Gear Ratio Chart — Engine RPM at 65 MPH

Rows = tire diameter (inches) • Columns = axle gear ratio • Cells = engine RPM in top gear (1:1)

Tire ↓ / Ratio →	3.08	3.21	3.42	3.55	3.73	3.91	4.10	4.30	4.56	4.88
26″	**2,588**	2,697	2,874	2,983	3,134	3,286	3,445	3,613	3,832	4,101
28″	**2,403**	**2,505**	2,669	2,770	2,911	3,051	3,199	3,355	3,558	3,808
29″	**2,320**	**2,418**	**2,577**	2,675	2,810	2,946	3,089	3,240	3,435	3,677
30″	**2,243**	**2,338**	**2,491**	**2,585**	2,716	2,848	2,986	3,132	3,321	3,554
31″	**2,171**	**2,262**	**2,410**	**2,502**	2,629	2,756	2,890	3,031	3,214	3,439
32″	**2,103**	**2,192**	**2,335**	**2,424**	**2,547**	2,670	2,799	2,936	3,113	3,332
33″	**2,039**	**2,125**	**2,264**	**2,350**	**2,470**	**2,589**	2,715	2,847	3,019	3,231
35″	1,923	**2,004**	**2,135**	**2,216**	**2,328**	**2,441**	**2,559**	2,684	2,847	3,046
37″	1,819	1,896	**2,020**	**2,096**	**2,203**	**2,309**	**2,421**	**2,539**	2,693	2,882

Green cells = 2,000–2,600 RPM cruising sweet spot (good balance of power and fuel economy at highway speed).

Formula: RPM = (MPH × Gear Ratio × 336.13) ÷ Tire Diameter (in). Assumes 1:1 top gear (no overdrive); with overdrive, multiply by your overdrive ratio (e.g. ×0.69). Values rounded to the nearest RPM.

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