



# GEAR RATIOS



<i>Transmission</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	<i>4th</i>	<i>5th</i>	<i>6th</i>	<i>Reverse</i>
180	2.40	1.48	1.00				1.92
200	2.74	1.57	1.00				2.07
300	1.76	1.00					1.76
325	2.74	1.57	1.00				2.07
400	2.48	1.48	1.00				2.08
727	2.45	1.45	1.00				2.21
904	2.45	1.45	1.00				2.21
01M	2.71	1.44	1.00	0.74			2.88
097-0	2.71	1.55	1.00	0.68			2.11
097-1	2.71	1.44	1.00	0.74			2.88
200-4R	2.74	1.57	1.00	0.67			2.07
250/350	2.52	1.57	1.00				1.93
31TH/404/413/470	2.69	1.55	1.00				2.10
325-4L	2.74	1.57	1.00	0.67			2.07
3T40/125	2.84	1.60	1.00				2.04
41TE	2.84	1.57	1.00	0.69			2.21
42LE	2.84	1.57	1.00	0.69			2.21
42RLE	2.84	1.57	1.00	0.69			2.21
45RFE	3.00	1.67	1.00	0.75			3.00
4F20E	2.79	1.55	1.00	0.69			2.27
4F27E	2.82	1.50	1.00	0.73			2.65
4L30E BMW/Opel	2.40	1.48	1.00	0.72			2.00
4L30E Isuzu/Honda	2.86	1.62	1.00	0.72			2.00
4L40E	2.82	1.54	1.00	0.70			2.38
4L60/4L60E/4L65E	3.06	1.63	1.00	0.70			2.29
4L80E	2.48	1.48	1.00	0.75			2.08
4R100	2.71	1.54	1.00	0.71			2.18
4R44E/4R55E	2.47	1.47	1.00	0.75			2.10
4R70W/AODE	2.84	1.55	1.00	0.70			2.32
4T40E	2.96	1.62	1.00	0.68			2.14
4T60/4T60E/F7	2.92	1.57	1.00	0.71			2.39
4T65E	2.92	1.57	1.00	0.71			2.39
4T80E	2.96	1.63	1.00	0.68			2.13
545RFE	3.00	1.67	1.00	0.75	0.67		
5L40E	3.42	2.21	1.60	1.00	0.75		3.03
5R55E	2.47	1.87	1.47	1.00	0.75		2.10
5R55N (early)	3.22	2.41	1.54	1.00	0.75		3.07
5R55N (late)	3.22	2.29	1.54	1.00	0.71		3.07
5R55S	3.22	2.29	1.54	1.00	0.71		3.07
5R55W	3.22	2.41	1.54	1.00	0.75		3.07
904T/999	2.74	1.54	1.00				2.21
A130 series	2.81	1.55	1.00				2.30
A140 series	2.81	1.55	1.00	0.71			2.30
A240 series	2.81	1.55	1.00	0.89			2.30
A340 series	2.80	1.53	1.00	0.71			2.39
A40 series	2.45	1.45	1.00	0.69			2.21

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A40 series	2.83	1.49	1.00	0.69			2.70
A440 series	2.95	1.53	1.00	0.77			2.68
A4LD	2.47	1.47	1.00	0.75			2.10
A500/42RH/42RE	2.74	1.54	1.00	0.69			2.21
A518/46RH/46RE	2.74	1.54	1.00	0.69			2.21
A540 series	2.81	1.55	1.00	0.73			2.29
AF33-5	4.69	2.94	1.92	1.30	1.00		3.18
Allison 540	3.45	2.25	1.41	1.00			5.02
Allison 640	3.58	2.09	1.39	1.00			5.67
Allison 650	8.04	3.58	2.08	1.39	1.00		5.67
Allison MT Series (cast iron)	5.30	3.81	2.69	1.94	1.39	1.00	6.04
AOD/AODE	2.40	1.47	1.00	0.67			2.00
AW4	2.80	1.53	1.00	0.71			2.39
AXOD/AX4S/AX4N	2.77	1.54	1.00	0.69			2.21
C4	2.46	1.46	1.00				2.18
C4 TCI	2.75	1.75	1.00				
C5	2.46	1.46	1.00				2.18
C6	2.46	1.46	1.00				2.18
CD4E	2.89	1.57	1.00	0.70			2.31
Dual Path	1.58	1.00					
Dynaflow	1.82	1.00					1.82
F3A	2.84	1.54	1.00				2.40
F4A20/30 series close ratio	2.55	1.49	1.00	0.69			2.18
F4A20/30 series wide ratio	2.85	1.58	1.00	0.69			2.18
F4A40 series	2.84	1.53	1.00	0.71			2.48
F4A50 series	2.85	1.50	1.00	0.73			2.72
F4EAT	2.80	1.54	1.00	0.70			2.33
F4EIII	2.80	1.54	1.00	0.70			2.33
G4AEL/G4AHL	2.80	1.54	1.00	0.70			2.33
GF4AEL	2.80	1.54	1.00	0.70			2.33
Hyundai AF4A1 series close ratio	2.55	1.49	1.00	0.69			2.18
Hyundai AF4A1 series wide ratio	2.85	1.58	1.00	0.69			2.18
Jetaway	3.96	2.55	1.55	1.00			3.74 or 4.30
JF403E	3.03	1.62	1.00	0.70			2.27
JR403E	3.07	1.57	1.00	0.72			2.63
KM175 series close ratio	2.55	1.49	1.00	0.69			2.18
KM175 series wide ratio	2.85	1.58	1.00	0.69			2.18
L3N71B	2.46	1.46	1.00				2.18
L4N71B	2.46	1.46	1.00	0.69			2.18
LCT1000	3.10	1.81	1.41	1.00	0.71		4.49
N4AEL	2.84	1.54	1.00	0.72			2.40
P.G. Aftermarket	1.92	1.00					1.92
P.G. Cast carrier	1.76	1.00					1.76
P.G. Stamped carrier	1.82	1.00					1.82
RE4FO2A/RL4FO2A	2.79	1.55	1.00	0.69			2.27
RE4FO3A/RL4FO3A	2.86	1.56	1.00	0.70			2.31
RE4FO4A	2.79	1.55	1.00	0.69			2.27
RE4RO1A/RE4RO3A/R4AEL close ratio	2.79	1.55	1.00	0.69			2.27
RE4RO1A/RE4RO3A/R4AEL wide ratio	3.03	1.62	1.00	0.69			2.27

Transmission	1st	2nd	3rd	4th	5th	6th	Reverse
RL3FO1A	2.83	1.54	1.00				2.36
Roto Hydromatic 240/Roto 5	3.03	1.57	1.00				2.51
Roto Hydromatic 375/Roto 10	2.93	1.56	1.00				2.42
Slim Jim	2.93	1.56	1.00				2.42
Subaru 3spd	2.82	1.56	1.00				2.26
Subaru 4spd	2.75	1.55	1.00	0.69			2.72
Subaru 4spd (Forester)	2.79	1.55	1.00	0.69			2.27
Turboglide	2.67	1.63	1.00				
Dual Range Hydramatic / Flashaway	4.39	3.03	1.45	1.00			
	4.08	2.63	1.55	1.00			
	4.70	3.03	1.55	1.00			
	3.81	2.63	1.45	1.00			

## 3 Ways To Save Time & Money!



- Saves time which is money
- Compatible coating already applied
- Adhesive compatible with the gasket material
- Immediate adhesive, no additional drying time required
- Eliminates the need for additional sealers and adhesives
- Gaskets stay in place, no slippage during cover installation
- Insures proper gasket alignment on the flange surface
- Seals irregular or pitted flange surfaces
- All of the gaskets needed for the job



- Strong but flexible
- Gasket coated on all sides
- Eliminates oil migration through the material
- Conformable
- Seals "as cast surfaces"



### ULTRACORK®

- Developed specifically for transmission fluid
- Controlled swell to enhance the seal on the inner edge of the flange
- Improved tensile strength
- No additional adhesives or sealants required
- Foldable
- Re-usable



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