



# GF4A

2224 S Fayetteville St.  
Asheboro, NC 27204  
336-625-3844

## Gear Ratio Chart

### Recommended Road Race Ratios

Input Drive	27	21	26	20	21	25	24	21	24	24	21	23
Cluster Drive	29	23	30	24	26	31	30	27	31	32	28	32

M/S	C/S	2.435	2.483	2.615	2.720	2.806	2.811	2.833	2.914	2.928	3.022	3.022	3.154
**	34 15	2.435	2.483	2.615	2.720	2.806	2.811	2.833	2.914	2.928	3.022	3.022	3.154
**	38 17	2.401	2.448	2.579	2.682	2.768	2.772	2.794	2.874	2.887	2.980	2.980	3.110
**	33 15	2.363	2.410	2.538	2.640	2.724	2.728	2.750	2.829	2.842	2.933	2.933	3.061
**	32 15	2.291	2.337	2.462	2.560	2.641	2.645	2.667	2.743	2.756	2.844	2.844	2.968
**	38 18	2.268	2.312	2.436	2.533	2.614	2.618	2.639	2.714	2.727	2.815	2.815	2.937
**	31 15	2.220	2.264	2.385	2.480	2.559	2.563	2.583	2.657	2.669	2.756	2.756	2.875
**	37 18	2.208	2.251	2.372	2.467	2.545	2.549	2.569	2.643	2.655	2.741	2.741	2.860
**	30 15	2.148	2.190	2.308	2.400	2.476	2.480	2.500	2.571	2.583	2.667	2.667	2.783
**	37 19	2.092	2.133	2.247	2.337	2.411	2.415	2.434	2.504	2.515	2.596	2.596	2.709
**	29 15	2.077	2.117	2.231	2.320	2.394	2.397	2.417	2.486	2.497	2.578	2.578	2.690
**	36 19	2.035	2.075	2.186	2.274	2.346	2.349	2.368	2.436	2.447	2.526	2.526	2.636
**	28 15	2.005	2.044	2.154	2.240	2.311	2.315	2.333	2.400	2.411	2.489	2.489	2.597
**	29 16	1.947	1.985	2.091	2.175	2.244	2.247	2.266	2.330	2.341	2.417	2.417	2.522
**	36 20	1.933	1.971	2.077	2.160	2.229	2.232	2.250	2.314	2.325	2.400	2.400	2.504
**	28 16	1.880	1.917	2.019	2.100	2.167	2.170	2.188	2.250	2.260	2.333	2.333	2.435
**	35 21	1.790	1.825	1.923	2.000	2.063	2.067	2.083	2.143	2.153	2.222	2.222	2.319
**	28 17	1.769	1.804	1.900	1.976	2.039	2.042	2.059	2.118	2.127	2.196	2.196	2.292

Integral cluster shafts must be used above this line

**	34 21	1.739	1.773	1.868	1.943	2.005	2.008	2.024	2.082	2.091	2.159	2.159	2.253
**	29 18	1.730	1.765	1.859	1.933	1.995	1.998	2.014	2.071	2.081	2.148	2.148	2.242
**	28 18	1.671	1.704	1.795	1.867	1.926	1.929	1.944	2.000	2.009	2.074	2.074	2.164
**	34 22	1.660	1.693	1.783	1.855	1.913	1.916	1.932	1.987	1.996	2.061	2.061	2.150
**	26 17	1.643	1.675	1.765	1.835	1.894	1.896	1.912	1.966	1.975	2.039	2.039	2.128
**	27 18	1.611	1.643	1.731	1.800	1.857	1.860	1.875	1.929	1.938	2.000	2.000	2.087
**	28 19	1.583	1.614	1.700	1.768	1.825	1.827	1.842	1.895	1.904	1.965	1.965	2.050
**	26 18	1.551	1.582	1.667	1.733	1.788	1.791	1.806	1.857	1.866	1.926	1.926	2.010

No ratio above this line can be used for a 2nd gear in a GF4A

**	33 22	1.611	1.643	1.731	1.800	1.857	1.860	1.875	1.929	1.938	2.000	2.000	2.087
**	33 23	1.541	1.571	1.656	1.722	1.776	1.779	1.793	1.845	1.853	1.913	1.913	1.996
**	28 20	1.504	1.533	1.615	1.680	1.733	1.736	1.750	1.800	1.808	1.867	1.867	1.948
**	32 23	1.494	1.524	1.605	1.670	1.723	1.725	1.739	1.789	1.797	1.855	1.855	1.936
**	27 20	1.450	1.479	1.558	1.620	1.671	1.674	1.688	1.736	1.744	1.800	1.800	1.878
**	32 24	1.432	1.460	1.538	1.600	1.651	1.653	1.667	1.714	1.722	1.778	1.778	1.855
**	26 20	1.396	1.424	1.500	1.560	1.610	1.612	1.625	1.671	1.679	1.733	1.733	1.809
**	31 24	1.387	1.415	1.490	1.550	1.599	1.602	1.615	1.661	1.668	1.722	1.722	1.797
**	24 19	1.357	1.383	1.457	1.516	1.564	1.566	1.579	1.624	1.632	1.684	1.684	1.757
**	31 25	1.332	1.358	1.431	1.488	1.535	1.538	1.550	1.594	1.602	1.653	1.653	1.725
**	26 21	1.330	1.356	1.429	1.486	1.533	1.535	1.548	1.592	1.599	1.651	1.651	1.723
**	30 25	1.289	1.314	1.385	1.440	1.486	1.488	1.500	1.543	1.550	1.600	1.600	1.670
**	24 20	1.289	1.314	1.385	1.440	1.486	1.488	1.500	1.543	1.550	1.600	1.600	1.670
**	30 26	1.239	1.264	1.331	1.385	1.429	1.431	1.442	1.484	1.490	1.538	1.538	1.605
**	23 20	1.235	1.260	1.327	1.380	1.424	1.426	1.438	1.479	1.485	1.533	1.533	1.600
**	26 23	1.214	1.238	1.304	1.357	1.400	1.402	1.413	1.453	1.460	1.507	1.507	1.573
**	29 26	1.198	1.222	1.287	1.338	1.381	1.383	1.394	1.434	1.441	1.487	1.487	1.552
**	24 22	1.172	1.195	1.259	1.309	1.351	1.353	1.364	1.403	1.409	1.455	1.455	1.518
**	29 27	1.154	1.176	1.239	1.289	1.330	1.332	1.343	1.381	1.387	1.432	1.432	1.494
**	22 21	1.125	1.147	1.209	1.257	1.297	1.299	1.310	1.347	1.353	1.397	1.397	1.458
**	28 27	1.114	1.136	1.197	1.244	1.284	1.286	1.296	1.333	1.340	1.383	1.383	1.443
**	22 22	1.074	1.095	1.154	1.200	1.238	1.240	1.250	1.286	1.292	1.333	1.333	1.391
**	28 28	1.074	1.095	1.154	1.200	1.238	1.240	1.250	1.286	1.292	1.333	1.333	1.391
**	27 28	1.036	1.056	1.113	1.157	1.194	1.196	1.205	1.240	1.246	1.286	1.286	1.342
**	25 26	1.033	1.053	1.109	1.154	1.190	1.192	1.202	1.236	1.242	1.282	1.282	1.338
**	27 29	1.000	1.020	1.074	1.117	1.153	1.154	1.164	1.197	1.203	1.241	1.241	1.295
**	27 29	1.000	1.020	1.074	1.117	1.153	1.154	1.164	1.197	1.203	1.241	1.241	1.295
**	21 23	0.981	1.000	1.054	1.096	1.130	1.132	1.141	1.174	1.179	1.217	1.217	1.270
**	26 29	0.963	0.982	1.034	1.076	1.110	1.112	1.121	1.153	1.158	1.195	1.195	1.247
**	23 26	0.950	0.969	1.021	1.062	1.095	1.097	1.106	1.137	1.143	1.179	1.179	1.231
**	26 30	0.931	0.949	1.000	1.040	1.073	1.075	1.083	1.114	1.119	1.156	1.156	1.206
**	25 30	0.895	0.913	0.962	1.000	1.032	1.033	1.042	1.071	1.076	1.111	1.111	1.159
**	25 31	0.866	0.883	0.931	0.968	0.998	1.000	1.008	1.037	1.042	1.075	1.075	1.122
**	24 30	0.859	0.876	0.923	0.960	0.990	0.992	1.000	1.029	1.033	1.067	1.067	1.113
**	24 31	0.832	0.848	0.893	0.929	0.959	0.960	0.968	0.995	1.000	1.032	1.032	1.077
**	24 32	0.806	0.821	0.865	0.900	0.929	0.930	0.938	0.964	0.969	1.000	1.000	1.043
**	23 32	0.772	0.787	0.829	0.863	0.890	0.891	0.898	0.924	0.928	0.958	0.958	1.000
**	23 33	0.749	0.763	0.804	0.836	0.863	0.864	0.871	0.896	0.900	0.929	0.929	0.970
**	Direct Drive	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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

\*\*\* Will not Fit Old Style 101 A Case