Gear Chart

Models	Cluster Part No.	Cluster	Speed	Gear Bart No	Gear	Primary Ratio	Drive Ratio	Ratio Jump
Li 125 series I &II	19130013	9	1st	19130014	51	46/15	17.38	
Early Li 125 series III	10100010	12	2nd	19130015	42	107 10	10.73	62%
		16	3rd	19130016	39		7.48	43%
(Italian & Spanish)		19	4th	19130017	35		5.65	32%
li 150 Special	19830001	11	1st	19030003	50	46 / 15	13.94	4.40/
(Pacemaker)		13	200	19830009	41		9.67	44%
(Italian)		10	310 4th	10120017	39		7.04	37%
(italiari)		19	401	19130017	35		5.65	20%
SX 150	19530501	10	1st	19430008	50	46 / 15	15.33	
Li 150 Special		12	2nd	19430009	42		10.73	43%
(SX Engine)		15	3rd	19430011	39		7.97	35%
150 Grand Prix		19	4th	19130017	35		5.65	41%
GP 150		10	1st		50	46 / 15	15.33	
(Indian Vijay Super)		12	2nd		42		10.73	43%
MKI		16	3rd		38		7.28	47%
		19	4th		35		5.65	29%
li150 series III & III	19030001	11	1et	19030003	50	46/15	13.94	
		14	2nd	19030004	41	407.13	8.98	55%
		17	3rd	19030005	37		6.67	35%
		20	4th	19030006	34		5.21	28%
Li 150 series II	19030001/R	9	1st	19130014	51	46 / 15	17.38	
Rallymaster		12	2nd	19130015	42		10.73	62%
(Optional)		17	310	19030005	37		5.07	61%
		20	410	19030006	34		0.21	28%
Li 150		11	1st		50	46 / 15	13.94	
(Spanish)		13	2nd		41		9.67	44%
		17	3rd		39		7.04	37%
		20	4th		34		5.21	35%
SX200	19230001	12	1st	19230003	49	46/15	12.52	
TV 175 series I, II & III		14	2nd	19230004	40		8.76	43%
		18	3rd	19230005	37		6.3	39%
		21	4th	19230006	33		4.82	31%
GP 150		10	1et		50	46/15	15 33	
GP 150 (Indian Viiav Super)		10 13	1st 2nd		50 41	46 / 15	15.33 9.67	59%
GP 150 (Indian Vijay Super) MKII		10 13 17	1st 2nd 3rd		50 41 37	46 / 15	15.33 9.67 6.67	59% 45%
GP 150 (Indian Vijay Super) MKII		10 13 17 21	1st 2nd 3rd 4th		50 41 37 33	46 / 15	15.33 9.67 6.67 4.82	59% 45% 39%
GP 150 (Indian Vijay Super) MKII		10 13 17 21	1st 2nd 3rd 4th		50 41 37 33	46/15	15.33 9.67 6.67 4.82	59% 45% 39%
GP 150 (Indian Vijay Super) MKII	10420007	10 13 17 21	1st 2nd 3rd 4th	10420000	50 41 37 33	46/15	15.33 9.67 6.67 4.82	59% 45% 39%
GP 150 (Indian Vijay Super) MKII Li 125 Special	19430007	10 13 17 21	1st 2nd 3rd 4th	19430008	50 41 37 33 50 42	46/15	15.33 9.67 6.67 4.82	59% 45% 39%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL	19430007	10 13 17 21 10 12 15	1st 2nd 3rd 4th 1st 2nd 3rd	19430008 19430009 19430011	50 41 37 33 50 42 39	46/15	15.33 9.67 6.67 4.82 15.33 10.73 7.97	59% 45% 39% 43% 35%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL	19430007	10 13 17 21 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th	19430008 19430009 19430011 19430012	50 41 37 33 50 42 39 36	46 / 15	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13	59% 45% 39% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII LI 125 Special 125 DL	19430007	10 13 17 21 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th	19430008 19430009 19430011 19430012	50 41 37 33 33 50 42 39 36	46/15 46/15	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13	59% 45% 39% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII LI 125 Special 125 DL	19430007	10 13 17 21 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th	19430008 19430009 19430011 19430012	50 41 37 33 33 50 42 39 36	46/15	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13	59% 45% 39% 43% 35% 35% 30%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix	19430007 19430007	10 13 17 21 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th	19430008 19430009 19430011 19430012	50 41 37 33 50 42 39 36 50 50	46/15 46/15 47/18	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13	59% 45% 39% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian	19430007 19430007	10 13 17 21 10 12 15 18 10 12 15	1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 2ard	19430008 19430009 19430011 19430012 19430008 19430009 19430011	50 41 37 33 50 42 39 36 50 42 39	46/15 46/15 47/18	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13 13.06 9.14 6.79	59% 45% 39% 43% 35% 30% 43% 36%
GP 150 (Indian Vijay Super) MKII LI 125 Special 125 DL 200 Grand Prix Italian	19430007 19430007	10 13 17 21 10 12 15 18 10 12 15 18	1st 2nd 3rd 4th 2nd 3rd 4th 1st 2nd 3rd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430012	50 41 37 33 50 42 39 36 50 42 39 36	46/15 46/15 47/18	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13 13.06 9.14 6.79 5.22	59% 45% 39% 43% 35% 30% 43% 43% 35% 30%
GP 150 (Indian Vijay Super) MiKii Li 125 Special 125 DL 200 Grand Prix Italian	19430007 19430007	10 13 17 21 10 12 15 18 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 3rd 3rd 3rd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430011 19430012	50 41 37 33 50 42 39 36 50 42 39 36	46 / 15 46 / 15 47 / 18	15.33 9.67 6.67 4.82 15.33 10.73 7.97 6.13 13.06 9.14 6.79 5.22	59% 45% 39% 43% 35% 30% 43% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian	19430007 19430007	10 13 17 21 10 12 15 18 10 12 15 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430011 19430012	50 41 37 33 50 42 39 36 50 42 39 36	46/15 46/15 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 7.97 6.13 13.06 9.14 6.79 5.22	59% 45% 39% 43% 35% 30% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII LI 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st	19430008 19430009 19430012 19430008 19430009 19430009 194300012 19430012	50 41 37 33 50 42 39 36 50 42 42 39 36 50 50	46 / 15 46 / 15 47 / 18 47 / 18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06	50% 45% 39% 43% 35% 30% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Indian	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18	1st 2nd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430001 19430012 19430012 19430012	50 41 37 33 33 50 42 39 36 50 42 39 36 50 42 42 39 36	46 / 15 46 / 15 47 / 18 47 / 18	15.33 9.67 6.67 4.82 15.33 10.73 6.13 10.73 6.13 13.06 6.79 5.22 13.06 9.14 9.14 9.14	59% 45% 39% 43% 35% 30% 43% 35% 30%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18	1st 2nd 3rd 4th 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 3rd 3rd 3rd 3rd 4th	19430008 19430019 19430011 19430012 19430008 19430009 19430009 19430009 19430009 19430009 19430009	50 41 37 33 33 50 42 39 36 50 42 39 36 50 42 38 36	46/15 46/15 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 10.73 6.13 13.06 5.22 13.06 5.22 13.06 6.2 5.22	50% 45% 39% 43% 35% 35% 30% 43% 43% 30% 43% 43% 43% 47% 41%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 16 16 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 3rd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430012 19430008 19430009 22030011 19430012	50 41 37 33 33 33 36 50 42 39 36 50 42 39 36 50 42 38 36	46 / 15 46 / 15 47 / 18 47 / 18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06 9.14 6.2 5.22	50% 45% 39% 43% 35% 30% 43% 35% 30% 43% 43% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MiKii Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Indian	19430007 19430007 22230501	10 13 17 21 10 12 15 15 18 18 10 12 15 15 18 10 12 12 16 18	1st 2nd 3rdd 4th 1st 2nd 3rdd 4th 1st 2nd 3rdd 4th 1st 2nd 3rdd 4th 1st 3rdd 4th	19430008 19430012 19430012 19430012 19430018 19430012 19430008 19430009 19430009 19430009 19430009 194300012	50 41 33 33 50 42 39 36 50 42 42 38 36 50 42 42 38 36	46 / 15 46 / 15 47 / 18 47 / 18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 9.14 6.2 5.22 5.22	59% 45% 39% 35% 36% 30% 43% 38% 30% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII LI 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Ciose Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 16 18 11	1st 2nd 3rd 4th 1st 1st	19430008 19430019 19430019 19430019 19430019 19430019 19430019 19430019 19430019 19430019 22030011 19430019 19430009 19430009	50 41 37 33 30 30 36 50 42 42 39 36 50 42 42 38 36 50 50 50 50	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06 6.2 5.22 11.87	50% 45% 39% 39% 35% 30% 43% 30% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 17 15 18 10 12 15 18 10 12 15 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 15 18 18 10 12 16 18 18 10 12 16 18 18 18 18 10 12 16 18 18 18 18 18 18 18 18 18 18	1st 2ndd 3rd 4th 1st 2nd 3rd	19430008 19430009 19430011 19430012 19430012 19430008 19430009 19430009 19430009 19430009 19430009 19430003 19430003 199300003	50 41 37 33 33 50 42 39 36 50 42 39 36 50 42 39 36 50 42 38 38 36	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 6.13 13.06 9.14 6.79 5.22 13.06 9.14 6.2 5.22 13.06 9.14 6.2 5.22	59% 45% 39% 43% 35% 30% 43% 35% 30% 43% 43% 43% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 15 18 18 10 12 15 15 18 18 10 12 16 18	1st 2nd 3rd 4th 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430012 19430012 19430012 19430012 19430009 19430012 19430012	50 41 37 50 42 39 36 50 42 42 39 36 50 42 38 36 50 42 38 36 50 42 42 38 36	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 10.73 10.73 10.73 13.06 9.14 6.79 5.22 13.06 9.14 6.2 5.22 11.87 8.24 6.20	59% 45% 39% 35% 35% 30% 43% 43% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 15 18 10 12 15 15 18 18 10 12 16 16 18 18 11 11 13 16 18	1st 2nd 3rd 4th	19430008 19430009 19430019 19430012 19430019 19430019 19430019 19430019 19430019 22030011 19430019 19430019 19430019 19430019 19430011	50 41 37 30 50 42 39 36 50 42 39 36 50 42 38 36 50 41 38 36	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06 9.14 6.2 5.22 11.87 8.24 6.2 5.22	50% 45% 39% 43% 35% 30% 43% 43% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 11 13 16 18	1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 2nd 3rd 4th 1st 1st 2nd 3rd 4th 1st 1st 3rd 4th	19430008 19430009 19430011 19430012 19430009 19430012 19430012 19430012 19430012	50 41 37 33 33 50 42 39 36 50 42 38 36 50 42 42 38 36 50 41 38 36	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 9.14 6.2 5.22 5.22 11.87 5.22 12.62 5.22	59% 45% 39% 43% 35% 30% 43% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 16 18 11 13 16 16 18	1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 1st: 2nd 3rd 4th 1st: 2nd 3rd 4th	19430008 19430009 19430011 19430012 19430008 19430009 19430012 19430012 19430012 19430009 19430012 19430009 19430012	50 41 37 50 42 39 36 50 42 42 39 36 50 42 38 36 50 42 38 36 50 41 38 36	46/15 46/15 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06 9.14 6.2 5.22 11.87 8.24 6.20 5.22	59% 45% 39% 35% 35% 30% 43% 43% 43% 43% 47% 19% 43% 43% 43% 43% 47% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Ciose Ratio GT 200 TV 200	19430007 19430007 22230501 19630001	10 13 17 21 10 12 15 18 10 12 15 18 18 10 12 15 18 18 11 11 13 16 18 18	1st: 2nd 3rd 4th 1st: 1st: 1st: 1st: 2nd 3rd 4th 1st: 1st:	19430008 19430009 19430012 19430012 19430012 19430012 19430012 19430012 19430012 19430012 19430012 19430003 19830004 19430012 19430003 19830004	50 41 37 33 50 42 39 56 42 39 36 50 42 39 36 50 42 38 36 50 41 38 36 41 38 36	46/15 46/15 47/18 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 6.79 5.22 13.06 6.2 5.22 11.87 8.24 6.2 5.22 11.87 8.24 6.2 5.22	59% 45% 39% 43% 35% 30% 35% 30% 43% 43% 47% 19% 43% 19%
GP 150 (Indian Vijay Super) MKII Li 125 Special 125 DL 200 Grand Prix Italian 200 Grand Prix Italian Close Ratio	19430007 19430007 22230501 19630001	10 13 17 21 10 12 15 18 10 12 15 18 10 12 15 18 10 12 15 18 10 12 16 18 18 11 13 16 18 18	1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 2nd 3rd 4th 1st: 2nd 3rd 3rd 3rd 1st: 2nd 3rd 1st: 2nd 3rd	19430008 19430009 19430011 19430012 19430019 19430019 19430019 19430019 19430019 19430019 19430011 19430011 19430011 19430011 19430011 19430012 19630003 19630003	50 41 33 33 50 42 39 36 50 42 39 36 50 42 39 36 50 42 42 38 36 50 42 42 38 36 50 42 47 38 36	46/15 46/15 47/18 47/18 47/18 47/18	15.33 9.67 6.67 4.82 15.33 10.73 10.73 6.13 13.06 9.14 6.2 5.22 11.87 5.22 11.87 5.22 11.87 5.22 11.87 5.22 11.87 5.22 11.87 5.22 5.22 5.23 11.87 5.24 6.20 5.22 5.21 5.23	59% 45% 39% 35% 36% 30% 43% 35% 30% 43% 47% 47% 47% 19% 19%

Set Up	Final Drive Ratio
Rapido 250 Fresco	4.7
Rapido 250 Taffspeed / JL Road	4.4 - 4.5
Rapido Classic 200 NK	5.2 - 5.3
Rapido Classic 200 Fresco	4.8 - 4.9
GP200 NK	5.2 - 5.3
GP200 Fresco	4.8 - 4.9
175 Clubman	5.3
175 NK	5.3
175 Fresco	5
Imola 185 NK	5.3
Imola 185 Fresco	5

Set Up	Final Drive
RB25 NK Hi Rev	4.6 - 4.8
RB25 NK Mid Rev	4.6 - 4.8
RB25 NK Low Rev	4.6 - 4.8
RB22 NK Hi Rev	4.7 - 4.9
RB22 NK Mid Rev	4.7 - 4.9
RB22 NK Low Rev	4.7 - 4.9
RB20 NK Hi Rev	4.8 - 5.0
RB20 NK Mid Rev	4.8 - 5.0
RB20 NK Low Rev	4.8 - 5.0

TS1 / Race Rapido	Final Drive Ratio
NK	5.2
Fresco	4.8
Taffspeed	4.5 - 4.7
PM Tuning	5.1 - 5.3
DevTour (MB)	4.9 - 5.1
Kegra	5.2
JL KRP3	4.6
JL KRP4	4.7
Scorpion	4.9 - 5.2
ScootRS	5.2

Set Up	Final Drive	
RB25 Franspeed JL3	4.6 - 4.8	
RB25 Franspeed JL4	4.8	
RB25 PM Fat Mamba	4.9	
RB22 Franspeed JL3	4.6 - 4.8	
RB22 Franspeed JL4	4.8 - 4.9	
RB22 PM Fat Mamba	4.9	
RB20 Franspeed JL3	4.8	
RB20 Franspeed JL4	4.9 - 5.0	
RB20 PM Eat Mamba	49-51	

Cluster	Gears	Crown W	F. Sprocket	Overall Ratio	Rpm Range	Speed Mph	Speed Mph
11	50	48	19	11.48	6000	25.71	36.42
13	41			7.97	8500	37.05	52.49
16	38			6.00		49.20	69.70
18	36			5.05		58.43	82.77

Enter your own Values Enter your own Values

The information in this document is intended as a guide only. As Such Rayspeed hope that you find it useful and informative, but take no reponsibility for damage or costs you may incur as a result.

5.3

5.4

5.5

5.6

5.7

	F. Sprocket	Chain	GP200	GP150	Li150	SX200	GT200
	14	79	6.43	5.92	5.46	5.05	4
	15	Stretched 79 80	5.63	5.53	5.1 4.78	4./1	4
	17	Stretched 80	5.29	4.88	4.5	4.16	3
45	18	81	5	4.61	4.25	3.93	3
	19 20	Stretched 81 82	4.74	4.36	4.03	3.72	3
	20	Stretched 82	4.29	3.95	3.64	3.37	3
	14	No Chain Available	6.57	6.05	5.59	5.16	4
	16	Stretched 80	5.75	5.3	4.89	4.62	4
	17	81	5.41	4.98	4.6	4.25	3
46	18	Stretched 81	5.11	4.71	4.34	4.02	3
	20	Stretched 82	4.6	4.40	3.91	3.61	3
	21	83	4.38	4.04	3.72	3.44	3
	14	80	6.71	6.18	5 71	5 28	4
	15	Stretched 80	6.27	5.77	5.33	4.92	4
	16	81	5.88	5.41	4.99	4.62	4
47	17	Stretched 81	5.53	5.09	4.7	4.34	4
47	19	Stretched 82	4.95	4.56	4.44	3.89	
	20	83	4.7	4.33	4	3.69	3
	21	Stretched 83	4.48	4.12	3.8	3.52	3
	14	Stretched 80	6.86	6.32	5.83	5 39	4
	15	81	6.4	5.89	5.44	5.03	4
	16	Stretched 81	6	5.53	5.1	4.71	4
48	17	82 Stratabad 82	5.65	5.2	4.8	4.44	4
40	19	83	5.05	4.65	4.33	3.97	
	20	Stretched 83	4.8	4.42	4.08	3.77	0
	21	84	4.57	4.21	3.89	3.59	
	14	81	7	6.45	5.95	5.5	5
	15	Stretched 81	6.53	6.02	5.55	5.13	4
	17	Stretched 82	5.76	5.31	4.9	4.61	4
49	18	83	5.44	5.01	4.63	4.28	0
	19	Stretched 83	5.16	4.75	4.38	4.05	
	20	84 Stretched 84	4.9	4.51	4.17	3.85	
	01 200 11101						
	Li 150 With	18 / 47 (82 Pitch)					
4.4	Li 150 With GP 200 With GP 150 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch)					
4.4	Li 150 With GP 200 With GP 150 With SX 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch)					
4.4	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch)					
4.4	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82	Pitch)				
4.4	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With GP 200 With GP 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82 21 / 47 (Stretched 83 20 / 49 (48 Pitch)	Pitch)				
4.4	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With GP 200 With GP 150 With GP 150 With SX 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82 21 / 47 (Stretched 83 20 / 49 (84 Pitch) 16 / 46 (Stretched 80	Pitch) Pitch) Pitch)				
4.4	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With GP 200 With GP 150 With GX 200 With GT 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82 20 / 49 (84 Pitch) 16 / 46 (Stretched 80 15 / 46 (80 Pitch)	Pitch) Pitch) Pitch)				
4.4 4.5	Li 150 With GP 200 With GP 150 With SX 200 With GT 200 With GP 200 With GP 200 With GP 150 With GT 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82 21 / 47 (Stretched 83 20 / 49 (84 Pitch) 16 / 46 (Stretched 80 15 / 46 (80 Pitch) 17 / 46 (84 Pitch)	Pitch) Pitch) Pitch)				
4.4	Li 150 With GP 200 With GP 150 With GT 200 With GT 200 With GP 200 With GP 200 With GT 200 With GT 200 With GT 200 With GT 200 With GP 200 With	18 / 47 (82 Pitch) 21 / 46 (83 Pitch) 19 / 46 (82 Pitch) 17 / 48 (82 Pitch) 16 / 49 (82 Pitch) 18 / 48 (Stretched 82 21 / 47 (Stretched 82 20 / 49 (84 Pitch) 16 / 46 (Stretched 80 15 / 46 (81 Pitch) 17 / 46 (81 Pitch) 20 / 46 (81 Pitch) 20 / 46 (81 Pitch)	Pitch) Pitch) Pitch) Pitch)				
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Gear Chart – Why bother

Whether you are running a full race replica Lambretta with every tuning option or a standard 150cc, having the correct gearing makes the most of the machines available power.

Many aspects of the engine, the rider and the road or track will determine the optimum gearing for a given bike. Talking to any successful race rider you will find they have a number of gearboxes and sprockets, ready to be swapped over to give them the best for the day.

For road use we have to choose the correct gearing or close approximation for all intended use of that machine, as it is unlikely to be changed on a regular basis.

The factors that play the biggest role in selecting the correct gearing are: the type of exhaust fitted, the type of cylinder being run and the rider.

Exhaust: Standard exhausts and the clubman offer a wide distribution of power making the scooter very easy to ride and allowing a large variation in gearing without problem. Expansion systems on the other hand have a much narrower power band making the choice of gearing much smaller. Also different expansion systems power bands cover different areas of the rev range so gearing has to be chosen to reflect this.

Cylinder: The capacity of the top end you are running and the state of tune will also determine the amount of power available on a give n set up. To this end two bikes running the same exhaust and carb one with a 175cc kit and the other running a TS1 will want different gearing.

Rider: The weight of the rider will play a part, as a Jockey living in the Salt Flats will be able to 'pull' higher gearing than a S umo in Switzerland. The use of the bike 'Around Town' 'Rallies' 'Motorway' 'Fast A Road' is also important. Finally the type of rider: be honest with your self about what you want from your bike then be honest with your local dealer. A knowledgeable dealer will be able to recommend a good set up after discussing with you what you hope to gain.

Gear Chart – How to use

The chart should be straightforward to use as a quick reference once you are familiar with the layout.

From the top down on the left hand side (the gearbox column) all the most common gearboxes are listed and colour coded. If you are in doubt as to which gearbox is fitted in your bike you will have to count the number of teeth on the gear cluster to identify which one is yours from the list.

At the top on the right hand side the Chain selection boxes allow you to identify which size of chain will fit with a chosen primary drive (F. sprocket and Crown Wheel). It also lists the final drive ratio with each given pair of sprockets with each gearbox. Remember you will not beable to buy a stretched chain.

At the bottom on the left hand side is a guide (Recommended Final Drive Ratio). Based on the average rider, the preferred Final Drive Ratio on each of the most popular set ups is listed. If you do not find yours there or are in doubt, speak with your local dealer or the dealer who supplied the parts on your bike and find out what they recommend.

Once armed with the desired Final Drive Ratio refer to the 'How to obtain the desired final drive ratio' box on the bottom right. Locate the Correct Final Drive Ratio and find the listing colour coded with your gearbox.

Now you know the recommended primary drive ratio that will allow your gearbox to provide the correct final drive ratio.

Gear Chart - What is 'Final Drive Ratio'

The Final Drive Ratio is a ratio of the number of revolutions of the crankshaft to one revolution of the rear wheel when the bike is in fourth gear.

I.e. On a standard GP200 in fourth gear the crankshaft will make 5.22 revolutions for each single revolution of the rear wheel.

As such at 9000 rpm a GP200 rear wheel will rotate 1724 times in a minute. If this final drive were set to 4.8 the rear wheel would rotate 1875 times in a minute and will have travelled further in that minute. The lower the final drive ratio the taller the gearing of the bike.

Disclaimer: Rayspeed hope that you find this information useful and informative, but point out that this is intended as a guide only and not a replacement for the knowledge and experience of your scooter dealer. We do not accept responsibility for any costs and damages you may incur as a result.