10-SPLINE QUICK CHANGE GEARS

WINTERS
Since 1958

8500 SERIES

SAE 8620 STEEL • STANDARD QUICK CHANGE GEARS
When ordering add "85" to gear set #

GEAR SET #	LOW SPUR RATIO	HIGH SPUR RATIO	# OF TEETH	4.12 R&P Ratio (8/33 Teeth) LOW	4.12 R&P Ratio (8/33 Teeth) HIGH	4.57 R&P Ratio (7/32 Teeth) LOW	4.57 R&P Ratio (7/32 Teeth) HIGH	4.86 R&P Ratio (7/34 Teeth) LOW	4.86 R&P Ratio (7/34 Teeth) HIGH
01	1.000	1.000	21/21	4.12	4.12	4.57	4.57	4.86	4.86
02	.964	1.037	27/28	3.97	4.27	4.41	4.74	4.69	5.04
05	.960	1.042	24/25	3.96	4.29	4.39	4.76	4.67	5.06
15A	.955	1.048	21/22	3.93	4.32	4.36	4.79	4.64	5.09
15	.950	1.053	19/20	3.91	4.34	4.34	4.81	4.62	5.11
26	.931	1.074	27/29	3.84	4.43	4.26	4.91	4.53	5.22
06	.920	1.087	23/25	3.79	4.48	4.20	4.97	4.47	5.28
25	.909	1.100	20/22	3.75	4.53	4.16	5.03	4.42	5.34
12	.897	1.115	26/29	3.69	4.60	4.10	5.10	4.36	5.42
07	.885	1.130	23/26	3.65	4.66	4.04	5.17	4.30	5.49
07A	.875	1.143	21/24	3.61	4.71	4.00	5.22	4.25	5.55
17	.867	1.154	26/30	3.57	4.75	3.96	5.27	4.21	5.60
17A	.857	1.167	24/28	3.53	4.81	3.92	5.33	4.17	5.67
08A	.852	1.174	23/27	3.51	4.84	3.89	5.37	4.14	5.70
08	.846	1.182	22/26	3.49	4.87	3.87	5.40	4.11	5.74
19	.840	1.190	21/25	3.46	4.91	3.84	5.44	4.08	5.78
09A	.833	1.200	25/30	3.43	4.94	3.81	5.48	4.05	5.83
09	.826	1.211	19/23	3.40	4.99	3.78	5.53	4.02	5.88
11	.815	1.227	22/27	3.36	5.06	3.72	5.61	3.96	5.96
03	.806	1.240	25/31	3.32	5.11	3.69	5.67	3.92	6.02
13	.800	1.250	20/25	3.30	5.15	3.66	5.71	3.89	6.07
18	.793	1.261	23/29	3.27	5.20	3.62	5.76	3.85	6.12
18A	.786	1.273	22/28	3.24	5.24	3.59	5.82	3.82	6.18
04A	.783	1.278	18/23	3.22	5.26	3.58	5.84	3.80	6.21
20A	.778	1.286	21/27	3.20	5.30	3.55	5.88	3.78	6.25
04	.774	1.292	24/31	3.19	5.32	3.54	5.90	3.76	6.27
20	.769	1.300	20/26	3.17	5.36	3.52	5.94	3.74	6.31
22	.760	1.316	19/25	3.13	5.42	3.47	6.01	3.69	6.39
16	.750	1.333	18/24	3.09	5.49	3.43	6.09	3.65	6.48
10	.739	1.353	17/23	3.05	5.57	3.38	6.18	3.59	6.57
10A	.733	1.364	22/30	3.02	5.62	3.35	6.23	3.56	6.62
34A	.727	1.375	16/22	3.00	5.67	3.32	6.28	3.54	6.68
34	.724	1.381	21/29	2.97	5.69	3.31	6.31	3.52	6.71
14	.719	1.391	23/32	2.96	5.73	3.29	6.36	3.49	6.76
14A	.714	1.400	20/28	2.94	5.77	3.26	6.40	3.47	6.80
35	.708	1.412	17/24	2.92	5.82	3.24	6.45	3.44	6.86
32	.704	1.421	19/27	2.90	5.86	3.22	6.49	3.42	6.90
32A	.697	1.435	23/33	2.87	5.91	3.19	6.56	3.39	6.97
24	.690	1.450	20/29	2.84	5.97	3.15	6.63	3.35	7.04
36	.680	1.471	17/25	2.80	6.06	3.11	6.72	3.31	7.14
37	.677	1.476	21/31	2.79	6.08	3.10	6.75	3.29	7.17
23	.667	1.500	22/33	2.75	6.18	3.05	6.86	3.24	7.29
21	.655	1.526	19/29	2.70	6.29	2.99	6.98	3.18	7.41
21A	.652	1.533	15/23	2.69	6.32	2.98	7.01	3.17	7.45
27	.647	1.545	22/34	2.67	6.37	2.96	7.06	3.15	7.51
43	.640	1.563	16/25	2.64	6.44	2.93	7.14	3.11	7.59
28	.633	1.579	19/30	2.61	6.51	2.89	7.22	3.08	7.67
28A	.630	1.588	17/27	2.59	6.54	2.88	7.26	3.06	7.71
29	.625	1.600	15/24	2.58	6.59	2.86	7.31	3.04	7.77
39	.621	1.611	18/29	2.56	6.64	2.84	7.36	3.02	7.83
30	.615	1.625	16/26	2.54	6.70	2.81	7.43	2.99	7.89
40	.613	1.632	19/31	2.53	6.72	2.80	7.46	2.98	7.93
41	.607	1.647	17/28	2.50	6.81	2.76	7.53	2.95	8.00
31	.600	1.667	21/35	2.47	6.87	2.74	7.62	2.92	8.10
33A	.593	1.688	16/27	2.44	6.95	2.71	7.71	2.88	8.20
33	.588	1.700	20/34	2.42	7.00	2.69	7.77	2.86	8.26
31A	.583	1.714	21/36	2.40	7.06	2.67	7.83	2.84	8.33
30A	.577	1.733	15/26	2.38	7.14	2.64	7.92	2.80	8.42
FOR LIMITED HORSEPOWER APPLICATIONS 50	.571	1.750	20/35	2.35	7.21	2.61	8.00	2.78	8.50
51	.567	1.765	17/30	2.34	7.27	2.59	8.07	2.75	8.57
52	.563	1.778	18/32	2.32	7.32	2.57	8.12	2.73	8.64
53	.559	1.789	19/34	2.30	7.37	2.55	8.18	2.72	8.69
54	.556	1.800	15/27	2.29	7.42	2.54	8.23	2.70	8.74
55	.552	1.813	16/29	2.27	7.47	2.52	8.28	2.68	8.80
56	.548	1.824	17/31	2.26	7.51	2.51	8.33	2.67	8.86
57	.533	1.875	16/30	2.20	7.73	2.44	8.57	2.59	9.11
58	.531	1.882	17/32	2.19	7.76	2.43	8.60	2.58	9.14

HIGH
tall gear on top

LOW
short gear on top

GEARING FORMULAS

RPM (BASED ON RATIO)

$$\frac{\text{Ratio} \times \text{MPH}}{\text{Tire Diameter}} \times 336$$

GEAR-BASED RPM CHANGE

$$\frac{\text{RPM}}{\text{Current Ratio}} \times \text{New Ratio} = \text{New RPM}$$

RATIO (BASED ON RPM)

$$\frac{\text{RPM} \times \text{Tire Diameter}}{\text{MPH} \times 336}$$

FINAL DRIVE RATIO

$$\frac{\text{Top Gear \# of Teeth}}{\text{Bottom Gear \# of Teeth}} \times \text{R\&P Ratio}$$

HIGH PERFORMANCE SUPREME GEAR OIL

After quick change gear changes, remember to refill gear cavity with high quality lube. We recommend a semi-synthetic SAE 80W/90 with Moly, like our High Performance Supreme gear oil by Schaeffer's, or a full synthetic 75W/90 lube.

Schaeffer's SINCE 1839 SPECIALIZED LUBRICANTS

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