

THE CHOICE OF PROFESSIONALS.

PREMIUM WINNING RACE TYRES



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
- / Sidewalls are stabilised with belt-to-carcass angles, creating responsive transitions between maximum lean angles
- / Multi-Tread (MT) Technology ensures stability, traction and braking performance
- / Cooler running and predictable performance enabled through nylon breaker belts and continuously-wound aramid-fibre tread belt

TYRE TECHNOLOGIES



SIZE RANGE										
F/R	SIZE	CPD	CODE	SPEC	REC.RIM	MAX DIAMETER	MAX WIDTH			
125/80 R 16.5	120/70 R 17	MS2	635276	SUPERMOTO	3.75"	602mm	122mm			
		MS1	633782		3.5"	603mm	117mm			
		MS2	633803		3.5"	603mm	117mm			
		MS3	633804		3.5"	603mm	117mm			
165/55 R 17	195/65 R 17	MS4	633805		3.5"	603mm	117mm			
		MS1	635279	SUPERMOTO	4.5"	627mm	168mm			
		MS2	635280	SUPERMOTO	4.5"	627mm	168mm			
		MS0	634989		6.0"	656mm	194mm			
MS2	MS3	MS4	MS5	634501	6.0"	656mm	194mm			
				634500	6.0"	656mm	194mm			
				634499	6.0"	656mm	194mm			
				634498	6.0"	656mm	194mm			
205/60 R 17	MS0	MS1	MS2	MS3	MS4	MS5	636065	6.0"	662mm	202mm
							636158	6.0"	662mm	202mm
							635146	6.0"	662mm	202mm
							635147	6.0"	662mm	202mm
635148	6.0"	662mm	202mm							
635149	6.0"	662mm	202mm							

TRACTION CONTROL - ROLLING RADIUS AT LEAN										
KR106	120/70 R 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	3171	308.2	295.7	279.7	260.1	
		Camber Angle (°)	0	10	20	30	40	50	60	
KR108	205/60 R 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				
TYPE	TARGET RUNNING PRESSURE	SETTING PRESSURE		
		COLD (AMBIENT)	TYRE WARMERS (80°C)	MINIMUM RUNNING PRESSURE
KR106	2.3-2.6	2.1	2.4	1.9
KR108	1.4-1.7	1.2	1.4	1.3

RECOMMENDED TYRE PRESSURE - SUPERMOTO				
TYPE	TARGET RUNNING PRESSURE	SETTING PRESSURE		
		COLD (AMBIENT)	TYRE WARMERS (80°C)	MINIMUM RUNNING PRESSURE
KR106	1.9-2.0	1.6	1.8	1.7
KR108	1.8-1.9	1.4	1.7	1.5

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

THE NEW TYRE OF CHOICE FOR RACING CHAMPIONS



D213 GP PRO

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.

- / 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

TYRE TECHNOLOGIES



SIZE RANGE							
F/R	SIZE	CPD	CODE	L/S	REC. RIM	MAX DIAMETER	MAX WIDTH
120/70 ZR 17	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	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	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				
TYPE	TARGET RUNNING PRESSURE	SETTING PRESSURE		
		COLD (AMBIENT)	TYRE WARMERS (80°C)	MINIMUM RUNNING PRESSURE
FRONT	2.6-2.8	2.3	2.6	2.4
REAR	1.4-1.7	1.2	1.4	1.3

COMPOUND RANGE												
TYRE	SIZE	CPD	SPRINT RACING			ROAD RACING						
			< 10°C	Air Temp	> 35°C	< 10°C	Air Temp	> 35°C	< 10°C	Air Temp	> 35°C	
D213 GP PRO FRONT	120/70 ZR 17 SuperStock	MS1	[Bar]			[Bar]			[Bar]			
			MS2	[Bar]			[Bar]			[Bar]		
			MS3	[Bar]			[Bar]			[Bar]		
D213 GP PRO REAR	200/60 ZR 17	MS0	[Bar]			[Bar]			[Bar]			
		MS2	[Bar]			[Bar]			[Bar]			
		MS3	[Bar]			[Bar]			[Bar]			
		MS4	[Bar]			[Bar]			[Bar]			
D213 GP PRO FRONT	120/70 ZR 17 SuperSport	MS1	[Bar]			[Bar]			[Bar]			
			MS2	[Bar]			[Bar]			[Bar]		
			MS3	[Bar]			[Bar]			[Bar]		
D213 GP PRO REAR	180/60 ZR 17	MS0	[Bar]			[Bar]			[Bar]			
		MS2	[Bar]			[Bar]			[Bar]			
		MS3	[Bar]			[Bar]			[Bar]			
		MS4	[Bar]			[Bar]			[Bar]			

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.
/ Dunlop recommends that optimum performance will be found with an operating pressure in this range. / Recommendation for track use only. For use on public roads refer to vehicle owners manual. / For safe operation never run below the minimum pressure. / Use 100°C warmers if available, in which case add 0.1bar to the pressure in the table.
/ 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.

