



APPLICABLE  
SPORTMAX  
Q4

**Q4**

**BOLD LOOK, BOLD PERFORMANCE FOR BOLD RIDERS.**

**WELCOME TO THE NEXT LEVEL.**



**Q4**

## DUNLOP EXPANDS SPORTMAX LINE WITH THE ADDITION OF THE TRACK-DAY HIGH-PERFORMANCE Q4



Here's the first thing you need to know about Dunlop's all-new Sportmax Q4: This purpose-built track day tire achieves lean angles up to 62 degrees, more than any other street-legal tire Dunlop has ever made.

Utilizing technology shared by Dunlop's cutting-edge MotoAmerica road race tires, the Q4 is made in Dunlop's Buffalo, New York, plant on the same proprietary equipment as the racing products—Only Dunlop makes sport tires in America.

Over the years, Dunlop has developed many class-leading sport tires as well as racing tires for professional and amateur road racers. The hypersport Sportmax Q3+® combines both, with one foot on the street and the other on the track, performing amazingly well on track days considering it's built primarily for aggressive street riding.

Now the Q4 takes that performance to a whole new level. The Q4 is not a Q3+ replacement, but is instead designed to add depth to the Sportmax family lineup to accommodate track-day-level riding like no other Dunlop DOT street tire has before, with even greater overall performance and grip than the Q3+.

The Sportmax Q4 will be sold through all Dunlop retailers, as well as race distributors, so it's easily accessible to all riders.

### STREET FRIENDLY, TRACK READY

Visually, the first thing you notice about the Q4 is the bold look. Utilizing special molds, Dunlop was able to create bold on-tread branding for the Q4 that's remarkably detailed, and the sharply defined new tread pattern with low groove density puts more rubber on the ground at all lean angles.

With far more land area and fewer tread grooves than the Q3+, the Q4 puts down a massive footprint, especially during maximum lean angles. Despite this significant performance advantage, the Q4 is also as user-friendly as a street tire—it performs well in the wet, warms quickly, does not require tire warmers, and is engineered to run on the track at close to street pressures, minimizing the need for chassis adjustments.

The Q4 was also designed in new sizes such as 180/60ZR17 and 200/55ZR17 to work on sport bikes with sophisticated electronics packages. Those new sizes also offer a more aggressive profile option for track use for many sport bikes.



MADE IN THE  
**U.S.A.**  
FROM DOMESTIC AND FOREIGN MATERIALS



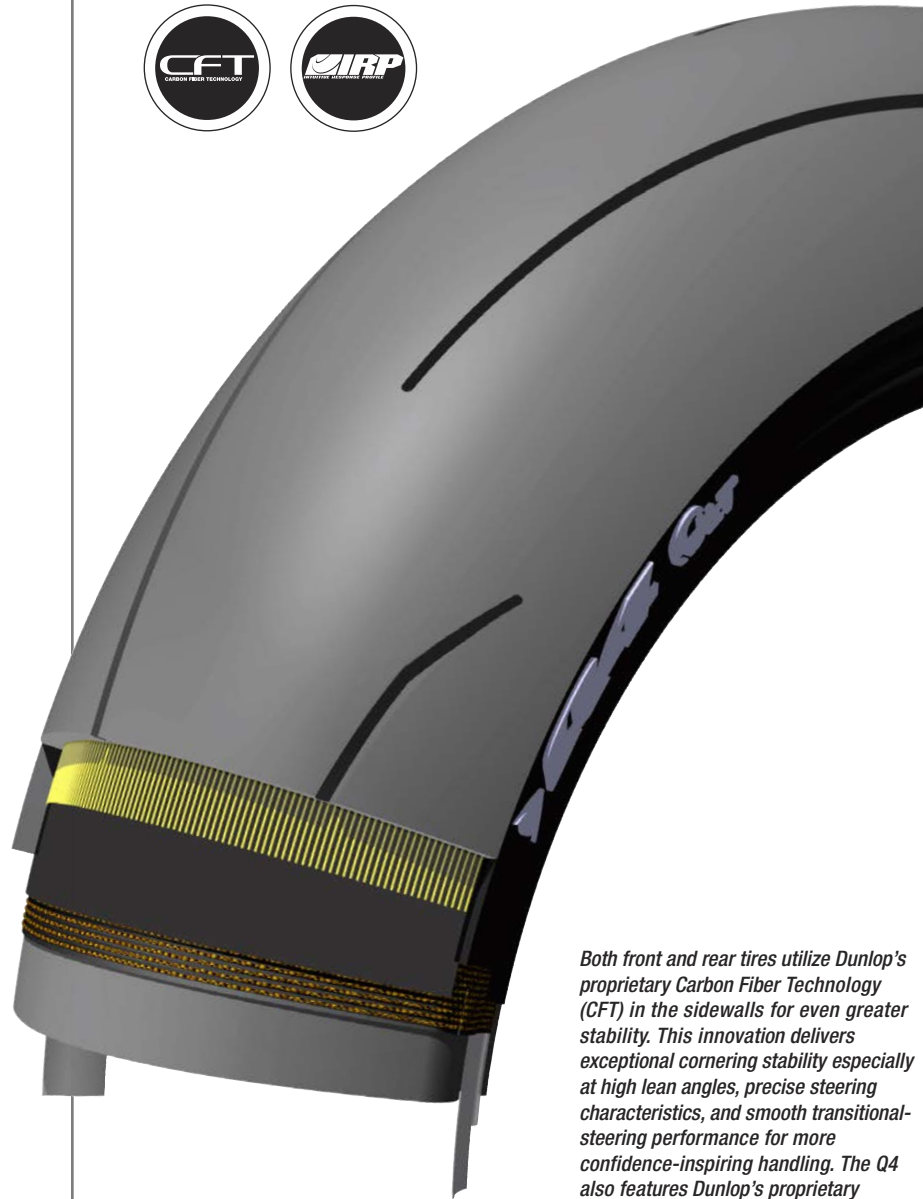
## TECHNOLOGY FROM THE TRACK

Racing technology drove the Q4 design. The rear tire compound itself has no silica—it's all carbon black like Dunlop's racing slicks for maximum grip. Construction also follows Dunlop's race tire protocol: The rear tire tread features Dunlop's Jointless Tread (JLT) technology. Using the same process as Dunlop's racing slicks, sophisticated production machinery in the Buffalo plant winds the tire tread compound over the carcass in a narrow, continuous strip. This continuously wound strip allows Dunlop to optimize placement of the compound in specific areas of the tire to achieve the ideal stability, flex, and grip where it's needed most across the tire's tread profile.

JLT helps increase tire stability and reduce flex, and helps create a larger more consistent footprint during braking, cornering and acceleration. Another benefit of JLT construction: The rear tire is up to one pound lighter than the same size Q3+, so there's less mass for increased acceleration.

Both front and rear tires also utilize Dunlop's proprietary Carbon Fiber Technology (CFT) in the sidewalls for even greater stability. CFT places a carbon fiber reinforcement element in the tire sidewalls. This innovation delivers exceptional cornering stability especially at high lean angles, responsive and precise steering characteristics, and predictable and smooth transitional-steering performance for more confidence-inspiring handling. Carbon fiber's high stiffness, high-tensile strength, low weight, high-chemical resistance, high-temperature tolerance and low-thermal expansion make it a great match for application in the Q4.

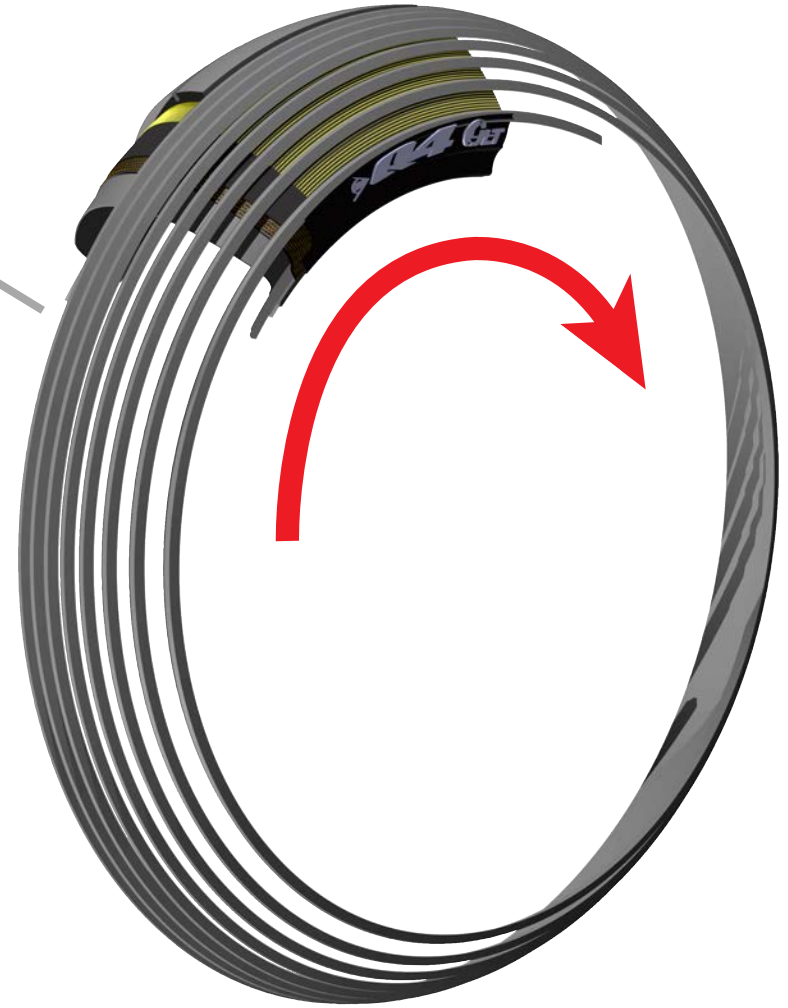
The Q4 also features Dunlop's proprietary Intuitive Response Profile (IRP) for ultra-linear and responsive steering. This innovative profile design allows for a taller tire profile along with sides that taper in more aggressively for remarkable turn-in response and feel. Cross-sectional analysis demonstrates this design creates a larger contact patch when cornering.



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The rear tire tread features Dunlop's Jointless Tread (JLT) technology. Using the same construction process as Dunlop's racing slicks, special machines wind the tire tread compound over the carcass in a narrow, continuous strip that's visible on the tire. JLT helps increase tire stability, reduce flex, and helps create a larger more consistent footprint during braking, cornering and acceleration.



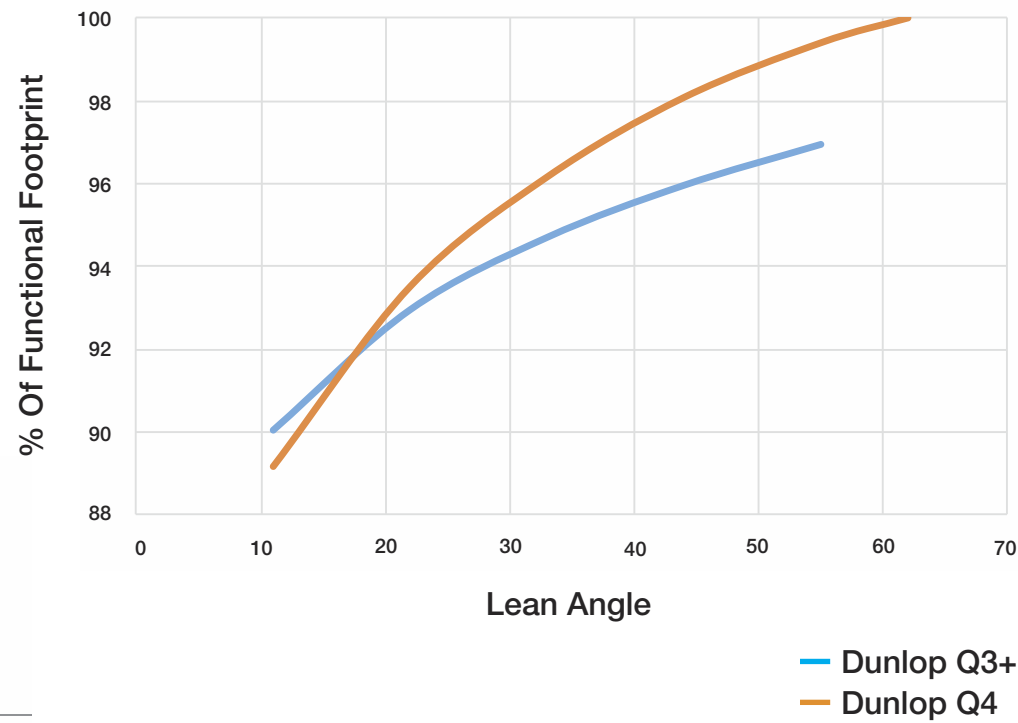




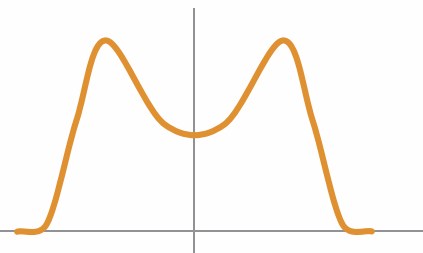
## MORE RUBBER ON THE ROAD WITH LESS “SEA” AND MORE “LAND” — MORE LIKE A SLICK TIRE.

With the ability to achieve lean angles of 62 degrees,\* the Q4 is in the same league as the full-race slick tires used in the MotoAmerica series.

% OF FUNCTIONAL FOOTPRINT



Groove Density



\*As tested by Dunlop on a 2017 Suzuki GSX-R 1000 RR on a closed track at Barber Motorsports Park.





## DEVELOPMENT

Q4 development took place over a year, and testing was done at Dunlop's Huntsville Proving Grounds (HPG), Virginia International Raceway, Chuckwalla Valley Raceway, and Roebing Road Raceway, by Dunlop staff as well as professional racers. Several new compounds were developed and tried, with the final mix contributing to lap times that were more than a second quicker than the Q3+.

According to the newest HPG test rider, Taylor Knapp, the most apparent advantage of the new Q4 on the race track is grip and predictability.

"It's like a slick," said Knapp. "Handling is really predictable, you can brake later and get on the gas harder and earlier, and that chips away at the lap times all the way around the track."


## THE SPORTMAX FAMILY

The Sportmax Q4 will be available in May 2018 in an expanded size range, including 120/70ZR17 front, and 180/55ZR17, 180/60ZR17, 190/50ZR17, 190/55ZR17, and 200/55ZR-17 rear to cover a wide range of Japanese and European sport bikes.

With the Q4, Dunlop's expanded Sportmax line now includes the high-value GPR-300, an affordable tire that features versatile performance in a broad range of sizes to fit everything from sport bikes to naked bikes, from small displacement machines to big bikes; the hyper-sport Q3+ that combines top-level grip and performance for the street with MT Multi-Tread technology for extended mileage; the performance-touring Roadsmart III® that offers true sport performance with high-mileage for riders who really pile on the miles; and now the ultra-performance track-day ready Sportmax Q4.

## ABOUT DUNLOP MOTORCYCLE TIRES

Dunlop is the largest supplier and manufacturer of original equipment and replacement motorcycle tires in the U.S.A. For more information, visit [www.dunlopmotorcycl tires.com](http://www.dunlopmotorcycl tires.com).



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— Taylor Knapp, Dunlop HPG Test Rider

**NO MATTER WHAT YOU RIDE, DUNLOP HAS YOU COVERED.**

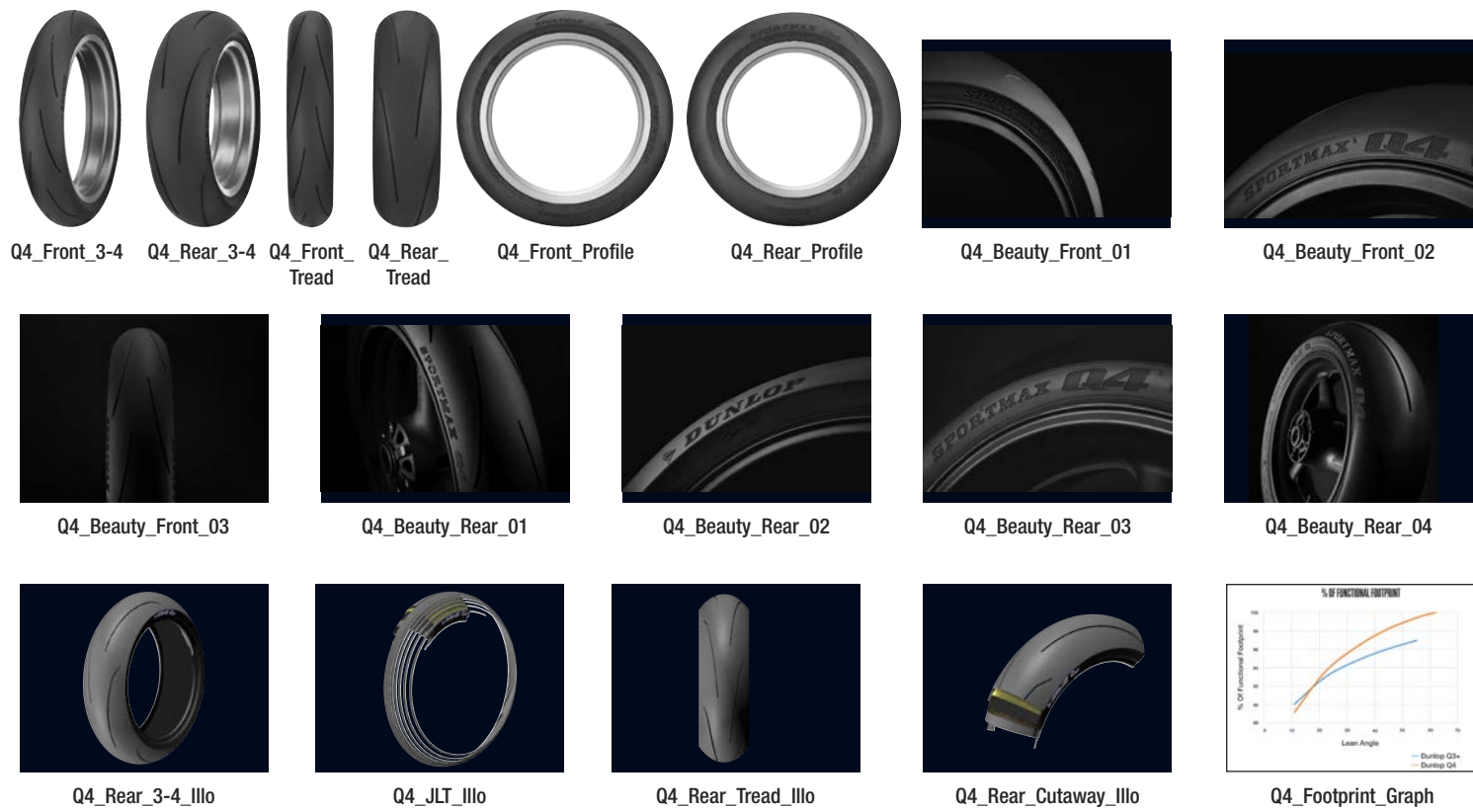




### AVAILABILITY

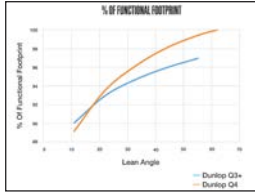
	SIZE	LOAD/SPEED
SPORTMAX Q4 FRONT	120/70ZR17	(58W)
SPORTMAX Q4 REAR	180/55ZR17	(73W)
	180/60ZR17	(75W)
	190/50ZR17	(73W)
	190/55ZR17	(75W)
	200/55ZR17	(78W)

## Q4 IMAGE GALLERY



### SPORTMAX FAMILY

RADIAL SPORT TIRES	RACE	TRACK	STREET SPORT	PERFORMANCE TOURING
SPORTMAX Q4				
SPORTMAX Q3+				
SPORTMAX GPR-300				
SPORTMAX ROADSMART III				





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