

G-Force Low Inertia Transmission Ratio Selection Chart

GF- 5R Five Speed Clutch/Clutchless Transmission

Input Drive Cluster Drive		25 30 s	25 31 *	24 s 30 s	24 s 31 *	24 32 *	23 s 31 s	23 s 32 *	23 33 *	22 s 33 *	
M/S	C/S										
39	16 s	2.925	3.022	3.047	3.148	3.250	3.285	3.391	3.497	3.656	
38 s	16 s	2.850	2.945	2.969	3.068	3.167	3.201	3.304	3.408	3.562	
39	17	2.753	2.845	2.868	2.963	3.059	3.092	3.192	3.292	3.441	
38	17 s	2.682	2.772	2.794	2.887	2.980	3.013	3.110	3.207	3.353	
37 s	17 s	2.612	2.699	2.721	2.811	2.902	2.934	3.028	3.123	3.265	
38	18	2.533	2.618	2.639	2.727	2.815	2.846	2.937	3.029	3.167	
37	18 s	2.467	2.549	2.569	2.655	2.741	2.771	2.860	2.949	3.083	1st Gear
36 s	18 s	2.400	2.480	2.500	2.583	2.667	2.696	2.783	2.870	3.000	
37	19	2.337	2.415	2.434	2.515	2.596	2.625	2.709	2.794	2.921	
36	19 s	2.274	2.349	2.368	2.447	2.526	2.554	2.636	2.719	2.842	
35 s	19 s	2.211	2.284	2.303	2.379	2.456	2.483	2.563	2.643	2.763	
36	20	2.160	2.232	2.250	2.325	2.400	2.426	2.504	2.583	2.700	
35	20 s	2.100	2.170	2.188	2.260	2.333	2.359	2.435	2.511	2.625	
35	21	2.000	2.067	2.083	2.153	2.222	2.246	2.319	2.391	2.500	
35	21	2.000	2.067	2.083	2.153	2.222	2.246	2.319	2.391	2.500	
33 mo	20 mo	1.980	2.046	2.063	2.131	2.200	2.224	2.296	2.367	2.475	
34	21 s	1.943	2.008	2.024	2.091	2.159	2.182	2.253	2.323	2.429	
33 s	21 s	1.886	1.949	1.964	2.030	2.095	2.118	2.186	2.255	2.357	
34	22	1.855	1.916	1.932	1.996	2.061	2.083	2.150	2.217	2.318	
32 mo	21 mo	1.829	1.890	1.905	1.968	2.032	2.054	2.120	2.186	2.286	
33	22 s	1.800	1.860	1.875	1.937	2.000	2.022	2.087	2.152	2.250	
37 mo	25 mo	1.776	1.835	1.850	1.912	1.973	1.995	2.059	2.123	2.220	
33	23	1.722	1.779	1.793	1.853	1.913	1.934	1.996	2.059	2.152	
32	23 s	1.670	1.725	1.739	1.797	1.855	1.875	1.936	1.996	2.087	
32	24	1.600	1.653	1.667	1.722	1.778	1.797	1.855	1.913	2.000	
31	24 s	1.550	1.602	1.615	1.668	1.722	1.741	1.797	1.853	1.937	
31	25	1.488	1.538	1.550	1.602	1.653	1.671	1.725	1.779	1.860	
30	25 s	1.440	1.488	1.500	1.550	1.600	1.617	1.670	1.722	1.800	
30	26	1.385	1.431	1.442	1.490	1.538	1.555	1.605	1.656	1.731	
29	26 s	1.338	1.383	1.394	1.441	1.487	1.503	1.552	1.600	1.673	2nd-4th
Rev. Idler	29	1.289	1.332	1.343	1.387	1.432	1.448	1.494	1.541	1.611	
23	28	1.244	1.286	1.296	1.340	1.383	1.398	1.443	1.488	1.556	
23	28	1.200	1.240	1.250	1.292	1.333	1.348	1.391	1.435	1.500	
22	27	1.157	1.196	1.205	1.246	1.286	1.300	1.342	1.384	1.446	
22	27	1.117	1.154	1.164	1.203	1.241	1.255	1.295	1.336	1.397	
21	26	1.076	1.112	1.121	1.158	1.195	1.208	1.247	1.286	1.345	
21	26	1.040	1.075	1.083	1.119	1.156	1.168	1.206	1.243	1.300	
20	25	1.000	1.033	1.042	1.076	1.111	1.123	1.159	1.196	1.250	
20	25	0.968	1.000	1.008	1.042	1.075	1.087	1.122	1.157	1.210	
20	24 s	0.960	0.992	1.000	1.033	1.067	1.078	1.113	1.148	1.200	
20	24 s	0.929	0.960	0.968	1.000	1.032	1.044	1.077	1.111	1.161	
19	24	0.900	0.930	0.938	0.969	1.000	1.011	1.043	1.076	1.125	
19	23 s	0.863	0.891	0.898	0.928	0.958	0.969	1.000	1.031	1.078	
18	23	0.836	0.864	0.871	0.900	0.929	0.939	0.970	1.000	1.045	
18	22 s	0.800	0.827	0.833	0.861	0.889	0.899	0.928	0.957	1.000	
17	22	0.776	0.802	0.809	0.836	0.863	0.872	0.900	0.928	0.971	
Direct Drive		1.000 #	1.000 #	1.000 #	1.000 #	1.000 #	1.000 #	1.000 #	1.000 #	1.000	5th

Note: For Torsion Bar transmissions all ratios must be selected using these () columns.