

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

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