

OVER-ALL GEAR RATIOS
CHRYSLER AND DE SOTO AIRFLOWS

CHRYSLER

| | Trans- mission Gear Ratios | CW CW* | CU CV CX | CU CV CX Opt. | Early CU | C2 - C3 C10 - C11 C17; C9 C10 Opt. | C1 C9 |
|------------------|-------------------------------------|-----------|----------------|------------------------|-------------|---|----------|
| Rear Axle Ratios | | 4.42 | 4.3 | 4:1 | 3.875 | 4.3 | 4:1 |
| Overdrive | .704 | 3.11 | 3.03 | 2.88 | 2.72 | 3.03 | -- |
| Direct | 1.00 | 4.42 | 4.30 | 4.10 | 3.87 | 4.30 | 4.10 |
| Second | 1.50 | 6.63 | 6.41 | 6.10 | 5.77 | | |
| | 1.52 | | | | | 6.54 | 6.23 |
| First | 2.67 | 11.80 | 11.14 | 10.61 | 10.03 | | |
| | 2.53 | | | | | 10.89 | 10.38 |
| Reverse | 3.20 | 14.14 | 13.93 | 13.59 | 12.55 | | |
| | 3.16 | | | | | 13.59 | 12.96 |

DE SOTO

| | Trans- mission Gear Ratios | SE | SE Opt. | SG | SG Opt. | S-2 | S-2 Opt. |
|------------------|-------------------------------------|-------|------------|-------|------------|-------|-------------|
| Rear Axle Ratios | | 4.33 | 4.125 | 4.1 | 4.33 | 4.10 | 4.33 |
| Overdrive | .704 | 3.04 | 2.90 | -- | 3.05 | | |
| | .709 | | | | | -- | 3.07 |
| Direct | 1.00 | 4.33 | 4.12 | 4.10 | 4.33 | 4.10 | 4.33 |
| Second | 1.49 | 6.45 | 6.14 | | | | |
| | 1.52 | | | 6.23 | 6.58 | | |
| | 1.55 | | | | | 6.35 | 6.71 |
| First | 2.59 | 11.21 | 10.68 | | | | |
| | 2.53 | | | 10.38 | 10.96 | | |
| | 2.57 | | | | | 10.54 | 11.13 |
| Reverse | 3.24 | 14.02 | 13.40 | | | | |
| | 3.16 | | | 12.96 | 13.69 | | |
| | 3.48 | | | | | 14.27 | 15.07 |