



# TREMEC®

**2017 PERFORMANCE  
PRODUCT CATALOG**

# TREMEC



## THANK YOU FOR YOUR INTEREST IN TREMEC

The proud manufacturer of some of the most celebrated manual gearboxes available anywhere on the planet! At TREMEC, we put OEM technology to work for you in an effort to provide the best-shifting, longest-lasting and most durable manual transmissions your hard-earned money can buy!

So whether you're building a boulevard-bruiser, a corner-carving track terror, or a street & strip machine, there is a TREMEC transmission that's right for you and your project. Each model benefitting from careful development and rigorous testing on par with the latest in 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 are 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 and Tier 2 supplier to some of the world's most respected vehicle manufacturers, TREMEC utilizes a host of manufacturing practices well beyond the reach of most would-be aftermarket adversaries. What this means for you is simply peace of mind. With a TREMEC in your hot rod, you can cruise with confidence knowing that the transmission in your tunnel benefits from the same level of manufacturing excellence as that of the world's most respected OEM sports and muscle cars.





Total Performance Racing's  
TREMEC-equipped Trans Am TA4  
2016 Chevrolet Camaro

## RAISING THE STAKES: TREMEC AT THE TRACK

They say that real race cars have three pedals, and at TREMEC we are inclined to agree! That's why our transmissions see countless hours of on-track 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 road courses everywhere, this level of real world endurance testing ensures that TREMEC transmissions are up to about any challenge you can put them through on the street!

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

- TREMEC has been manufacturing quality transmission assemblies since 1964, and is the largest independent 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 once produced by TREMEC!
- TREMEC manufactures medium and heavy-duty transmissions for trucks up to Class 8 in rank, as well as, mechatronic systems and dual clutch transmissions for ultra-exotic and luxury performance vehicles!
- TREMEC offers the industry's only 4-speed auxiliary trans for specialty off-highway applications (*cranes, logging trucks, etc*), rated to handle up to a mind-boggling 17,500 lb-ft. of torque!
- Running at full steam, TREMEC can produce over 300,000 complete transmission assemblies per year; along with countless other service parts and specialty components.



## TREMECONOMICS: TRANSMISSIONS THAT EARN THEIR KEEP

Is the sound of a constantly screaming engine and frequent stops to the pump killing the will to cruise your classic? Then a high-performance overdrive from TREMEC may be just the cure! With a TREMEC you can reduce cruising RPM by up to 50% – meaning a longer lasting engine, increased fuel economy, and a greatly enhanced driving experience! Not convinced? Use the formula below to see how your old 4-speed stick stacks up:

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

To use the equation, simply plug in the numbers to match your vehicle's equipment. For example, if you had an old Muncie 4-speed with a 1:1 fourth gear, some 4.11's in the rear (*gear ratio*), and a pair of 26-inch tall tires (*tire diameter*) putting the power to the ground, at just 65 mph you'd be churning out nearly 3,500 RPM! Now multiply that number by .64 (*as in the available .64:1 overdrive in a TREMEC TKO*) and you'll see that at the same speed you could drop over 1200 RPM (*from 3,452 to 2,209*)! See, doesn't that feel better already?



## THE RIGHT TOOL FOR THE JOB: THE TREMEC TOOL BOX MOBILE APP

These days, you can do just about anything on one of them fandangled smartphones – check the weather, get directions, order pizza... And now, thanks to TREMEC's new 'Tool Box' app, you can do a host of critical car building functions too! Featuring four tools in one easy-to-use interface, the TREMEC Tool Box includes our popular 'Driveline Angle Finder' to help you achieve vibration-free cruising; as well as several other gear math calculators to help you predict your hot rod's behavior as it relates to gearing changes. Better still – it is available FREE for most popular smartphones!

**Driveline Angle Finder** calculates angles on most RWD vehicles



**Tire Size Calculator** converts 'P-metric' tire size to tire height in inches



**RPM Calculator** gives engine RPM based on ratios, tire size, and MPH



**Vehicle Speed Calculator** determines speed in any gear at any RPM





## 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 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 distributors is specially qualified to handle all of your TREMEC-related needs. Look for the Elite Distributor designation or contact TREMEC Customer Service for help finding the best outlet for your specific needs!

# Elite

DISTRIBUTOR

## NEW FOR 2017: MAGNUM GEAR RATIO CHANGES!


Back in 2009, TREMEC shook the manual transmission world when it introduced the all-new Magnum 6-speed for high-performance street applications. Capable of supporting big power, high RPM shifts, and a wide range of applications, thanks to numerous flexibility features, it was an instant success. In 2011, we followed it up with an extended-length version known as the Magnum XL for late-model applications and the good times continued to roll. However, over the years many customers have told us that there is just one small problem with the Magnum family's feature set, and now TREMEC is pleased to announce a revision intended to address those concerns:

Effective September 2017, existing 'wide-ratio' variants of the Magnum with 0.74/0.50 double-overdrive gears will be discontinued in favor of a new combination featuring the 0.80/0.63 ratios from what's traditionally known as the 'close-ratio' models. First through fourth gear ratios will remain unchanged in all units; meaning that now customers will be able to get the down-low grunt of the wide-ratio box (2.97 first gear) without sacrificing usable rpm at higher speeds, as is typically associated with the 0.74/0.50 overdrive ratios.

Following this change, 0.74/0.50 overdrive ratios will still be available for the economy-minded enthusiast, but as a dealer-installed option only. For complete overdrive gear part numbers, please refer to Page 15 at the back of this catalog, and note the revised specifications and transmission assembly numbers in the Magnum and Magnum XL sections. For additional questions, please contact TREMEC Customer Service directly using the phone number on the back of the catalog.



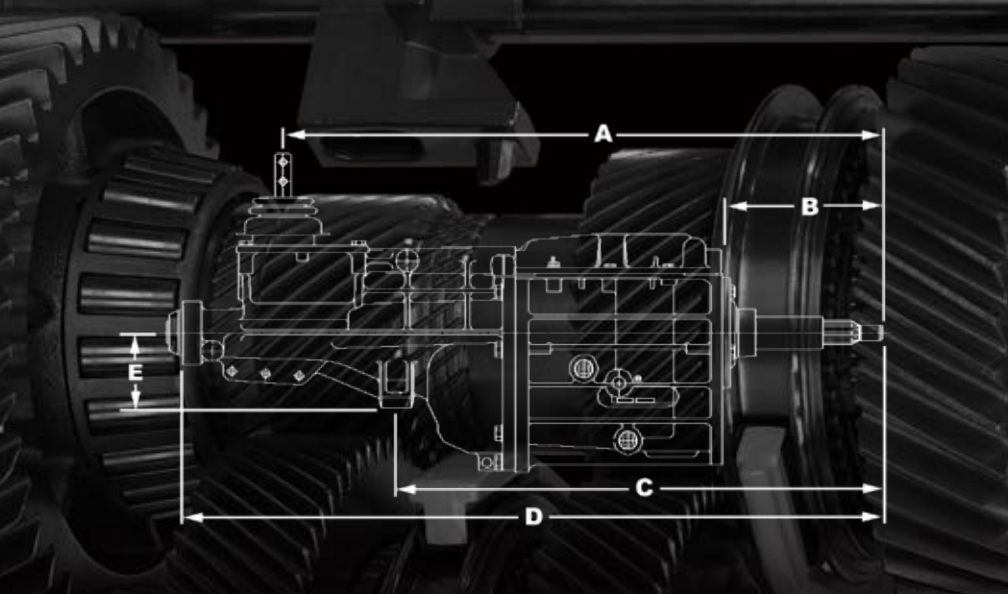
# T-5 5-SPEED



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 35+ year history the T-5 has seen a variety of uses and numerous upgrades. Today it continues to serve as a staple of the hot rod community in the popular 'fox-body' Ford configuration. Dollar-for-dollar, pound-for-pound, the T-5 is the smoothest shifting, most reliable overdrive manual transmission for lightweight or moderate horsepower applications available anywhere – making any hot rod, street rod, or kit car more enjoyable and economical to drive.

Part Number	Application	Engine	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
1352-000-251	Ford	SBF	300	6,700	No	Mech

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and quality of installation.



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



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Mech	10	28	2.95	1.94	1.34	1.00	.63	N/A	2.76

TREMEC recommends Mobil 1 ATF for T-5 series transmissions.

# TKO 5-SPEED

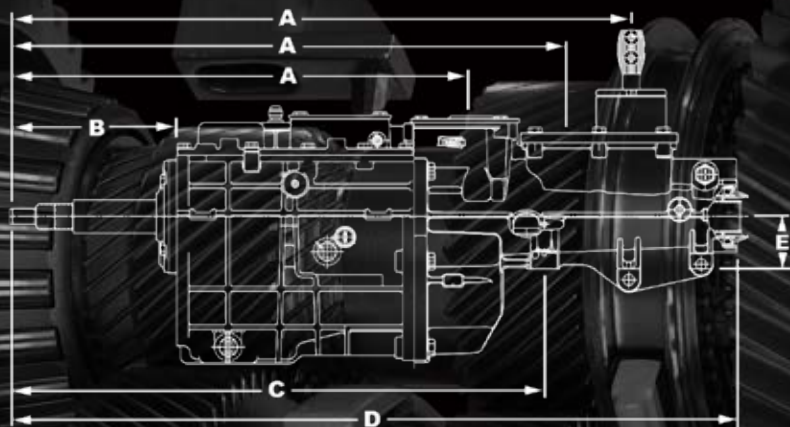


It's the take-no-prisoners gearbox that started a 5-speed retrofit revolution! TREMEC's TKO series of 5-speeds was first made famous by the 5-liter Mustang performance craze of the mid-1990's, and has since been fit into nearly every rear-wheel-drive performance application imaginable. Far and away the most value-packed 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 than all of its competitors combined.

Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
TCET4616	GM	Any	500	6,200	No	Mech
TCET4618	GM	Any	600	6,200	No	Mech
TCET5009	GM	Any	600	6,200	No	Mech
TCET4615	Ford	Any	500	6,200	No	Mech
TCET4617	Ford	Any	600	6,200	No	Mech
TCET5008	Ford	Any	600	6,200	No	Mech
TCET5201	Ford	Any	500	6,200	No	Mech

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and quality of installation.





Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM	19.0/23.0/25.8	6.71	22.1	30.4	2.2	O.E. 4-speed ( <i>most</i> )
Ford	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.

- 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



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
Mech/Elec	10	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00

TREMEC recommends Synchronesh ATF fluid for all TKO series transmissions.

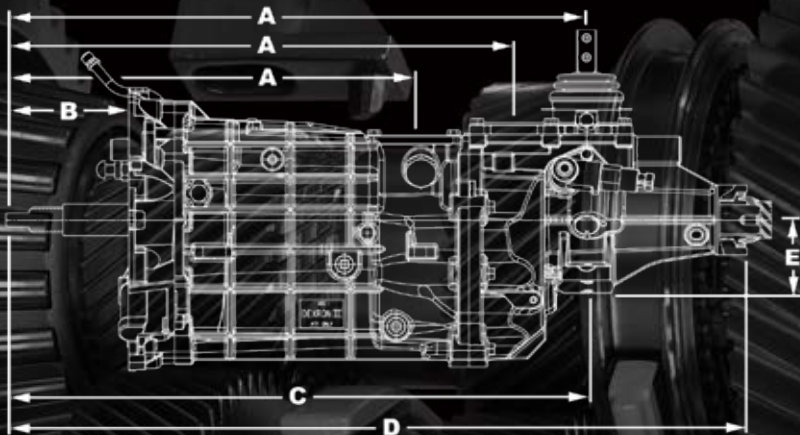
# MAGNUM 6-SPEED



The centerpiece of TREMEC's high performance line-up, the Magnum 6-speed takes our state-of-the-art OEM technology and pairs it with the most popular flexibility features of the all-business TKO. The result is a double-overdrive transmission that easily tolerates up to 700 lb-ft. of torque, delivers unbelievable sophistication, and that is far more flexible than any other 6-speed in the market. Known in its OE form as the TR-6060, the Magnum is an aftermarket variant of the same transmission found in many of today's most revered factory muscle cars; meaning refinement where you want it and strength where it counts!

Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
TUET11009	GM	LS	700	7,800	No	Hyd
TUET16885	GM	LS	700	7,800	No	Hyd
TUET11010	Ford	Modular	700	7,800	No	Mech
TUET16884	Ford	Modular	700	7,800	No	Mech

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and quality of installation.



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.

- 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



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90

TREMEC recommends Mobil 1 ATF for all Magnum series transmissions.

# MAGNUM XL 6-SPEED



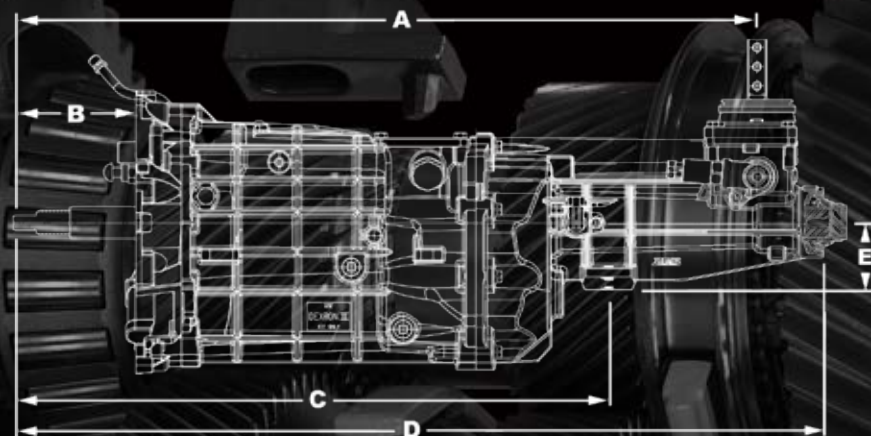
The Magnum XL is an extension of our revered Magnum 6-speed series. Featuring all of the most important content from the original, the XL retains the Magnum's brute strength and sophistication, but adds an extended-length tail section designed to eliminate the clumsy 'semi-remote' shifter found in many popular late model applications. Originally intended for 2005-up Mustangs, part numbers featuring a "KT" (*TUKT12021 & TUKT16901*) come complete with a SFI-approved steel bellhousing designed to mate with Ford Modular V8 engines, a Mustang-specific crossmember, and an OE-quality transmission mount (*a 26-spline clutch and one-piece driveshaft are also required and available through most TREMEC distributors*). Conversions to other late-model applications are easily achieved with the assistance of TREMEC distributors using non-application-specific "TUET" models. Some applications will require recalibration of the speedometer. Refer to dealer or TREMEC Customer Service for complete details.

Part #	Application	Engine	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
TUET16886	Non-Specific	Any	700	7,800	Yes	Hyd
TUET11940	Non-Specific	Any	700	7,800	Yes	Hyd
*TUKT16901	05-up Mustang	Modular	700	7,800	Yes	Hyd
*TUKT12021	05-up Mustang	Modular	700	7,800	Yes	Hyd

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and quality of installation.

\*Indicates kit complete with transmission, bellhousing, crossmember and mount.





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
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- D.** Overall length from rear face of block to end of casting
- E.** Crossmember mounting location from centerline



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90

TREMEC recommends Mobil 1 ATF for all Magnum series transmissions.

# COMPONENTS

TREMEC offers a limited selection of premium quality components and accessories to compliment its aftermarket performance transmissions. For any specialty items not listed, contact your preferred TREMEC dealer or a TREMEC customer service representative for assistance.

## CLUTCH HOUSINGS

TREMEC offers OEM-quality aluminum bell housings 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, GM LS (Hyd).....	1386-212-005

## SLIP YOKES

Our 31-spline slip yoke fits all TKO and 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/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

## 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 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. TREMEC is not responsible for damage resulting from installation errors, misuse, or failure to follow recommendations. For assistance refer to authorized TREMEC dealer or TREMEC customer service agents. TREMEC encourages safe driving habits at all times.