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4.10 gears mustang gt manual

For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Anyway, Im looking for GT 5 speed owners with 4.10 gears opinions. I am curious to know what RPM Ill be turning at 70mph with my 5 speed manual transmission and stock tire size. My car is a daily driver, and Im sure I will enjoy the gears on my daily commute, Im just not sure what the highway RPMs will be. Also, does anyone have fuel economy numbers with 4.10 gears. I get good mileage with my stock 3.31 gears. Im estimating I might loose 2 or so mpg which would be ok with me. I personally have 3.73 with auto trans but I know of at least 3 other cars using 4.10.and love them saying minimal gpm lost with 6 speed. Do not fear the gear. Highway MPG is roughly proportional to RPM; so youll be burning roughly 24% more gas while cruising on the highway. Youll make up for some of that around town. That is strange that web site does not sell the 3.73s; probably worth a call or email to make sure. Im not afraid of the 4.10 gears. Im actually looking forward to the increase in accelleration. Based on the math, it seems like they will turn right under 2500 rpm at 70mph, which isnt really all that bad. Im at 2000 at 70 mph right now with the 3.31s. I was concerned that it might be up near 3000 rpm, but that doesnt sound like it is the case. I currently get 2628 mpg going 60 mph on two lane highways, and about 24 mpg going 7075 on the interstates. I am willing to loose a couple mpg with the 4.10s. I would still be getting pretty decent mileage from a GT. Ive already got a tuner, so I can adjust the spedo after I would install the gears. EDIT They have Motive 3.73 gears, but I would rather put the ford racing gears in then Motive. Ive heard too many bad things about motive gears to put them in my car. I love the 3.http://fanaf.com/article_ressources/commander-phone-systems-manual.xml

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73 in my car because the downshifts seem to coincide with the RPM range where I really start making a lot of boost. Average is 1819 combined when I stay out of the boost. I have no problem starting from a light in second gear without riding the clutch. I see around 2500 RPMS on the highway, but like I said above I have a lead foot. Loved it, but I had to let it go.MPG fell off to around 2021 hwy. In city, it was single digits. The 4.10s were fun for a short while, but you practically had no 1st gear. For what I do, the 3.73s are the best matchup. RPMs are around 2700 at 70 mph, but your in the right range for good acceleration at that point. I can still pull 2223 MpG on the highway if I keep my foot off the gas. Has anyone heard if its a good choice if going FI. Sent from AutoGuide.com Free App Im sure I could set up the contact pattern. Ive done contact patterns at work for construction and mining equipment axles before and the process isnt a mystery to me. But Im afraid of all the complaints Ive heard of motive gears and their whining after install. I might have to contact the site and see if they can order a set of ford racing 3.73 gears, Im just not sure how that would work with the gift card that I would be getting. Ive got 56K miles now. Im assuming a new set would be best. If I go with a set of Motive gears, can I use a ford racing install kit, or do I need a motive install kit. Also, are all ford 8.8 housings the same when it comes to ring and pinion sets. Is there anything that would make an 8.8 gear set not compatible with a S197 mustang. I see the motive gear set here Motive Gear F8.8373A Ring Pinion Ford 88 373 Ratio Performance Parts Im assuming it should fit on my car. Same goes for the install kits. Is a 2004 and earlier install kit compatible with the 20052009 axle MPG around town could even increase, if you start upshifting

enough sooner. And drop a bit on the highway, though I wont even try to guess by how much.http://dmete.com/editor/filemanager/connectors/UserFiles/20200908201414_b7zk46.xml

Norm I found out they are all the same gear anyway, as Motive is now supplies ford racing with gears. My commute is a mix of city and highway. Its about 60% highway, 40% city, and I am currently getting 2122 mpg. When my commute was about 80% city in my last place, I would only get 17mpg. Im hoping to see a pickup in mpg in the city portion. As it is now with 3.31s I cant really shift into 5th gear unless Im going around 50mph. Im hoping with the 4.10s, I can be in 5th gear at 40, and not bog down. That should help out quite a bit in town. Im doing the install myself. So it should be a fun weekend project. Im hoping I can get pretty close with the pinoin shim on the first try so I dont have to teardown and reassemble too much. My plan is to drop the entire rear axle out of the car. That way Im not working on it under the car with it up on jack stands. That sounds like it would be a real pain. Come join the discussion about performance, builds, modifications, reviews, engine swaps, classifieds, troubleshooting, maintenance, and more. Truck freight and oversize charges still apply unless otherwise notes and can only be shipped to the lower 48 States.Same Day Shipping on most parts if you order by 5PM EST on a business day.The right ratio can round out your highway cruiser or top dragster builds. Unfortunately, what gear ratio you should go with isn't always so clear. By changing the axle ratio, vehicle acceleration can be increased or decreased or, top end speed can be increased or decreased. There is an inverse relationship between acceleration and top speed. If you want more acceleration, top speed will be sacrificed. If a higher speed limit is desired, than acceleration will take a bit of a hit.A gear change does not increase the engine's output but instead manipulates it across the power band.To pick a gear, you need to know what ratio you currently have, and where you want to be. As mentioned above, Mustangs came with anything from a 2.731 to 3.731 ratio.

If you are unsure of your ratio, you can call the dealer with the VIN, check the glovebox for production codes, or look at the differential itself there should be a small tag attached to it. Once you know the ratio, decide in which direction you want to go. Do you want more acceleration, and easier burnouts. If you answered yes, then you want a lower gear, which will be numerically higher. If you prefer a higher top speed, then you need to go with a higher gear which is numerically lower. You want both acceleration and top speed. Sorry, it doesn't work like that. A gear change gives you one or the other not both! I want some more acceleration off the line. Ergo, I need a numerically higher ratio. I pick a 3.731. To turn the wheels at 1000 RPM, it now takes 3700 RPM from the engine to maintain the same 40 MPH speed. The engine is revving higher for the same speed, and thus our top speed is reduced because we are now closer to redline for the same speed as before. Acceleration is increased because the engine now enters the power band sooner. This time, I pick a 3.081. With this gear, the engine will now turn at 3080 RPM to spin the wheels 1000 times per minute, which gives a ground speed of 40 MPH. In this instance, the engine is revving lower for the same speed, and therefore has more RPM left until redline to increase wheel speed. The more revolutions the motor does per wheel revolution, the greater the acceleration, but lower the speed before the engine hits redline.So far, we have to know what our current ratio is and how do we want to improve the car; acceleration or speed. The next contributing factor is transmission type. They offer great performance around town and off the line. The majority of Mustangs come with a ratio of 2.733.31 from the factory. 3.73's are available from the factory depending on package options. If you have such an equipped Mustang and still feel that 3.73's are not enough, the next jump is up to 4.10's. However, 4.

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101 is a real steep gear. In terms of performance versus RPM, there isn't a huge difference between 3.55's and 3.73's, therefore the majority of people simply go 3.731. The reason for this is auto transmissions typically have lower gears and with the converter, need a little more differential gear

to get up and running. Again, no special laboratory results behind this one, just real world satisfaction. The gold standard for automatic Mustangs is an axle ratio of 4.101. This extra bit of gear makes up for the lower first gear of the transmission and the slip of the converter. This is for street and strip use. A more race oriented car might even go higher up to 4.561, but for the most part, 4.10's are the best choice for street driven auto Mustangs. As mentioned, owners typically go for a steeper gear than factory, because they want the car to pull harder. When you introduce forced induction into the equation however, the landscape changes vastly. A super or turbocharged motor can use less gear, because the forced induction adds such crazy amounts of power across the band that the help of a steeper gear is not needed. Forced induction is a great way to get killer performance off the line and great top end speed. Yes, you can get the best of both worlds.Mind you, it is the most costly. Anyway, just for reference, most forced induction street Mustangs run between a 3.081 and a 3.271 axle gear. There is enough power out of the hole and across the band that leaving the line nor high speed running is a problem. This is because the wheel takes more force to turn. As a result, the gears will feel steeper than the previous setup. The reverse is also the same. If a smaller tire height is incorporated, the wheel will spin faster and the gears will feel shorter than before. I was able to see a car very similar to mine with the wheels installed. Perfect!

Fast forward many years and vehicles later I was lucky enough to find my 1 owner GT500 from a local dealer bone stock for a great price and j. We use cookies and similar technology to enhance your experience by recognizing yourTo learn more about cookies. Truck freight and oversize charges still apply unless otherwise notes and can only be shipped to the lower 48 States.Same Day Shipping on most parts if you order by 5PM EST on a business day.Changing these gears will have a positive effect on both acceleration and fuel efficiency, depending on the ratio you choose. The increase in performance combined with the low cost means this is one of the best bang for your buck mods that you can do to your Mustang. Your entire Mustangs rear consists of your axles, the gear housing, a power transfer device IE a spool, LSD, posiunit, etc., and of course the ring and pinion gear set. Without getting too much into the technical details of how gears work, they convert the power coming from your driveshaft to power needed to turn your wheels. People upgrade to numerically higher gears because increasing this number gives your engine more leverage and makes it easier to accelerate faster. Higher gears, such as 4.10 gears, can be referred to as a steeper gear. A set of 4.10 gears will also result in a decrease of your top speed which is why they can also be referred to as shorter gears. Why does it lower top speed. Keep in mind our V8 engines have a finite RPM limit. Consider this simplified example, where we do not take the transmission into consideration for the sake of the example, the engine is connected directly to the differential.The cause for such sluggishness, at least for the late model Mustangs is when Ford switched from the 5.0L pushrod motor to the 4.6L modular motor. A common complaint was that the new motor was slower off the line. This is because the 4.6L does not start making its torque until higher up in the RPMs unlike the 5.0L.

Changing to a steeper gear will get that pig out of its blanket, and really wake it up off the line. This is why it's considered the best bang for your buck mod. No actual power changes, but there can be a huge difference in performance and race times after swapping gears. If you are plenty happy with the way your Mustang drives, there is absolutely no need to change the rear gears. If you are serious about speed, then you might consider the 4.10 or a 4.30. However, the higher the ratio the faster you will accelerate, but it will also result in much higher engine RPMs when cruising on the highway this handy gear ratio to RPM chart will show you what your Mustangs estimated RPMs will be at cruise. Youll also be sacrificing your top end speed and some fuel economy. If highway gas mileage is a major concern, a good compromise is a lower ratio such as 3.55 or 3.73. Also note changing your

rear gear will affect your speedometer readings, and to correct them you will need a handheld tuner. Automatic cars tend to be heavier than their manual brethren, and thus suffer somewhat from that as well. There are many factors that come into play, and it is best to talk to the shops that did the work on your engine, transmission, and chassis to find out what ratio to use. The general idea is to remain in gear for the majority of the track; shifting as little as possible. Shifting consistently slows down times by not putting the power to the wheels. Somethings to consider for proper gear selection can be items as average course speed, distance, the degree of turns, etc. Your best bet is talking to people with similar Mustangs to yours to get an idea what works best. This process removes about 1 lb to 2 lbs of rotating weight.This means that changing the tire height will impact how the final drive performs. Generally speaking, taller tires will make it act like a higher gear ratio and will even impact the vehicles top speed capabilities.

It can quickly become a balancing act as you want the car to launch harder, but a taller tire still offers more contact with the ground. If you have too much contact, the tires can possibly hook up enough to destroy axles. Ultimately, you want to consider how powerful the car is and what you need out of it.Especially with late model Mustangs, it can be difficult to figure out what gears your Mustang has since Ford has offered everything from 3.31s to 3.73s from the factory 2011 and up. Typically, the stock ratio is on the build sheet, or could be on a sticker on the door panel or glove compartment. You can also find the gear ratio stamped into the differential cover or written on to it from the factory, but these arent always visible and can be difficult to locate. Using a VIN decoder can help and as a last resort you can go to a dealer and have them check to tell you. Or, remove the differential cover and count the teeth. Just be sure you know what you are starting with. If you're starting with 3.55s and feel they are not enough, it's hard to say going with 3.73s will rock your world, as it is only an incremental step. Below is a breakdown of Mustang gear ratios by year This can be annoying and can get you in trouble with the law. Also if you have an automatic transmission this will cause your shift points to be incorrect and could cause some serious problems that could lead to transmission damage. There are several methods to correct these problems though. Depending on the year of your Mustang, the correction can be done by installing a speed calibrator, reprogramming with a chip or tuner, or installing the adjustment gear available through Ford racing. Your dealer will create a custom tune that specifically calibrates your speedometer and if you have an automatic, it will calibrate your transmissions shift points. This method will work on all Mustangs with computer controlled electronic gauges 1999 Mustangs.

This works on Mustangs with both computer controlled electronic gauges and noncomputer controlled electronic gauges 19942004 Mustangs. The install is not too difficult and it's important for safety considerations to get your speedo reading correctly. In order to help you find the correct gear for your ride, we have a helpful guide below and on all speedo gear product pages If you have less than 30,000 miles, it is generally accepted you can install gears using just the install kit and your current bearings. Personally, I always recommend getting the full install kit with new bearings and seals. It is cheap insurance to prevent having to replace your bearings and other parts the worn bearings damaged down the road. While it is straight forward upon first glance, the precision and time it takes to complete the job can be overwhelming. If one does not utilize the proper equipment measuring device, torque wrench, beam type torque wrench, slide hammer, etc the job can be almost impossible to do correctly. If installed incorrectly, gears can have improper, premature wear. As a result from improper installation, they can also whine and be quite noisy. Improper installation is easier to accomplish than a correct install of the gears; a simple micrometer off the correct backlash can cause improper wear. Make sure to use high quality synthetic gear oil to get maximum performance out of your Mustang. If you have a limited slip differential, Royal Purple comes with the

friction modifier added, so you don’t have to get a separate bottle. For 2015 and newer models, the fluid capacity is 1.6 quarts and 4 oz of fluid capacity. This does not apply to the GT350 as it holds slightly more fluid. On V6 models until 2011 in 2011, they received an 8.8 rear end the capacity is the same as the 8.8 counterpart. A 2010 older V6 Mustang has a 7.5 rear end. As a result, they have their own gears although the same size at the 8 cylinder 8.8 rear ends.

Therefore, you can use V6 gears on all V6 Mustangs from 19942010. However, a 20112014 gear from a V6 will not be compatible with a 2010 and older model. V8 models use 8.8 rear ends and are interchangeable between all V8 models and V6 models from 2011 to the current production year. Limited slip differentials make it so your Mustang can use both rear tires to push forward rather than one, making winter months a bit easier to deal with. LSDs are also popular for drifters since both tires spin in a drift which not only looks cooler, but makes it easier to swing out the back end. The easiest way to tell if your Mustangs LSD needs a rebuild is to do a burnout and have a friend tell you if both tires are smoking or if just one is spinning. If its just the one, its time for a rebuild. Having a worn out TracLok won’t damage anything, but you could be losing out on some serious grip off the line if it’s not working as it should. Will be ordering more soon! While I attended Penn State for Information Technology, I started working at a shop so I could gain a bit of automotive education on the side as well. In the past I had only owned front wheel drive vehicles, and am glad. We use cookies and similar technology to enhance your experience by recognizing yourTo learn more about cookies. Please upgrade your browser or activate Google Chrome Frame to improve your experience. We are currently shipping orders at full capacity. Click Here for more updates. We at LMR provide pros and cons to both to help make up your mind about what best suits you! The amount of performance you get for the surprisingly lowcost results is a very important upgrade that every Mustang enthusiast should take advantage of. Use this rule of thumb The higher the gear ratio, the easier it is to get the vehicle moving and better accelerating, but lowers top speed. Vice versa, if the gear ratio is lower it has worse acceleration but a higher top speed.

So, by changing your gear ratio, no power levels are being changed, just the torque. This is why this such a good and reasonably priced upgrade because you aren’t paying the premium price for power increases but still getting the increased performance and race times that increased torque can give you. For example, if the ring gear has 37 teeth and pinion has 9 teeth, the ratio is 4.111. So for every turn of the ring gear, the pinion will turn 4.11 times. Additionally, with a gear ratio of 373, the pinion will turn 3.73 times for one turn of the ring gears and for a 410, the pinion will turn 4.10 times. This is because the gears are working harder to push out better performance so this extra power has to come from somewhere. To keep it simple if you want a daily driver and want to save as much gas and don’t care about performance then lower gears are the way to go. On the other hand, if you don’t mind the loss in gas mileage and higher RPMs then we highly recommend a higher gear ratio such as a 4.10. Shop with us at LMR.com to browse our many different gear ratio options! Ford, Ford Mustang, Mach 1, Shelby GT 500, 5.0, Cobra R, Fox Body, SVT Cobra, Bullitt, Cobra, GT, V6, S197, SN95 are all registered trademarks of Ford Motor Company. Saleen is a registered trademark of Saleen Incorporated. Roush is a registered trademark of Roush Enterprises Inc. Late Model Restoration has no affiliation with Ford Motor Company, Roush Enterprises, or Saleen. Any usage or mentions of these terms throughout our website and print ads are used for identification purposes only. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Looking to swap out factory 3.55s to either one of those. My 08 gt is a weekend warrior and looking to leave peeps in the dust when challenged at the light. But I also like going on long drives with my S192. Is the mileage negligible between the 2 Just looking for advice for 1 over the other.

Not sure if you will really notice a difference going from 3.55 to 3.73s. If you had 3.27s you would notice it going to 3.73.Not sure if you will really notice a difference going from 3.55 to 3.73s. If you

had 3.27s you would notice it going to 3.73. Click to expand. Search Click to expand. YOull regret going 373 when you realize how minimal the difference is.YOull regret going 373 when you realize how minimal the difference is. Click to expand. YOull regret going 373 when you realize how minimal the difference is. Click to expand. That is a lot when you look at my friends 69 Z28 with a 2.20 close ratio transmission with 4.88 rear gears. His overall ratio is about 11 to 1. My 4th gear is somewhat like his 4th drive gear. That is 4.33 vs 4.88. You would not want to take a long trip with his Z28.Click to expand. If you like drag racing at all you should really match the rear tire size and gear ratio to your target trap speed in 4th gear. Then the rest will fall into place.Maybe true and maybe not. Better to hit the rev limiter a few feet after the finish line.Maybe true and maybe not. Better to hit the rev limiter a few feet after the finish line. Click to expand. Usually somewhere around 6800 plus or minus 50. I would like to set it up to about 7200 with an all stock tune. Any ideas The 2018s are around 7400 in stock form. Tire sizes for the Coyote Mustangs are in between 26 to 27 inches. I had 235 50 18s on my Base Mustang GT. Changed over to 255 45 18s Run Flats that are just ever so slightly smaller. Now that depends on track temp tune weight and a whole lot of other things.I just want to be competitive against whoever challenges me at a light.I just want to be competitive against whoever challenges me at a light. Click to expand. I've only been to the strip once in mine in 9 years.Go big, or go home!Click Here For Details By continuing to use this site, you are consenting to our use of cookies.

The gear ratio is the ratio of how many times your engine has to turn the crankshaft to turn the rear wheels one rotation. Therefore, the higher the ratio 4.10 gears compared to 3.55 gears the higher the gearing and the greater number of rotations before the rear wheels turn. This equates to a greater amount of power transferred to the wheels. If your car is equipped with an overdrive, you may not even notice a difference in gas mileage with the new higher gearing. Depending on the transmission that you have installed, you might even be able to adjust the overall gearing so that the final drive of your car is nearly the same while in overdrive, but allows you to take advantage of the new gearing in the lower transmission gears. If the gearing in your differential is changed in a significant way, then the speedometer calibration is likely to be affected which will make your speedometer inaccurate. The new gearing can affect transmission shift points as well on automatic transmissions, but this is a nonissue for manual transmissions. Custom tuning by a qualified speed shop is normally a good fix for both of these issues. In most cases you can expect to see a drop of 1 to 2 miles per gallon. In both automatic and manual transmissions smooth operation is ideal. Odd noises and rough gear changes may be the first indication that something is beginning to fail internally. Taking quick action when things start to feel a bit funny can help to keep repair bills to a minimum. It could also be an indication of a low fluid level, so having the fluid level checked at the first sign of noise is a wise move. In some cars these linkages can be realigned to restore troublefree shifts. This could also point to an issue with the clutch hydraulic system, so a little troubleshooting may be needed to find the real culprit. Luckily, there is a simple test to check for this condition.

It is conducted by accelerating from a low RPM through the engine's peak power band where it makes its optimal horsepower and torque in fourth gear. Liberal use of the throttle in these situations will generally cause a weak clutch to slip without any real risk of damage. Just as with their manual counterparts, a flare in RPM during acceleration may indicate a slipping clutch. Since automatics use a number of different clutches, the problem may be isolated to one gear. Luckily, modern automatics are computer controlled, which means they can be interrogated with a technician's scan tool. This is an excellent way to begin diagnosing any shift concern. This is why it is important to become familiar with the way a particular transmission manual or automatic feels when it is working properly. If something feels off in a vehicle you use every day, odds are something may not be right. If such issues are given prompt attention, the early action may reduce future headaches. The site may not work properly if you dont update your browser. If you do not update your browser, we suggest you visit old reddit. Press J to jump to the feed. Press question

mark to learn the rest of the keyboard shortcuts Log in sign up User account menu 4 410 or 3.73gears in automatic V6 I hate my stock 2.73 differential gears and I would like to upgrade to either 3.73 or 4.10 gears. My first question is should I get the 3.73s or the 4.10s Based on my research I should go with the 4.10 since I have an automatic and I dont do too much highway driving. Also, what all do I need to get in order to switch my gears out and about how much with this cost in total. Personally, Id go with 4.10 gears in your situation. Theyll give you the most noticeable gain for sure. Prices for the install will vary greatly, but I hope this gives you an idea. You can compare two setups so you can get a feel for the difference between two rearend gear ratios. What all did you get from them.

I think all I need is the gear itself and the 8.8 inch rear gear pinion bearing, but I could be wrong. Thanks for your input. All rights reserved Back to top. You should upgrade or use an alternative browser. Anyone with an auto do this. Are there gears even available above 3.73s, cause I cant seem to find any info on them.Click to expand. Not that you can.But theyre not so we can end it here thankfully.I currently have 3.55s. Was pondering the implications of moving to a 3.73 or 4.10 if it was an option to do so. Most of the guys I know who have autos and do drag strip have the 3.15s or 3.31s because theyre boosted. But for an NA automatic car, I would think a 3.73 or 4.10 would waken it up quite a bit.A converter is what you want.That being said, its not possible for the S550 and even if it was traction on the street would make me steer away from that much gear.Click to expand. There is more then one timeslip there. Also it was 1500 not 2000, thats in the link I posted also. They also put a Boss intake manifold on the car and went back and ran numerous 10s again. Anyway, Im not saying that 4.10s were a great choice, quite the opposite actually. Im Need4Speed03 on SVTPerf and me and Casper went back and forth quite a bit on the topic. But you cant argue with their results. I just posted the link for information and to show what they were able to do with them.There is more then one timeslip there. I just posted the link for information and to show what they were able to do with them. Click to expand. Oh and with 3.15s mind you. Brett WBT has beatin that record anyways now. We are one of the largest Mustang communities on the Web. Feel free to browse the site. Also please take a moment to Sign Up. Its FREE and you get access to post and reply on our site, follow popular users and use the SEARCH function. Enjoy your visit and become a member today.For a better experience, please enable JavaScript in your browser before proceeding.