

PLEASE  
PLACE  
STAMP  
HERE

## LIMITED WARRANTY

# DUNLOP MOTORCYCLE TIRE ADJUSTMENT POLICY

### WHAT IS WARRANTIED

Any new Dunlop motorcycle tire that becomes unserviceable within 6 years (72 months) of the date of manufacture for conditions other than those which are listed under "WHAT IS NOT COVERED" will be replaced on the basis specified under "REPLACEMENT COST" below.

### ELIGIBILITY

This warranty is extended to the original retail purchaser of the tire or the motorcycle fitted with Dunlop tires as original equipment.

### REPLACEMENT COST UP TO 50% TREAD WEAR

If, during the first fifty percent (50%) of tread wear, the tire becomes unserviceable for a condition covered by this warranty, it will be replaced with a comparable new Dunlop tire. You pay only for retailer services such as mounting and balancing.

### REPLACEMENT COST AFTER 50% TREAD WEAR

If, after the first fifty percent (50%) of tread wear, the tire becomes unserviceable for a condition covered by this warranty, it will be replaced with a comparable new Dunlop tire at a cost calculated in the following manner:

Either your original purchase price substantiated by invoice, or the retailer's current selling price, times (x) fifty percent (50%), plus (+) all applicable federal excise taxes, local taxes, and all charges for retailer services such as mounting and balancing.

*A CASH REFUND WILL NOT BE EXTENDED IN LIEU OF THE ABOVE.*

### WHAT IS NOT COVERED

- Tires worn to and/or beyond the last one thirty-second of an inch (1/32") of original tread depth. At this point, the tire has delivered its original tread life and there is no warranty regardless of its age or mileage.
- Tires submitted for unserviceability before wear-out (1/32" tread depth remaining), but more than 72 months after the week of manufacture as determined by the U.S. Department of Transportation serial identification number.
- Tires submitted for non-uniformity or any ride-related condition that are worn beyond the first one thirty-second of an inch (1/32") of usable tread depth.
- Tires on motorcycles normally operated outside the U.S. and Canada.
- Tires used in racing, competitions, or in excess of legal speed limits. See also speed restrictions for repaired tires in "Tire Selection, Care and Maintenance."
- Highway-type tires used for off-the-road service or in any application not recommended by the motorcycle manufacturer.

- Tires used on motorcycles fitted with trailers.
- Claims made by anyone other than the original retail purchaser of the tire.
- Tubeless tires fitted without inner tubes to rims requiring inner tubes.
- Tires molded or branded "tube-type" fitted without inner tubes.
- Tires fitted with used, damaged, or incorrect size inner tubes. Note: New replacement tires should always be fitted with new tubes for safety.
- Radial tires fitted with tubes not marked with matching size or radial (R) designation.
- Tires improperly repaired (see "Tire Selection, Care and Maintenance") with section repairs or whose sidewalls have been modified by the addition or removal of material. Tires that have been retreaded, regrooved, altered in the tread or any other area. The serviceability of any repaired/retreaded/alterd tire is entirely the responsibility of the person making the repair or modification.
- Tires injected with dry/liquid balancers or sealants, or in which anything other than air has been used as the supporting medium.
- The consequences of new tires or repaired tires not being subjected to a proper "run-in/break-in" period (see "Tire Selection, Care and Maintenance").
- Tires rendered unserviceable by road hazard-type damage such as impact breaks, punctures, cuts or snags; or as a result of an obstruction on the motorcycle, fire, corrosives, running while flat, misalignment, improperly maintained balance, suspension deficiencies, improper inflation, overloading, improper mounting or rim fitment; or by spinning, as in mud, snow, sand, on ice or during on-the-motorcycle balancing or dynamometer testing.
- Ozone cracking/weather checking for tires treated with dressings or incompatible cleaning agents or submitted more than 48 months after the date of manufacture.
- There is no warranty for any specific mileage achievement.

### OWNER OBLIGATIONS

- You are responsible for proper tire care, lawful and prudent motorcycle operation. Maintain tire inflation and load in accordance with motorcycle owner's manual, tire information placard, and restrictions molded on the tire sidewalls. Frequently check inflation pressure with a tire gauge and inspect for damage or irregular wear.

### FOR REPLACEMENT CONSIDERATION

- You should present the tire to the retailer from whom you purchased the tire or, if the Dunlop tire in question was fitted as original equipment, to the retailer from whom you purchased the motorcycle. Except for mail-order tires, you may also submit your tire to any other retailer selling Dunlop motorcycle tires.

Should you be unable to contact any of those retailers, please contact the Dunlop Motorcycle Tire Consumer Affairs office at 1-800-845-8378.

- A mail-order tire must be returned to the company from which you ordered it, and you must pay all associated shipping and handling costs.
- Except for tires that become unserviceable during the first 50% of tread wear, you must pay the previously specified 50% replacement cost.
- You must pay the difference in retailer's price for any more expensive replacement tire of a different design.
- You must pay all applicable taxes and any charges for retailer services.

### LEGAL RIGHTS

No implied or express warranties, either of merchantability or otherwise, are extended beyond the time when the tire has delivered its original tread life as shown by tread wear to one thirty-second of an inch (1/32"). Except for the express warranties set forth in this "Limited Warranty," all other warranties, conditions, representations, promises, guarantees, covenants or collateral agreements, express or implied, statutory or otherwise, relating to the tire or any services provided in relation thereto are excluded to the extent permitted by law.

To the extent permitted by law, Dunlop shall not be responsible for (1) any commercial loss, (2) any damage to or loss of property other than the tire itself, or (3) for any other type of incidental, indirect, special or consequential damages, arising from any cause whatsoever, including negligence.

Some states in the U.S. do not allow limitations on how long an implied warranty lasts, or the exclusion of incidental, indirect, special or consequential damages, so the above limitation or exclusion may not apply to you. This Limited Warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

In Canada, legislation in some provinces provides for certain additional warranties or remedies other than as stated herein, and to the extent that the same may not be waived, the limitations and exclusions set above may not apply to you. This Limited Warranty gives you specific legal rights. You may also have other rights which vary from province to province.

### MODIFICATIONS

No dealer, distributor, or representative has authority to make any statement, commitment, promise, or agreement binding upon Dunlop, except as stated herein, or except for any statement made binding upon Dunlop by any applicable law.

## TIRE SELECTION, CARE AND MAINTENANCE – IMPORTANT SAFETY INFORMATION

### DUNLOP SAFETY ADVISORY

Failure to heed may result in accident, injury or death.

### TIRE SELECTION, SAFETY, CARE AND MAINTENANCE

The following guidelines are offered to assist in choosing Dunlop motorcycle tires and provide the service and maintenance advice necessary for your safety and satisfaction. Please read this important safety and service information before operating your motorcycle.

#### ■ TIRE AGE

Tires are composed of various types of material and rubber compounds, having performance properties essential to the proper functioning of the tire itself. These component properties change over time. For each tire, this change depends upon many factors such as weather, storage conditions, and conditions of use (load, speed, inflation pressure, maintenance etc.) to which the tire is subjected throughout its life. This service-related evolution varies widely, so accurately predicting the serviceable life of any specific tire in advance is not possible. Tires that have been in use for 5 years or more should continue to be inspected by a specialist at least annually. It is recommended that any tires 10 years or older from the date of manufacture, including spare tires, be replaced with new tires as a precaution even if such tires appear serviceable and even if they have not reached the legal wear-out limit.

#### ■ TIRE SELECTION

When selecting new Dunlop motorcycle tires, be sure they meet the requirements of your motorcycle and its expected usage.

For the makes and models not covered by the Dunlop Motorcycle Tire Application Guide, contact Dunlop before tires are fitted.

Fitment of radial tires to the wrong vehicle can cause instability and accidents.

Some motorcycles may be fitted only with radials. Consult the motorcycle manufacturer before fitting radial replacements to ensure you are applying the correct specification and combination for your motorcycle.

Some motorcycles may be fitted only with radials that match original equipment. Comply with the motorcycle owner's manual recommendations.

#### ■ FRONT AND REAR TIRE MATCHING

Remember, the correct matching of front and rear tires is important to obtain optimum performance and handling. Follow the Tire Selection guidelines.

Mount only tires marked "front wheel" on the front position and only tires marked "rear wheel" on the rear position.

A new rear tire fitted with a worn front tire, or vice versa, can cause instability.

Mixing different models of radial tires, or mixing radials with bias or belted-bias tires, may adversely affect handling and stability, and should only be done when specifically fitted and/or recommended by an O.E.M. vehicle manufacturer. Please note that many factors other than tire incompatibility can affect the handling of a motorcycle, including the weight and height of the rider, mixing worn with unworn tires, and the fitment of luggage or fairings. Consult the motorcycle manufacturer before making modifications from stock.

#### ■ LOAD-CARRYING CAPABILITIES

Tires offering different load-carrying capacities are available. Carefully consider the motorcycle's weight, whether it will carry passengers, and the weight of any optional equipment. Remember, the load-carrying capability of the tires is also reduced by underinflation. It is possible to overload a tire even though it is the size specified by the motorcycle manufacturer. Maximum loads and corresponding pressures are indicated on the sidewall of all Dunlop street tires.

Before riding, the motorcyclist must determine the total weight of luggage, equipment, and rider(s) to be added to the motorcycle. The total weight of luggage, equipment, and rider(s) must never exceed the vehicle load capacity found in the motorcycle owner's manual.

#### ■ MAINTAINING CLEARANCE

Consult the motorcycle manufacturer if you intend to mount tire sizes other than indicated in the motorcycle owner's manual. Remember, the tire's physical dimensions are important.

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

#### ■ RIM SIZE

Consult the Dunlop Motorcycle Tire Application Guide or Tire Technical Data Chart to ensure the tires selected are correct for the rims. Correct rim width may be crucial to handling and stability. A tire 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 tire that is installed on a rim narrower than recommended will reduce the contact patch during cornering, braking, and acceleration and concentrate tire wear in a very small area. Remember: Tire clearances are important.

Fitment to Harley-Davidson 18-inch and 19-inch CM contour rims may result in slippage or air loss. Harley-Davidson 18-inch and 19-inch CM contour rims are not compatible with Dunlop tires. Consult Dunlop if in doubt and before fitting tires to pre-1980 Harley-Davidson motorcycles.

#### ■ TUBES

Tubes are a crucial part of the tube-type wheel assembly. When fitting a new tire on a rim requiring a tube, a new tube should be fitted at the same time. Old tubes become stretched, and if an old tube is fitted within a new tire, it can crease and fail due to thinning of the tube rubber. Tubes should be repaired only by an expert. Secure tube valve assembly to the rim with care. Inspect rim band and consult motorcycle dealer for correct rim band replacement.

Always check the size markings on the tube to ensure that the tire size appears on the tube. Do not fit tubes in radial motorcycle tires, nor fit radials on rims requiring tubes, unless the tubes bear matching size and radial (R) markings.

#### ■ TIRE INSTALLATION (see also Tire Mounting)

Dunlop tires have balance dots in the bead or sidewall area to indicate the lightest point of the tire. All Dunlop street tires should be installed with these balance dots at the valve stem. Most Dunlop street tires also have arrows on the sidewall which indicate the correct direction of rotation.

Positioning of balance marks and inclusion of directional arrows are not universal among motorcycle tire manufacturers.

#### ■ TIRE PRESSURES (see also Tire Mounting)

Maintain tire inflation and load in accordance with motorcycle owner's manual, tire information placard, and restrictions molded on the tire sidewalls.

Keep in mind that hard cornering, passengers, heavy loads, and sustained high speeds will require higher pressures (up to that indicated on the sidewall).

#### CHECKING TIRE PRESSURES IS THE MOST IMPORTANT TIRE MAINTENANCE FUNCTION YOU CAN PERFORM

For high-speed, fully loaded, dual-riding, or touring-motorcycle applications, inflate tires to the maximum recommended by the vehicle manufacturer for Dunlop fitment. Never exceed the maximum load indicated on the tire sidewall or vehicle load capacity found in the motorcycle owner's manual, whichever is lower.

Underinflated tires can result in imprecise cornering, higher running temperatures, irregular tread wear, fatigue cracking, overstressing, and eventual failure of the tire carcass or loss of control, which could cause an accident, injury, or death.

Overinflating tires does not increase load-carrying capacity, but it will result in a harsh ride and accelerate the tire's wear in the center of the contact patch.

Check cold tire pressure frequently with a good-quality gauge that holds a reading and always before extended trips.

Loss of pressure may occur due to worn-out or badly seated valve cores. Check valve cores, and 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 and moisture and to help maintain a positive air seal.

Loss of pressure may also be caused by tube damage and cracked rubber tube or tubeless valve stem bases. Inspect rim bands, tubes, and valves. Replace if damage or cracking is noted.

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

CONTINUED

# IMPORTANT

IN CASE OF A RECALL, WE CAN REACH YOU ONLY IF WE HAVE YOUR NAME AND ADDRESS. YOU MUST COMPLETE AND SEND IN THIS CARD TO BE ON OUR RECALL LIST.

DETACH, AFFIX STAMP AND MAIL IN IMMEDIATELY

YOU CAN ALSO REGISTER YOUR TIRES ONLINE AT: [www.DunlopMotorcycleTires.com](http://www.DunlopMotorcycleTires.com)

TO BE FILLED OUT BY CUSTOMER:

Name \_\_\_\_\_

Home Address \_\_\_\_\_

City State Zip \_\_\_\_\_

TO BE FILLED OUT BY DEALER: DATE OF PURCHASE: \_\_\_\_/\_\_\_\_/\_\_\_\_

Dealer's Name \_\_\_\_\_

Dealer's Address \_\_\_\_\_

City State Zip \_\_\_\_\_

Use this space to fill in your tire's 12 or 13-digit DOT code. This information is found on the tire sidewall following the letters DOT. Include quantity purchased. Examples below.	QTY	1	2	3	4	5	6	7	8	9	10	11	12	13
	12 DIGIT EXAMPLE		D	A	4	Y	M	2	4	M	4	1	0	3
13 DIGIT EXAMPLE		1	D	A	4	Y	M	2	4	M	4	1	0	3

The appearance of stress cracks in the tread grooves is one indicator of overload and/or underinflation. If you find evidence of tread-groove cracking, you should remove and replace the tire immediately. This damage is permanent and non-repairable.

Tires with non-repairable damage must not be used again (see Tire Repair). Damage caused by impacts, penetrations, or continued underinflated/overloaded use is progressive and can result in sudden and complete tire failure and accident, injury, or death.

Always seek expert inspection of the dismantled tire following curb, chuckhole, or other impacts, evidence of penetration beyond the tire surface, bulges, or low pressure. You should not continue riding on such tires.

Inspect your tires frequently for damage and always heed warning signs such as vibration, handling instability, rubbing, or tire noise that occur during the motorcycle's operation.

## ■ MINIMUM TREAD DEPTH

Always remove tires from service before they reach the tread wear indicator bars. Dunlop recommends removing/replacing tires when there is 2/32 of an inch tread pattern depth remaining. Worn/unworn tire combinations and worn tires used in wet conditions can result in deteriorated handling.

## ■ SPEED RATINGS

H, V, W, 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, underinflated or overloaded tires. Dunlop does not recommend the use of any of its products in excess of legal speed limits. Consult the motorcycle owner's manual for recommended speed rating.

## ■ DYNAMOMETER TESTING

Never subject a tire on the motorcycle to dynamometer engine testing. This severe use of the tire may result in tread compound degradation and subsequent failure.

## ■ RUN-IN PERIOD

Replacements for worn and differently patterned or constructed tires will not react the same. When new tires are fitted, they should not be subjected to maximum power, abrupt lean-over, or hard cornering until a reasonable run-in distance of approximately 100 miles has been covered. This will permit the rider to become accustomed to the feel of the new tires or tire combination, find the edge and achieve optimum road grip for a range of speeds, acceleration and handling uses. Check and adjust inflation pressure to recommended levels after tires cool for at least three (3) hours following run-in. Remember, new tires will have a very different contact patch and lean-over edge. New tires, mixing a new tire with a worn tire, or mixing different pattern combinations may adversely affect ride and handling and will require careful ride evaluation.

## ■ TIRE REPAIR

Some punctures in motorcycle tires may be repaired.

Dunlop recommends only permanent plug-patch repairs of small (maximum 1/4-inch diameter) tread-area punctures from within the dismantled tire by a qualified tire 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 50 mph for the first 24 hours after a repair and the repaired tire should never be used over 75 mph. Check inflation pressure after tire cools for at least three (3) hours following run-in, or sooner if air loss is suspected. Follow the same repair procedures for tires on rims requiring tube replacement. The repairer is solely responsible for the repair and any instructions to the repaired tire user.

No form of temporary repair should be attempted because secondary damage caused by a penetrating object may not be detected, and tire or tube deflation may occur at a later time. Dunlop does not recommend the use of liquid sealants. These are a form of temporary repair, and they may adversely affect ply material and mask secondary damage caused by a penetrating object. Reliance upon sealants can result in sudden tire failure which could cause accident, injury, or death.

## ■ RETREADING AND OTHER MODIFICATIONS

Never use a Dunlop motorcycle tire that has been retreaded (recapped). Such tires are remanufactured products for which Dunlop's new tire testing and certifications are voided. Dunlop motorcycle tires are not designed for retreadability (recappability), nor will Dunlop be responsible for any retread process or performance.

Never use a Dunlop motorcycle tire that has been modified by the removal or addition of any material by tread grooving, sipping, grinding, or contouring, nor with any inlays or raised features (e.g., lettering) of any kind. Such tires are remanufactured products for which Dunlop's new tire testing and certifications are voided.

## ■ MOTORCYCLE MAINTENANCE

Dunlop strongly recommends regular inspection of the motorcycle generally, and of wheels in particular, because tire mileage and performance are adversely affected by a poorly maintained vehicle. Take your motorcycle to a motorcycle dealer for regular maintenance checks, inclusive of tire inspections.

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

## ■ WHEEL BALANCE

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

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

Dunlop does not recommend the use of dry or liquid balancers/sealers and will not warrant tires into which these materials have been injected. Tire and wheel assembly balance must be checked with a balance stand or computer wheel balancer.

## ■ WHEEL ALIGNMENT

Be sure to align the wheels each time the rear wheel is removed, or the chain or belt is adjusted. Each revolution of an incorrectly aligned wheel can scuff off tread rubber, reduce tire mileage, and impair steering and cornering.

## ■ SPOKES

Immediately replace any broken spokes and tighten any loose spokes. Broken spokes transfer additional tension to adjoining spokes, creating the potential for further spoke failures. After tightening or replacing spokes, be sure that the wheel rims run true.

Inspect the rim, rim band, and tube, and replace any of these components if they are damaged before refitting the tire.

Both broken and loose spokes may cause wheel wobble, thus accelerating tire wear and could cause instability.

## ■ WHEEL INSPECTION

Wheels and rims that are bent or cracked should be replaced immediately.

Bent wheels or rims may cause wheel wobble, bead unseating, and gradual air loss in the case of tubeless tires. Sudden wheel failure may result from the use of cracked rims or wheels. Always be aware of these conditions and their consequences.

## ■ TUBE-TYPE RIMS

Note: Not all cast wheels, whether aluminum or magnesium, are suitable for tubeless-tire fitment.

Mount tires as tubeless only when the wheel manufacturer recommends it. Some spokeless rims require tubes. With a tube inserted, a tubeless tire may be fitted to a tube-type wheel.

Exception: Dunlop does not recommend fitment of non-radial tubes in radial tires. Ensure that tube markings match radial tire markings before fitting to rims requiring tubes.

## ■ SIDEWALL TREATMENT

Use a mild soap solution to clean sidewalls, white striping or lettering, and rinse off with plain water. Never apply any other material, cleaners, or dressings to enhance sidewall appearance. These may degrade the rubber and remove inherent ozone cracking/weather checking resistance.

## ■ TIRE STORAGE PRECAUTIONS

Tires can be damaged due to poor storage conditions, and such damage can affect tire performance and functioning and may eventually lead to tire failure.

Stored tires should be protected against environmental effects such as sunlight, ozone, and other potentially damaging conditions.

Store tires where the area is clean, dry, and well ventilated, and the ambient temperatures are temperate.

Do not store tires where the area is dirty, wet, or exposed to petroleum-based products or solvents.

Do not store tires where they would be exposed to direct sunlight, extreme hot/cold temperatures, or ozone generating sources such as electric motors, battery chargers, generators, or welding equipment.

## ■ OIL AND GASOLINE

Prolonged contact with oil or gasoline causes contamination of the rubber compound, making the tire unsuitable for use. Wipe off any oil or gasoline immediately with a clean rag.

Do not use any tire that has been exposed to oil, gasoline, corrosives, or non-rubber-compatible liquids.

## ■ TIRE MOUNTING

Danger: Only specially trained persons should mount tires. Improper mounting can cause tire explosion and serious injury.

## ■ FOLLOW THESE MOUNTING PRECAUTIONS:

- Wear approved eye protection.
- Clean and lubricate beads and rim with an approved tire lubricant.
- Centralize rim band and tube to prevent pinching on a tube-type rim.
- Note directional arrows on the sidewall where applicable.
- Lock assembly on mounting machine or place in safety cage before inflating to seat beads.
- Set the 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 tire and rim.
- Inflate with the core in the 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 the above procedures. Never use a volatile substance or rubber donut to aid bead seating. If the tire is a tube-type, deflate and reinflate after seating to prevent tube wrinkles.

## ■ NEVER MOUNT PASSENGER CAR TIRES ON MOTORCYCLE RIMS

## ■ DO NOT PULL A TRAILER BEHIND YOUR MOTORCYCLE

Trailers may contribute to motorcycle instability, grossly exaggerated tire stresses, and overload. Such stresses and overload can cause irreversible damage resulting in sudden tire failure, accident, injury, or death. Dunlop does not warrant tires used on motorcycles fitted with trailers. Sidecars should not be fitted unless approved by the motorcycle manufacturer.

## ■ DUAL-SPORT / ADVENTURE TIRES

Dual-sport and adventure riders use their motorcycles in various riding conditions. As a result, Dunlop may recommend multiple options of tires for your motorcycle that may align with different riding environments. In this circumstance, option tires can potentially carry different speed ratings. Therefore, when fitting option tires with speed ratings lower than the original equipment tires, riders should respect the speed rating of that tire while operating their motorcycles.

Safety note: The minimum pressure for dual-sport/adventure off-highway use is 22 psi front and 22 psi rear. Pressures for dual sport/adventure use must be increased to the pressures specified by the motorcycle manufacturer for highway use.

## ■ SAFETY TIPS FOR THE OFF-ROAD MOTORCYCLIST

1. Air Pressure: Always maintain the recommended tire pressure for the type of terrain on which the motorcycle is being ridden. Refer to the motorcycle owner's manual for recommended tire pressures. Underinflated tires may cause wheel damage when ridden on rocky, rough terrain and allow the motorcycle to squirm or wander on smooth, hard terrain. Overinflation may damage the tires and cause an unnecessarily harsh ride. To accurately measure tire pressure, use a standard tire-pressure gauge.
2. Condition: Check for cuts and gouges that may cause air leakage. Also, check the tires for missing knobs and excessively worn tread.
3. Wheels: To avoid loss of control or injury, make sure axle nuts are tight and secure. Grasp each tire at the front and rear and try to rock it on its axle to detect worn-out bearings or loose nuts. There should be no free play or slip as you rock the wheel. Inspect wheels for broken or loose spokes and cracks on the hub or rim.

## ■ REGISTER YOUR TIRES

When you purchase new motorcycle tires, be sure to register them. Registration information can be found on the Dunlop website at [dunlopmotorcycltires.com](http://dunlopmotorcycltires.com) or utilize the registration card you obtained from your dealer.

## ■ ADDITIONAL SAFETY INFORMATION AND TRAINING

For additional safety information, read your motorcycle owner's manual and any safety decals, and call the Motorcycle Safety Foundation (949) 727-3227, or the Specialty Vehicle Institute of America (949) 727-3727. Or write the above at 2 Jenner St., Suite 150, Irvine, CA 92618-3806.

**Dunlop Supports Rider Education.**  
For a motorcycle rider course near you,  
call 1-800-446-9227



Form MLW01 Printed in the U.S.A. 9/21  
©2021 Dunlop Motorcycle Tires



# MOTORCYCLE TIRES LIMITED WARRANTY

MAINTENANCE AND TIRE CARE BOOKLET  
FOR MOTORCYCLES FITTED WITH DUNLOP TIRES  
OWNER'S GUIDE/SEE IMPORTANT SAFETY INFORMATION INSIDE