



## 10-Speed OVERVIEW

- A 10-speed is two 5-speeds, one on top of the other.
- The shift pattern is an M.
- **Splitter Down:** 1st-5th and Low Reverse.
- **Splitter Up:** 6th-10th and High Reverse. The splitter talks to the transmission when the shifter is in NEUTRAL.
- Use the hard walls and soft wall. The walls lead to the gears.

## Double Clutching

- Clutch to neutral, clutch to gear; 1-2. Move the shifter and push the clutch in at the same time. Just 2-3 inches of clutch.
- **Shift at 1500RPM.**
- Clutch brake: stops the gears in the transmission from spinning. Use only when the truck is stationary. Fully depress the clutch pedal.

## Side Grip

- Easy to manipulate the splitter. Assists with shifting from 6th to 7th.

## Upshifting

- Shift every gear at the top of the sweet spot (1500). Shift fast enough to beat the needle to 1000. 1-2. Avoid gripping the shifter too tightly.

## Downshifting

- Slow down before downshifting. Shift every gear at the bottom of the sweet spot (1000).

## Missed Gears

- Patience over panic. Find the wall associated with your gear, place the shifter at the gate opening of your gear (light pressure!), rev the engine and shift to gear.

## High/Low RPM Shifting

- At high RPMs, shift slower. Low RPMs, shift faster.

## Uphill/Downhill Shifting

- **Uphill:** over-rev the engine (1700-1800RPM) and shift at the normal speed.
- **Downhill:** shift early (1200-1300RPM).

## Speedometer Math

- The numbers on your speedometer can be added together to determine your best gear at a particular speed.

15 MPH: 1+5=6th gear  
 25 MPH: 2+5=7th gear  
 35 MPH: 3+5=8th gear  
 45 MPH: 4+5= 9th gear  
 55 MPH: 5+5=10th gear