



Which Torque-arm is right for me?

- There are two versions of the MM Torque-arm: Standard-Duty, and Heavy-Duty. Both provide the same performance improvements for your Mustang, but each is rated for a different level of engine torque.
- Which Torque-arm your Mustang needs depends on the transmission's first gear ratio, the rear gear ratio, the amount of rear wheel torque, and how you drive it. Keep reading to see how to choose between the two Torque-arms.

How are the Torque-arms rated?

We determined the limits of each torque-arm by **destructively testing** them. Each torque-arm was then **rated for the most difficult scenario possible**: a high-revving-sidestep-and-dump-the-clutch launch, with no clutch slippage, on sticky drag tires that grip the pavement instead of burning rubber. That's the type of launch that will send the front tires skyward. If you don't mount up sticky drag tires and drive your Mustang like that, then the maximum rear wheel torque ratings listed may be disregarded for your situation.

How do I choose between the two Torque-arms?

1. Find your transmission's first gear ratio (or your transmission model) in the heading of one of the three Torque-arm Rating Tables below. The first gear ratio determines which table applies to your Mustang.
2. Find your car's rear gear ratio in the far left column of that table.
3. On the row with your rear gear ratio, look to the right. The next two columns have the rear wheel torque ratings for each Torque-arm. The first is the maximum rear wheel torque rating for the Standard-Duty Torque-arm. The second is the maximum rear wheel torque rating for the Heavy-Duty Torque-arm. These torque ratings refer to the peak rear wheel torque as measured on a Dynojet chassis dyno.
4. Select the Torque-arm that has a rear wheel torque rating that is higher than the peak rear wheel torque that your Mustang produces, as measured on a Dynojet chassis dyno.
5. Note: Take into consideration any future power increases you may make to your Mustang.

First Gear Ratio 3.35:1 (approximate)	Transmission Model OEM T5, T45, TR-3650, TR-3550 TR-500, TR-600	
	Standard TA Max. Dynojet Torque RWT (lb-ft)	Heavy Duty TA Max. Dynojet Torque RWT (lb-ft)
Rear Gear Ratio		
4.56:1	250	390
4.30:1	275	425
4.10:1	290	450
3.73:1	330	510
3.55:1	350	545
3.27:1	390	600
3.08:1	425	650
2.73:1	484	738



First Gear Ratio 2.90:1 (approximate)	Transmission Model Close Ratio T5, TR-500, TR-600 aftermarket T-56, 4R70W	
	Standard TA	Heavy Duty TA
Rear Gear Ratio	Max. Dynojet Torque RWT (lb-ft)	Max. Dynojet Torque RWT (lb-ft)
4.56:1	289	450
4.30:1	318	491
4.10:1	335	520
3.73:1	381	589
3.55:1	404	629
3.27:1	450	693
3.08:1	491	751
2.73:1	559	852

First Gear Ratio 2.40:1 (approximate)	Transmission Model C4, C5, C6, AOD, AODE	
	Standard TA	Heavy Duty TA
Rear Gear Ratio	Max. Dynojet Torque RWT (lb-ft)	Max. Dynojet Torque RWT (lb-ft)
4.56:1	349	544
4.30:1	384	593
4.10:1	405	628
3.73:1	460	712
3.55:1	488	760
3.27:1	544	837
3.08:1	593	907
2.73:1	675	1030