2224 S Fayetteville St.
Asheboro, NC 27204
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GSR

Gear Ratio Chart

			Recommended Road Race Ratios				
	Input Drive		21	20	21	21	21
	Cluster Drive		23	24	26	27	28
	M/S	C/S					
1ST GEAR ONLY	34	15	2.483	2.720	2.806	2.914	3.022
	38	17	2.448	2.682	2.768	2.874	2.980
	33	15	2.410	2.640	2.724	2.829	2.933
	32	15	2.337	2.560	2.641	2.743	2.844
	38	18	2.312	2.533	2.614	2.714	2.815
	31	15	2.264	2.480	2.559	2.657	2.756
	30	15	2.190	2.400	2.476	2.571	2.667
	29	15	2.117	2.320	2.394	2.486	2.578
	28	15	2.044	2.240	2.311	2.400	2.489
	29	16	1.985	2.175	2.244	2.330	2.417
	28	16	1.917	2.100	2.167	2.250	2.333
	27	16	1.848	2.025	2.089	2.170	2.250
	28	17	1.804	1.976	2.039	2.118	2.196
	Integral cluster shafts must be used above this line						
1ST 2ND OR 3RD	29	18	1.765	1.933	1.995	2.071	2.148
	28	18	1.704	1.867	1.926	2.000	2.074
	26	17	1.675	1.835	1.894	1.966	2.039
	27	18	1.643	1.800	1.857	1.929	2.000
	28	19	1.614	1.768	1.825	1.895	1.965
	26	18	1.582	1.733	1.788	1.857	1.926
	No ratio above this line can be used for a 2nd gear in a GSR equipped with a cam-style top lid (multiple rail setup)						
2ND OR 3RD	28	20	1.533	1.680	1.733	1.800	1.867
	27	20	1.479	1.620	1.671	1.736	1.800
	26	20	1.424	1.560	1.610	1.671	1.733
	24	19	1.383	1.516	1.564	1.624	1.684
	26	21	1.356	1.486	1.533	1.592	1.651
	24	20	1.314	1.440	1.486	1.543	1.600
	23	20	1.260	1.380	1.424	1.479	1.533
	26	23	1.238	1.357	1.400	1.453	1.507
	24	22	1.195	1.309	1.351	1.403	1.455
	22	21	1.147	1.257	1.297	1.347	1.397
	23	23	1.095	1.200	1.238	1.286	1.333
	25	26	1.053	1.154	1.190	1.236	1.282
	27	29	1.020	1.117	1.153	1.197	1.241
	21	23		1.096	1.130	1.174	1.217
	23	26		1.062	1.095	1.137	1.179
Direct Drive			1.000	1.000	1.000	1.000	1.000

Only Columns in Red are Recommended When Building Road Race Transmissions

Ratios in Blue Designate Wider Large-Tooth Design Gears

Ratios in Grey Designate Standard Width Stub-Tooth Design Gears

Revised 10/30/06