

Tire Mounting Instructions

Always have your tires fitted by a competent, reputable tire dealer who understands the special requirements of competition tire fitting. Special care should be taken to avoid damage to the bead area, especially in tubeless tires, and to avoid damage to the rims.

DUNLOP

Every Dunlop racing tire made in England or Japan has a compound, construction and batch code embossed into one side of every tire in 3/8" tall numbers. Some new L-series tires have the compound on both sides but a three digit code on just one side. On Formula Ford tires, the compound 9092 appears on both sides, but the construction and batch codes are embossed on just one side. Mount according to the Rear Wheel Drive diagram below. For 17" and 18" radial slicks made in England, mount with the Dunlop logo decal facing out. If there is no logo, mount the compound and batch code facing out.

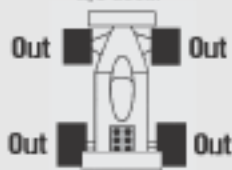
Rear Wheel Drive



Front Wheel Drive



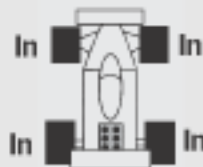
17", 18" Radial w/o decal



17", 18" Radial with decal



D89, D96, D92, D93



Radials with drive arrows

Drive Axle: As Arrow

Other Axle:
Reverse of Arrow

AVON TYRES

Every Avon bias-ply and radial race tire has a four or five digit code embossed in the tire on one side only. Ignore any directional arrows on the ACB10s. Follow the diagram with the code facing right in the rear and facing left in the front.

Rear Wheel Drive



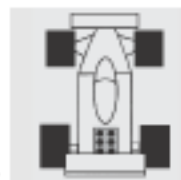
Four Wheel Drive



KUMHO TIRES

Mount with the heavier grooves to the inside.

Ignore the arrows and the "L" and "R" marks.



GOODYEAR

For Goodyear bias ply and radials built in the U.S. and Chile, and for Dunlop brander tires built in Akron, look for the X-ray marking and the eight-digit serial number on one side only. Mount the tire per the diagram below with the serial number facing right in the rear and left in the front. On GSCSs the grooves on the tire mount on the inside. Ignore the directional arrows.

Rear Wheel Drive



Tire Break-in Procedure:

All race tires should be broken in carefully by bringing the tires up to temperature gradually over the first 15 minutes. The last lap should be as fast as reasonable. Then stop, take the weight off the tires if parked on concrete and let the tires cool. For Kumhos, 24-hour curing time is recommended.