

ATS close ratio gear

Honda					
For Civic & Integra B series engine with hydro transmission (year 91.6 -)					
Chassis EG2 / EG6 / EG9 / EK4 / EK9 / DC2					
EG2 / EG6 / EG9 / EK4 / EK9 / DC2 (96 & 97 spec) – Stock final 4.40					
DC2 (98 spec) – Stock final 4.785					
	ATS Standard Module	ATS Large Module	Stock gear ratio	The large module gears are significantly stronger than the standard module	
1st gear	3.077	3.077	4.40 or 4.785		
2nd gear			2.105		
3rd gear	1.652	1.563	1.458		
4th gear	1.308	1.188	1.107		
5th gear	1.033	0.938	0.848		
Product #	Parts composition		Applicable final	Price (yen)	Note
Standard Module (version 1)					
37122-15	1st counter gear		4.4	27,000	
R7A17-63	1st + 3rd		4.4	79,000	
R7A17-64	1st + 3rd + 4th		4.4	117,000	
R7A17-65	1st + 3rd + 4th + 5th		4.4	152,000	
37122-16	1st counter gear		4.785 / 4.928	27,000	
R7A17-60	1st + 3rd		4.785 / 4.928	79,000	
R7A17-61	1st + 3rd + 4th		4.785 / 4.928	117,000	
R7A17-63	1st + 3rd + 4th + 5th		4.785 / 4.928	152,000	
R7A17-30	3rd		4.4 / 4.785 / 4.928	58,000	
R7A17-31	4th		4.4 / 4.785 / 4.928	58,000	
R7A17-32	5th		4.4 / 4.785 / 4.928	48,000	
R7A17-38	3rd + 4th + 5th		4.4 / 4.785 / 4.928	125,000	
Large module (version 2)					
37122-15	1st counter gear		4.4	27,000	
R7A17-74	1st + 3rd		4.4	86,000	
R7A17-75	1st + 3rd + 4th		4.4	138,000	
R7A17-76	1st + 3rd + 4th + 5th		4.4	177,000	
37122-16	1st counter gear		4.785 / 4.928	27,000	
R7A17-77	1st + 3rd		4.785 / 4.928	86,000	
R7A17-78	1st + 3rd + 4th		4.785 / 4.928	138,000	
R7A17-79	1st + 3rd + 4th + 5th		4.785 / 4.928	177,000	
R7A17-70	3rd		4.4 / 4.785 / 4.928	63,000	
R7A17-71	4th		4.4 / 4.785 / 4.928	63,000	
R7A17-72	5th		4.4 / 4.785 / 4.928	63,000	
R7A17-73	3rd + 4th + 5th		4.4 / 4.785 / 4.928	156,000	
Note: ATS 1st gear (3.077) is same for the standard module and for the large module					

ATS Mission final

Model	Year	Chassis	Engine	MT	Part #	Ratio	Price	Note
Honda								
S2000	99.4-	AP1	F20C	6MT	R7A23-02	1.261	51,000	#1, #2
	05.11-	AP2	F22C	6MT	R7A23-02	1.261	51,000	#3
Note								
#1: 23230-PCY-A00 (Secondary shaft for AP2) is required								
#2: The gear ratio is equivalent to the differential final of 4.46								
#3: The gear ratio is equivalent to the differential final of 4.28								