

Drag Tire Compound Data

Listed in order from softest to hardest.

Note that in some cases, a softer compound is not necessarily more tractive due to the nature of Goodyear's drag racing compounds.

- D-2 For Pro Mod. Slightly more strating line hook than D-2A.
- D-2A For Pro Mod, TAD, TAFC, Pro Stock and other high horsepower applications.
- D-2E For TF/FC and other high horsepower applications.
- D-11 For TAD.
- D-1 For use on Dragsters and other lightweight cars.
- D-9 For use on Motorcycles.
- D-4B For Stock Eliminator. Slightly more tractive than D-4A.
- D-4A Good for hot and/or slick track conditions.
- D-4 Excellent wear/longevity for heavy applications, +3,000 lbs.
- D-6 Works well on Dragsters and 1,500 - 2,500 lbs. cars.
- D-5 Works well on 2,000 - 3,200 lbs. cars.
- D-7 Limited application compound. Can help eliminate shake.
- D-3 For heavier manual and automatic cars, +3,000 lbs.

Current compound selection												
D2	D-2A	D-2E	D-11	D-1	D-9	D-4B	D-4A	D-4	D-6	D-5	D-7	D-3

- * Acceptable application for rim width is tread plus or minus one inch
- 1 Stiff sidewall
- 2 High growth construction
- 3 Lightweight construction
- 4 Extended treadlife construction
- 7 Super Stock automatic application
- 8 "Square corner" tire profile
- 9 Sportsman Frontrunner with extended tread life

To be announced