



AiM Webinar
"Remove All Gear Selection Doubts"
9/17/20
Edited Q&A

1 **Q:** What about torque above 5252 RPM?

A: [Answered live at 26:18]

2 **Q:** Can the AiM HP graph help with gear selection?

A: That graph can be a good substitute if you do not have a dyno. It can help with gear selection but keep in mind that graph is only an estimate of values and not an exact measure.

3 **Q:** Can you please provide the information to add a 6th gear by explanation or as an enhancement to the gear calculator spreadsheet?

A: [Answered live at 28:42]

4 **Q:** Can the Long Gs graphs in each gear help determine proper gear?

A: [Answered live at 37:41]

5 **Q:** When the optimal shift point is near the redline, how would you weigh the potential time loss of bouncing the rev limiter vs shifting a little early?

A: [Answered live at 39:24]

A2: My personal rule of thumb: when I go into the lower gear and get back on full throttle, if I don't have time to take a couple of breath before I have to upshift again, then it's not worth the downshift. Also, data usually will prove that downshift is slower, not because of torque but because of the time wasted shifting, plus to some extent, engine braking in the higher gear.

6 **Q:** Do you need to dyno in every gear or just the normal 4th or 1:1 gear?

A: [Answered live at 41:05]

7 **Q:** Since shift lights are based on RPM, can one base the math channel on RPM vs Speed?

A: [Answered live at 43:18]

8 **Q:** Are you using the same data for optimal downshift during breaking?

A: [Answered live at 55:25]