximum durability as well as increased outright grip.

NTEC

Dunlop's ingenious NTEC pressure adjust system allows the rider to optimise the tyre by adjusting inflation pressure. For dry track days, deflating the 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.



KR106 / KR108



The ultra-successful, multi-championship winning race tyres as used by world class riders, the KR106 and KR108 are premium winning race tyres for professionals.

- / Innovative NTEC system allows riders to lower tyre pressures for ultimate grip on the track
- / Multi-Tread (MT) Technology ensures stability, traction and braking performance
- / Sidewalls are stabilised with belt-to-carcass angles, creating responsive transitions between maximum lean angles
- / Cooler running and predictable performance enabled through nylon breaker belts and continuously-wound aramid-fibre tread belt

SIZE RANGE

F/R	SIZE	CPD	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	120/70 R 17	MS1	633782	3.5"	603mm	117mm
		MS2	633803	3.5"	603mm	117mm
		MS3	633804	3.5"	603mm	117mm
		MS4	633805	3.5"	603mm	117mm
	195/65 R 17	MS0	634989	6.0"	656mm	194mm
		MS2	634501	6.0"	656mm	194mm
		MS3	634500	6.0"	656mm	194mm
		MS4	634499	6.0"	656mm	194mm
		MS5	634498	6.0"	656mm	194mm
	205/60 R 17	MS0	636065	6.0"	662mm	202mm
		MS1	636158	6.0"	662mm	202mm
		MS2	635146	6.0"	662mm	202mm
		MS3	635147	6.0"	662mm	202mm
		MS4	635148	6.0"	662mm	202mm
		MS5	635149	6.0"	662mm	202mm

TRACTION CONTROL – ROLLING RADIUS AT LEAN

KR106	120/70 ZR 17	Radius (mm)	297.8	297.0	294.7	290.8	285.3	278.3	269.7
		Camber Angle (°)	0	10	20	30	40	50	60
KR108	195/65 R 17	Radius (mm)	324.2	322.4	317.1	308.2	295.7	279.7	260.1
		Camber Angle (°)	0	10	20	30	40	50	60
KR108	205/60 ZR 17	Radius (mm)	331.1	329.4	324.2	315.6	303.6	288.1	269.2
		Camber Angle (°)	0	10	20	30	40	50	60

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
KR106	2.3~2.6	2.1	2.4	1.9
KR108*4	1.4~1.7	1.2	1.4	1.3

For full recommended tyre pressures information please refer to page 19

COMPOUND RANGE

		CPD	SPRINT RACING	ENDURANCE RACING	ROAD RACING
KR106 FRONT	120/70 R 17	MS1			
		MS2			
		MS3			
		MS4			
KR108 REAR	195/65 R 17	MS0			
		MS2			
		MS3			
		MS4			
		MS5			
KR108 REAR	205/60 R 17	MS0			
		MS1			
		MS2			
		MS3			
		MS4			
		MS5			
			< 10°C Air Temp > 35°C	< 10°C Air Temp > 35°C	< 10°C Air Temp > 35°C

KR106 / KR108



SIZE RANGE

F/R	SIZE	CPD	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	125/80 R 16.5	MS2	635276	3.75"	602mm	122mm
	165/55 R 17	MS1	635279	4.5"	627mm	168mm
		MS2	635280	4.5"	627mm	168mm

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
KR106	1.9~2.0	1.6	1.8	1.7
KR108*4	1.8~1.9	1.4	1.7	1.5

For full recommended tyre pressures information please refer to page 19



D213 GP PRO



THE NEW TYRE OF CHOICE FOR RACING CHAMPIONS

Dunlop's new D213 GP Pro is the new benchmark for road legal racing tyres, offering professional riders the chance to experience the tyre chosen by today's racing icons.

Key Features

- / New front & rear profiles provide greater contact patches at all lean angles, improving grip, handling and reducing steering effort
- / New front & rear JLB construction delivers greater predictability, feedback and increases braking efficiency
- / Dunlop's Heat Control Technology controls tyre temperature to provide a consistent performance over a wider operating window
- / NTEC system allows pressure adjustment for track conditions

SIZE RANGE

F/R	SIZE	CPD	CODE	L/S	REC. RIM	MAX DIAMETER	MAX WIDTH
	120/70 ZR 17	MS1	636073	(58W)	3.5"	606mm	120mm
		MS2	636074	(58W)	3.5"	606mm	120mm
		MS3	636075	(58W)	3.5"	606mm	120mm
	180/60 ZR 17	MS0	634978	(75W)	5.5"	650mm	184mm
		MS2	634979	(75W)	5.5"	650mm	184mm
		MS3	634980	(75W)	5.5"	650mm	184mm
		MS4	634981	(75W)	5.5"	650mm	184mm
	200/60 ZR 17	MS0	635103	(80W)	6.0"	670mm	200mm
		MS2	635104	(80W)	6.0"	670mm	200mm
		MS4	635105	(80W)	6.0"	670mm	200mm

TRACTION CONTROL – ROLLING RADIUS AT LEAN

FRONT	120/70 ZR 17	Radius (mm)	296.3	295.5	293.2	289.3	283.8	276.8	268.2
		Camber Angle (°)	0	10	20	30	40	50	60
REAR	180/60 ZR 17	Radius (mm)	319.7	318.3	314.1	307.2	297.4	284.9	269.6
		Camber Angle (°)	0	10	20	30	40	50	60
REAR	200/60 ZR 17	Radius (mm)	331.1	329.4	324.2	315.6	303.6	288.1	269.2
		Camber Angle (°)	0	10	20	30	40	50	60

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.6~2.8	2.3	2.6	2.4
REAR *2, *4	1.4~1.7	1.2	1.4	1.3

For full recommended tyre pressures information please refer to page 19

COMPOUND RANGE

		CPD	SPRINT RACING	ROAD RACING
D213 FRONT	120/70 ZR 17 SuperStock	MS1		
		MS2		
		MS3		
D213 REAR	200/60 ZR 17	MS0		
		MS2		
		MS4		
D213 FRONT	120/70 ZR 17 SuperSport	MS1		
		MS2		
		MS3		
D213 REAR	180/60 ZR 17	MS0		
		MS2		
		MS3		
		MS4		
			< 10°C Air Temp > 35°C	< 10°C Air Temp > 35°C

KR451

The KR451 rear slicks have been newly developed to suit the needs of the increasingly popular GP250 two stroke classic racing category. The ultra-high performance KR451's are superseding the KR449, and are now available in a choice of 2 compounds, Soft and Medium. KR451 rears can be combined with KR106 or GP RACER slick fronts.

SIZE RANGE

F/R	SIZE	CPD	CODE	REC.RIM	MAX DIAMETER	MAX WIDTH
	165/55 R 17	M	636263	5.5"	628mm	165mm
		S	636264	5.5"	628mm	165mm



MOTO3

Competition standard slick race tyres designed for the world's most spectacular racing series. Enables riders to achieve high corner speeds and fast direction changes for unrivalled performance.

SIZE RANGE

F/R	SIZE	CPD	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	90/80 R 17	S	634474	2.5"	578mm	88mm
		M	634475	2.5"	578mm	88mm
	115/75 R 17	H	634476	3.5"	601mm	113mm
		M	634477	3.5"	601mm	113mm

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.1~2.3	1.8	2.1	1.9
REAR	2.1~2.5	1.9	2.0	1.9



KR189



SIZE RANGE

F/R	SIZE	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	95/70 R 17	630476	2.5"	576mm	88mm
	120/70 R 17	631701	3.5"	600mm	120mm

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.2~2.4	2.2		1.9

KR393

SIZE RANGE

F/R	SIZE	CPD	CODE	REC.RIM	MAX DIAMETER	MAX WIDTH
	190/55 R 17	MS2	634462	6.0"	–	–
		MS3	634463	6.0"	–	–

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
REAR	2.2~2.4	2.2		1.9

KR389



SIZE RANGE

F/R	SIZE	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	115/70 R 17	630475	3.5"	600mm	116mm
	165/55 R 17	624423	5.5"	623mm	163mm

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
REAR	2.1~2.3	2.2		1.9

KR191

SIZE RANGE

F/R	SIZE	CPD	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	125/80 R 16.5	MS1	635277	–	–	–
		MS2	635278	–	–	–
	125/80 R 17		634454	3.5"	–	–
			634455	3.5"	–	–

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.0~2.4	2.2		1.9

For full recommended tyre pressures information please refer to page 19

KR404



SIZE RANGE

F/R	SIZE	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	175/60 R 17	634532	5.5"	636mm	174mm

GP RACER SLICK D212





- / Race derived mould profile for faster turn-in and reduced steering effort
- / NTEC system allows pressure adjustment for track conditions
- / Revised centre and shoulder compounds for maximum dry grip
- / Construction combined with compound development provide improved endurance for sustained racing performance

SIZE RANGE – GP RACER SLICK D212

F/R	SIZE	CPD	CODE	REC. RIM	MAX DIAMETER	MAX WIDTH
	120/70 R 17	M	634642	3.5"	604mm	118mm
	190/55 R 17	M	634643	6.0"	650mm	197mm
		E	634644	6.0"	650mm	197mm
	200/55 R 17	M	634645	6.25"	655mm	198mm
		E	634647	6.25"	655mm	198mm

RECOMMENDED TYRE PRESSURE – GP RACER SLICK D212

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.4~2.5	2.1	2.3~2.4	2.4
REAR	1.4~1.6	1.0~1.1	1.35~1.45	1.3

GP RACER D212



- / Race derived mould profile for faster turn-in and reduced steering effort
- / NTEC system allows pressure adjustment for track conditions
- / Revised centre and shoulder compounds for maximum dry grip
- / New construction combined with compound development provide improved endurance for sustained racing performance

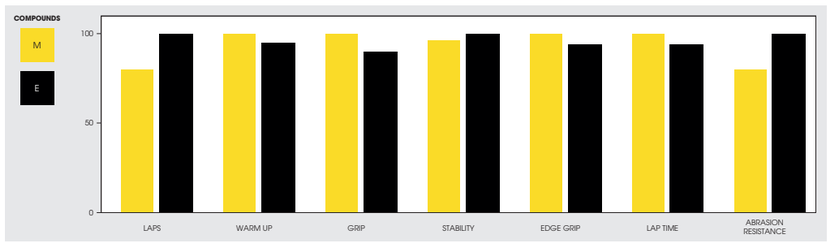
SIZE RANGE – GP RACER D212

F/R	SIZE	CPD	CODE	L/S	REC. RIM	MAX DIAMETER	MAX WIDTH
	120/70 ZR 17	S	634634	(58W)	3.5"	604mm	118mm
		M	634635	(58W)	3.5"	604mm	118mm
	180/55 ZR 17	M	634637	(73W)	5.5"	642mm	186mm
		E	634638	(73W)	5.5"	642mm	186mm
	190/55 ZR 17	M	634590	(75W)	6.0"	650mm	197mm
		E	634591	(75W)	6.0"	650mm	197mm
	200/55 ZR 17	M	634592	(78W)	6.25"	655mm	198mm
		E	634633	(78W)	6.25"	655mm	198mm

RECOMMENDED TYRE PRESSURE – GP RACER D212

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.4~2.5	2.1	2.3~2.4	2.4
REAR	1.4~1.6	1.0~1.1	1.35~1.45	1.3

PRODUCT PERFORMANCE COMPARISON



A-13 SP



SIZE RANGE

F/R	SIZE	CODE	L/S	REC.RIM	MAX DIAMETER	MAX WIDTH
	110/80 ZR 18	635983	(58W)	2.5"	634mm	110mm
	160/60 ZR 18	635985	(70W)	4.5"	656mm	163mm

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.1~2.3	1.8	2.1	1.9

RS2 SIDECAR

SIZE RANGE

F/R	SIZE	CODE	MAX DIAMETER	MAX WIDTH
	3.50 - 16	634923	–	–

RECOMMENDED TYRE PRESSURE

		SETTING PRESSURE		
TYPE	TARGET RUNNING PRESSURE*1	COLD (AMBIENT)	TYRE WARMERS (80°C) *5	MINIMUM RUNNING PRESSURE *3
FRONT	2.1~2.3	1.8	2.1	1.9

TYRE PRESSURE REFERENCE

"Setting Pressure" is a guide to achieve desired running pressure.

"Running Pressure" is the pressure while the motorcycle is on track.

"Running Pressure" should be measured immediately after entering the garage / pit area.

Stable equilibrium running pressures are reached after approximately 5~8 laps running.

Pressure gauges should be regularly checked for correct calibration.

***1** Dunlop recommends that optimum performance will be found with an operating pressure in this range.

***2** Recommendation for track use only. For use on public roads refer to vehicle owners manual.

***3** For safe operation never run below the minimum pressure.

***4** Use 100°C warmers if available, in which case add 0.1bar to the pressure in the table.

***5** Pressures set in the tyre warmers reduces any chance of errors and are generally more reliable & consistent.

Most teams normally set and maintain their own pressures according to the riders feedback & feeling.

Dunlop Motorcycle and Motorsport Tyres EMEA

GDHQ
Birmingham Business Park
Solihull Parkway
Solihull
B37 7YB
Tel: 0121 306 6000
E-mail: tyre_doctor@dunloptyres.com
www.dunlop.eu

/Dunlop Moto

@DunlopMSport

DUNLOP
FOREVER FORWARD