



**TREMEC**<sup>®</sup>

**2013 PERFORMANCE**  
PRODUCT GUIDE

# TREMEC<sup>®</sup>



Thank you for your interest in TREMEC transmissions, proud manufacturers of some of the most celebrated manual gearboxes available anywhere! At TREMEC, we put O.E. technology to work for you in an effort to provide the best-shifting, longest-lasting, most durable manual transmissions your hard earned money can buy!

So whether you're building a boulevard-bruiser or a street/strip terror, there's a TREMEC transmission that's right for you and your project. Each model benefits from careful development and rigorous testing on par with the latest state-of-the-art industry practices. We do this to ensure that when any enthusiast equips his or her vehicle with a TREMEC, they can be certain that the gearbox they're installing is truly a piece that is second to none—easy to operate, easier to enjoy, and trouble-free for years of spirited driving!

## OEM GRADE PERFORMANCE PRODUCTS: THE TREMEC ADVANTAGE

The differences between TREMEC products and those of our competitors are vast. As a 'Tier 1' Original Equipment supplier to some of the most respected vehicle manufacturers around the globe, TREMEC utilizes a host of manufacturing processes and practices well beyond the reach of most would-be adversaries. What this means for you is simply peace of mind. With a TREMEC resting under your tunnel you can cruise with confidence, knowing that the transmission in your hot rod benefits from the same level of manufacturing excellence as those of the world's most respected OE street machines.



## WORKING UNDER PRESSURE: TREMEC IN MOTORSPORTS

They say real race cars have three pedals, and at TREMEC, we're inclined to agree! That's why our transmissions see countless hours of 'in-the-field' motorsports abuse; to show what weeks of in-house validation testing alone never could! From 9-second blasts down the quarter-mile, to the grueling conditions of the SCCA World Challenge series—the possibilities for a TREMEC in your racing application are limited only by your desire to see life from the winner's circle!

And for our customers not out trying to collect contingencies, this level of real-world endurance testing ensures that TREMEC Transmissions are up to about any challenge you can think to put them through out on the street. From the track to the office and all points in between, no transmission does it all better than a TREMEC!

## TREMECONOMICS: HOW TREMEC SAVES YOU MONEY AT THE PUMP

These days the smell of octane in the air doesn't bring as much joy as it once did, with the price of fuel constantly on the fritz! If lately a cruise down the interstate sounds like more fun than you can afford, then a high-performance overdrive from TREMEC may be just the cure. There's simply no other product on the market that enhances your early-model's performance while adding unbelievable fuel savings the way a TREMEC does! Still not convinced? Use the equation below to see how your old 4-speed stacks up!



$$rpm = (mph \times gear\ ratio \times 336) / tire\ diameter$$

For example, let's assume that you currently have an old Muncie 'Rock-Crusher' with a 1:1 fourth gear ratio, some 4.11's out back, and a pair of 26" tall tires putting the power to the ground. Plug those numbers into the equation above, and at just 65 mph you're churning out nearly 3,500 RPM! Now multiply that number by .64 (as in the .64:1 overdrive in a TREMEC TKO) and you'll see that at the same speed you could be saving over 1200 RPM (from 3,452 to 2,209)! Try finding another component to do that while adding to your vehicle's performance!





### THE STUFF MUSCLE CAR DREAMS ARE MADE OF: A SHORT STORY FROM THE TREMEC 'TRUE CUSTOMER' FILES

The retired owner of a Toledo area car dealership, 64-year-old Mike Evanoff is the genuine sort of guy that you're truly better off for knowing. Born with the lust for speed in his blood, Evanoff owns not one, but two TREMEC-equipped street machines. The first, a yellow C6 Corvette Z06, benefits from the General's good judgment in choosing TREMEC as a supplier. The second is something a little more near and dear to Evanoff's heart—the cocoa colored '65 Malibu SS, known by the locals as 'Nestle Quik'.

Since purchasing it new in the fall of '64, Evanoff has continuously modified this unassuming Chevelle, seeking the ultimate combination of raw power and road manners. Today, with a Vortech-supercharged big-block under the hood, and a TREMEC 6-speed nestled in the tunnel, Evanoff believes he's found it; so satisfied with the results that he actually had the TREMEC logo embroidered into a custom center console. How's that for a testimonial?



### OFF TO THE RACES: TREMEC ON THE OPEN ROAD

Want to see what all the fuss is about first-hand? Come out and see us at any one of several races or car shows TREMEC attends across the USA each and every year! Ask us your questions in person, and check out our highly detailed cut-away transmission displays.

### THE ELITE ADVANTAGE: WHERE TO BUY A TREMEC TRANSMISSION

If you've been thinking about purchasing a TREMEC but are not sure who or where to buy from, this section is for you. TREMEC literally has hundreds of Authorized Resellers around the globe, as well as, a select group of "Elite Distributors" located throughout North America and Australia. Each of these Elite Distributors is specially qualified to handle all of your TREMEC-related needs. Look for the Elite Distributor logo or contact TREMEC Customer Service for help finding the best outlet for your specific needs!



### TREMEC TRIVIA: FOR YOUR BENCH-RACING PLEASURE

Thought you knew everything there was to know about the world of manual transmissions, or maybe just about TREMEC? Check out some of the random "TREMEC-TECH" below to see how much you really know!

- TREMEC has been building quality transmission assemblies since 1964 and is the largest producer of rear-wheel-drive manual transmissions in all of North America!

- Our popular TKO 5-speed is an evolutionary descendant of the mighty 'Top-Loader' 4-speed—a transmission that was once produced by TREMEC!

- TREMEC also manufactures a line of heavy-duty transmission assemblies for trucks up to Class 8 in rank, as well as, dual clutch transmissions for super exotics like the McLaren MP4-12C!

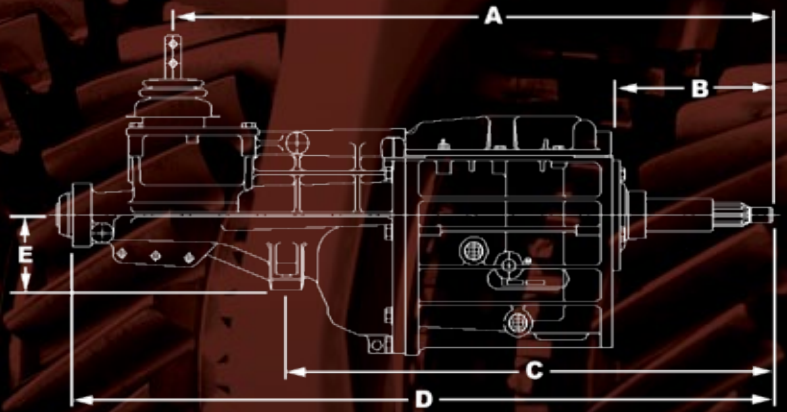
- TREMEC produces the world's only 4-speed auxiliary transmission for specialty off-highway applications; rated to handle an astonishing 17,500 lb-ft. of torque!

- TREMEC's Magnum & Magnum XL 6-speeds are aftermarket variants of the TR-6060, which is factory equipment in several current production muscle & sports cars, including the new Viper.

- Running at full steam, TREMEC can produce over 300,000 complete transmission assemblies annually; along with countless other service parts and specialty components.



# T-5 5-SPEED



A highly evolved, extremely compact, and wonderfully versatile 5-speed that has stood the test of time, TREMEC's T-5 first hit the scene in the early 1980's as a product of the Borg-Warner company. From AMC Eagles to 5-liter Mustangs, in its rich 30+ year history the T-5 has seen a variety of uses and numerous upgrades. Today the T-5 still enjoys life as an Original Equipment unit in overseas markets, while continuing to gain popularity in hot rod and performance markets everywhere. Dollar-for-dollar, pound-for-pound the T-5 is the smoothest-shifting, easiest to drive, and most reliable manual transmission for moderate horsepower applications available anywhere. Easily accepting up to 300 b-ft. of torque, the TREMEC T-5 is not only durable, but offers easy operation and a deep overdrive; making any hot rod, street rod, or kit car more enjoyable to drive.

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
Ford	26.4	7.14	21.4	31.6	3.03	TTEP8640

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
- D. Overall length from rear face of block to end of casting
- E. Crossmember mounting location from centerline

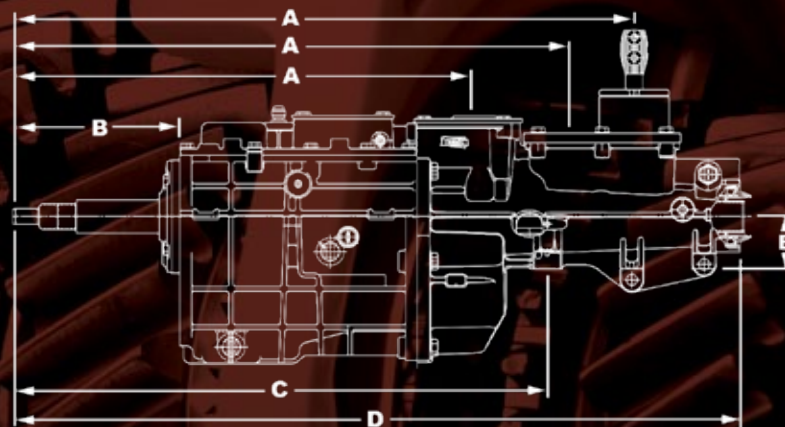


Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
1352-000-251	Ford	SBF	300	6,700	No	Mech	Mech	10	28	2.95	1.94	1.34	1.00	.63	N/A	2.76

NOTE: Torque and RPM ratings may vary based on vehicle use, driveline configuration, and quality of product installation.



# TKO 5-SPEED



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM (All)	19.0/23.0/25.8	6.71	22.1	30.4	2.2	O.E. 4-speed (most)
Ford (All)	19.6/23.7/25.4	7.21	22.7	31.0	2.2	O.E. 4-speed or TCEP8639

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

It's the take-no-prisoners gearbox that started a 5-speed retrofit revolution! TREMEC's TKO series of 5-speeds was first made famous by the 5-liter Mustang movement and has since been fitted into nearly every rear-wheel-drive performance application imaginable. Far and away the most versatile 5-speed on the market, the TKO offers an impressive array of flexibility features including multiple shifter locations, mounting configurations, gearing options, and speedometer pickups (*electric & mechanical*). Serving up 600 lb-ft. of tire-melting torque capacity along with confidence-inspiring shifts and fuel-saving overdrive, the TKO offers an ideal blend of brute strength and street manners—which may be why it's the manual transmission behind more boulevard-bruising street machines and sportsman race victories than all of its competitors combined.

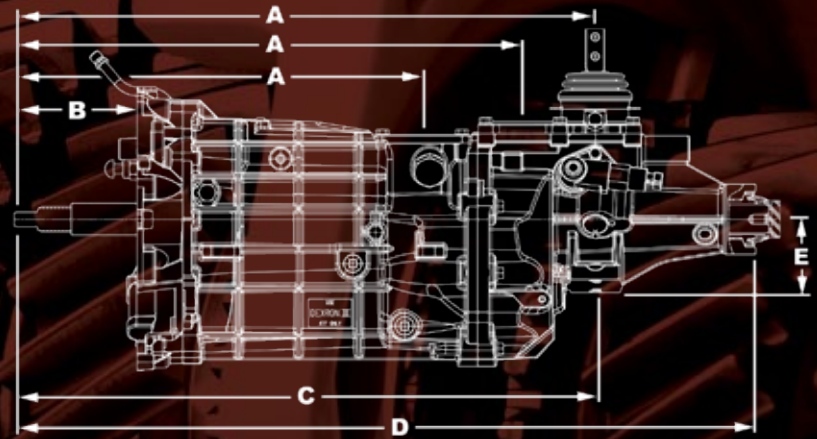
- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
- D. Overall length from rear face of block to end of casting
- E. Crossmember mounting location from centerline



Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TCET4616	GM	Any	500	6,200	No	Mech	Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
TCET4618	GM	Any	600	6,200	No	Mech	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
TCET5009	GM	Any	600	6,200	No	Mech	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
TCET4615	Ford	Any	500	6,200	No	Mech	Mech/Elec	10	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
TCET4617	Ford	Any	600	6,200	No	Mech	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
TCET5008	Ford	Any	600	6,200	No	Mech	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
TCET5201	Ford	Any	500	6,200	No	Mech	Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00

NOTE: Torque and RPM ratings may vary based on vehicle use, driveline configuration, and quality of product installation.

# MAGNUM 6-SPEED



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM LS (Hyd)	18.9/23.0/26.6	6.46	26.6	33.8	3.1	1386-212-005
Ford Modular	18.7/22.8/26.4	5.64	26.3	33.6	3.1	TNCM1078

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

The centerpiece of TREMEC's high performance line-up, the Magnum 6-speed takes state-of-the-art OEM technology and pairs it with the most popular features of our all-business TKO. Like a 6-speed sledgehammer in velvet gloves, the Magnum easily tolerates up to 700 b-ft. of tire-devastating torque, and does so with unbelievable sophistication—providing short, crisp shifts and a rewarding driving experience. Known in its OE form as the TR-6060, the Magnum is an aftermarket version of the same transmissions found in many of today's most revered factory supercars; meaning refinement where you want it and strength where it counts!

- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
- D. Overall length from rear face of block to end of casting
- E. Crossmember mounting location from centerline

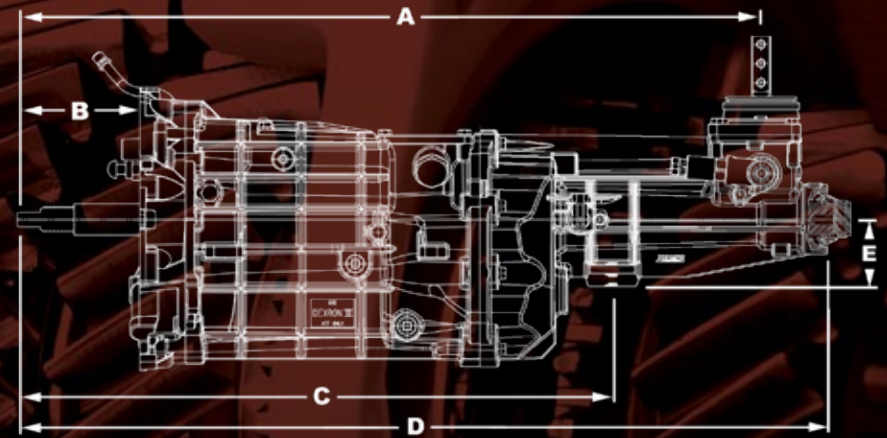


Part Number	Application	Engine	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Splines Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TUET11009	GM	LS	700	7,800	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
TUET11012	GM	LS	700	7,800	No	Hyd	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
TUET11010	Ford	Modular	700	7,800	No	Mech	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
TUET11011	Ford	Modular	700	7,800	No	Mech	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90

NOTE: Torque and RPM ratings may vary based on vehicle use, driveline configuration, and quality of product installation.



# MAGNUM XL 6-SPEED



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
S197 Mustang	34.9	6.52	28.1	38.3	2.75	N/A (Included)

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
- D. Overall length from rear face of block to end of casting
- E. Crossmember mounting location from centerline



The newest addition to TREMEC's performance arsenal, the Magnum XL is an extension of our revered Magnum 6-speed series. Featuring all the most important content from the original, the XL retains the Magnum's brute strength and sophistication, but adds an "extended length" tail section designed to eliminate the clumsy "semi-remote" shifter found in many popular late model applications. Available now for 2005-up "S197" Mustangs, the Magnum XL also includes a SFI-approved steel bellhousing with enclosure plate, a swap-specific crossmember and an OE-quality mount. For strength purposes the Magnum XL requires a 26-spline clutch and one-piece driveshaft. Some applications may require speedometer recalibration via ECU tuning or through the use of a separate signal converter. For complete details contact TREMEC Customer Service or see your preferred TREMEC distributor.

Part #	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TUKT12019	S197 Mustang	Modular	700	7,800	Yes	Hyd	Electric	26	31	2.66	1.78	1.30	1.00	.74	.50	2.90
TUKT12021	S197 Mustang	Modular	700	7,800	Yes	Hyd	Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
TBA	GM	LS	700	7,800	N/A	Hyd	Electric	26	31	2.66	1.78	1.30	1.00	.74	.50	2.90
TBA	GM	LS	700	7,800	N/A	Hyd	Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90

NOTE: Torque and RPM ratings may vary based on vehicle use, driveline configuration, and quality of product installation.

# COMPONENTS

TREMEC quality components & accessories. For items not listed, contact your preferred TREMEC dealer or a TREMEC customer service representative.

## CLUTCH HOUSINGS

TREMEC offers OEM-quality aluminum bellhousings for select T-5, TKO, and Magnum applications (original T-56 transmissions included a housing where necessary). Not SFI-approved. Includes hardware where applicable.

T-5, Ford 5.0L.....	TTEP8640
TKO, Ford 4.6/5.4L.....	TCCM1899
TKO, Ford 5.0/5.8L (includes ball stud).....	TCEP8639
T-56 Magnum, Ford 4.6/5.4L.....	TNCM1078
T-56 Magnum, Ford 5.0/5.8L (Mech).....	1386-212-004
T-56 Magnum, GM LS (Hyd).....	1386-212-005

## SLIP YOKES

Our 31-spline slip yoke fits all TKO & T-56 Magnum transmissions (including Magnum XL). They accept 1330-style u-joints, and like all TREMEC products, are built to OEM quality standards.

Slip Yoke.....	2-3-6041X
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## SHORT INPUT SHAFT KITS

TREMEC's Short Input Shaft Kits are a must when installing a TREMEC TKO behind Ford FE-series engines. Kits include appropriate bearing retainer and new front seal. Available in 10 and 26-splines.

10-Spline Kit (for TKO w/3.27 1st gear).....	TCKT5727
26-Spline Kit (for TKO w/2.87 1st gear).....	TCKT5729

## COBRA CONVERSION INPUT SHAFT

For 2003-2004 Ford Mustang Cobras with factory T-56 transmissions. Converts factory 10-spline input shaft to 26-spline unit for greatly enhanced strength.

03-04 Cobra (2.66 ratio only).....	TUFM6132
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## MISCELLANEOUS PARTS & TOOLS

Clutch Fork Cover (Fits housing TCMM1899).....	M-96-1
TKO/T-56 Magnum Mech Speedo Plug Kit.....	30-360-1X
TKO Rear Shift Cover.....	TCPT5706
1.96" Ball Stud (use washer 1381-050-001)	1381-146-001
1.47" Ball Stud (use washer 1381-050-001) .....	TNTN1261

## TKO MID-SHIFT CONVERSION KIT

This kit puts the shifter on a TKO just 12.68" from the face of the transmission. Includes shifter assembly with boot, shift lug, rear shifter cover and hardware. 3.5" height.

Mid-Shift Conversion Kit.....	30-17-4X
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## MAGNUM OVERDRIVE GEARS

Use these to change the overdrive ratios in any Magnum 6-speed transmission. Gears must be purchased in pairs. Professional installation is strongly recommended.

Fifth Gear, .80:1 Ratio.....	TUEN7118 & TUEE6045
Fifth Gear, .74:1 Ratio.....	TUEN8141 & TUEE8143
Sixth Gear, .63:1 Ratio.....	TUEN7119 & TUEE6046
Sixth Gear, .50:1 Ratio.....	TUEN8142 & TUEE8144

## SHIFT BALLS

The perfect way to finish any TREMEC installation!

### 5-SPEED SHIFT BALLS

Brushed Aluminum, standard thread.....	5BR-SX
Brushed Aluminum, metric thread.....	5BR-MX
Polished Aluminum, standard thread.....	5PO-SX
Polished Aluminum, metric thread.....	5PO-MX
Black, standard thread.....	5BL-SX
Black, metric thread.....	5BL-MX
White, standard thread.....	5WH-SX
White, metric thread.....	5WH-MX

### 6-SPEED SHIFT BALLS

Brushed Aluminum, standard thread.....	6BR-SX
Brushed Aluminum, metric thread.....	6BR-MX
Polished Aluminum, standard thread.....	6PO-SX
Polished Aluminum, metric thread.....	6PO-MX
Black, standard thread.....	6BL-SX
Black, metric thread.....	6BL-MX
White, standard thread.....	6WH-SX
White, metric thread.....	6WH-MX

### THREAD ADAPTERS (Included with shift balls)

SAE (.312x18, .375x16, .375x24, .50x24).....	M-999-13
Metric (M10x1.25, M12x1.75).....	M-999-14



## DON'T MISS THIS: IMPORTANT NOTES & TIPS

In any installation, always remember to check transmission to clutch housing to engine fit. Clutch housing should be dial indicated into to ensure proper alignment. Check input shaft to pilot bearing fit and depth of input shaft into pilot bore to ensure proper clearance. Always use correct fluid as per TREMEC recommendation. Failure to do so may result in loss of warranty. TREMEC is not responsible for damage resulting from installation errors or misuse. Always use proper safety equipment. For assistance refer to authorized TREMEC dealer or TREMEC customer service agents. TREMEC encourages safe driving habits at all times.

