



TREMEC[®]

TRANSMISSIONS

2010 PERFORMANCE
PRODUCT GUIDE

TREMEC[®]

TRANSMISSIONS



Welcome race fans to TRECMEC Transmissions—proud manufacturers of some of the most celebrated manual gearboxes available on the planet! At TRECMEC we put O.E. technology to work for you in an effort to provide the smoothest-shifting, longest-lasting, most durable manual transmissions your hard earned money can buy!

So whether you're building a boulevard-bruiser, or an all-out street/strip terror, there's a TRECMEC Transmission that's right for you and your project. Each model benefiting from careful development and rigorous testing on par with the very latest state-of-the-art industry practices. We do this to ensure that when any enthusiast equips his or her vehicle with a TRECMEC, 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!

We hope you enjoy this abbreviated look at some of our exciting premium products and offer our sincerest 'thanks' for your interest in TRECMEC Transmissions!

TIER 1 AFTERMARKET PERFORMANCE: THE TRECMEC ADVANTAGE

The differences between TRECMEC products and those of our competitors are vast to say the least. As a Tier 1 and Tier 2 supplier to some of the most respected names in the business, TRECMEC utilizes a host of manufacturing processes well beyond the reach of most would-be adversaries. From forging to heat-treating, machining to final assembly, virtually all aspects of the manufacturing of our top-quality transmissions are handled completely in-house using the latest cutting-edge manufacturing techniques.

What this means for you, the enthusiast, is simply peace of mind. With a TRECMEC Transmission under your tunnel you can cruise with confidence, knowing that each of our aftermarket replacement and specialty performance units benefit from the same technology found in many of the world's most respected factory supercars.



Want their transmission technology in your GM, Ford, or Mopar-powered street machine? TRECMEC is the OE supplier for many of the world's most 'venomous' factory supercars.

WORKING UNDER PRESSURE: TRECMEC IN MOTORSPORTS

They say real race cars have three pedals, and at TRECMEC, 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 1320', to 24-hours of gruelling endurance testing in the 24-hours of LeMans; at TRECMEC we don't just compete, we win! With experience in several forms of land-based motorsports, and a knowledgeable distributor base in our corner, the possibilities for a TRECMEC 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 TRECMEC Transmissions are up to about any challenge you can think to put them through when cruising on the street. From the track to the office and all points in between, there's virtually no stopping a TRECMEC!

TRECMECONOMICS:

HOW TRECMEC 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 TRECMEC 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 TRECMEC does! Still not convinced? Use the equation below to see how your old 4-speed stacks up!

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

If you're having trouble, let's assume that you currently have an old Muncie 'Rockcrusher' 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 TRECMEC 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 vehicles performance!



ABOVE TOP: A TKO-equipped Cobra Mustang hangs the hoops for thousands of fans. ABOVE CENTER: The Schwartz Performance "Tempest" carves up the autocross with a TRECMEC. ABOVE BOTTOM: A pair of TRECMEC-equipped C6 Corvettes duke it out at Bondurant.





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

Running a small used car dealership with his wife on the outskirts of Toledo, 63-year-old Mike Evanoff is the genuine sort of guy that you're better off for knowing. Born with the speed lust in his blood, he owns not one, but two TREMEC-equipped street machines. The first, a Z06 Corvette, benefits from the General's good judgement in choosing TREMEC as an O.E. supplier. The second is something much more dear to Evanoff's heart—a '65 Chevelle-Malibu SS, known by the locals as 'Nestle Quik', and affectionately referred to by Mike as 'the old flame thrower'.

Since purchasing it new in the fall of '64, Evanoff has modified his clean, understated Chevelle seeking the ultimate combination of raw power and road manners. Today, with a Vortech-supercharged 502 resting under the hood, and TREMEC 6-speed nestled in the tunnel, Evanoff believes he's found it; so satisfied with the results of his purchase that he actually had the TREMEC logo embroidered into his center console. How's that for a quality testimonial?

We enjoyed Mike's story enough that we decided to feature it in a TREMEC television commercial. And unlike the ads you might see for battery-powered ab belts or fast food diet plans, results like Mike's are actually typical! Get full details on his story, as well as, those of other satisfied customers at www.tremec.com.

OFF TO THE RACES: TREMEC ON THE OPEN ROAD

Still not sure if a TREMEC is right for you? We invite you to come and meet with us at any one of several events we attend across the U.S.! Ask your questions in person, and check out our highly detailed cut-away displays. Better yet, you can show us what you're really made of by participating in any one of the many TREMEC True Street events, or TREMEC-sponsored car shows and shootouts held throughout the nation! We hope to see you there!

TREMEC Transmissions is a proud supporter of the following events and organizations:



TREMEC TRIVIA: FOR YOUR BENCH-RACING PLEASURE

Thought you knew everything there was to know about manual transmissions? Or maybe just about TREMEC? Use these previously hidden factoids with friends at your next car gathering to make all the guys and gals swoon!

- TREMEC has been building quality transmission assemblies since 1964. Its popularity in the aftermarket came about in the early 90's when late-model Mustang enthusiasts first began using TR-3550 as a heavy-duty upgrade from the Borg-Warner T-5.
- The name TREMEC stands for 'Transmissions and Mechanical Equipment'.
- When not producing assemblies for passenger car applications, TREMEC also builds components for everything from military movers to eco-friendly scooters!
- TREMEC also manufactures heavy-duty transmission assemblies for commercial vehicles up to Class 8 in rank. These units feature up to 18-forward gears and as much as 2,200 lb-ft. of earth-moving torque capacity!
- TREMEC's wildly popular TKO 5-speed is an evolutionary descendant of the legendary 'Top-Loader' 4-speed; a transmission also once produced by TREMEC.
- TREMEC's T-56 Magnum 6-speed is an aftermarket version of the TR-6060, which is factory equipment in Vipers, Vettes, Shelby GT500s, Cadillac CTS-Vs, Pontiac G8 GXPs, SRT-8 Challengers and the popular new Camaro SS.
- Running at full steam, TREMEC can produce over 300,000 complete transmission assemblies per year; not to mention thousands of additional components.



WORLDWIDE PERFORMANCE SOLUTIONS: WHERE TO BUY OR FIND SUPPORT FOR YOUR TREMEC TRANSMISSION

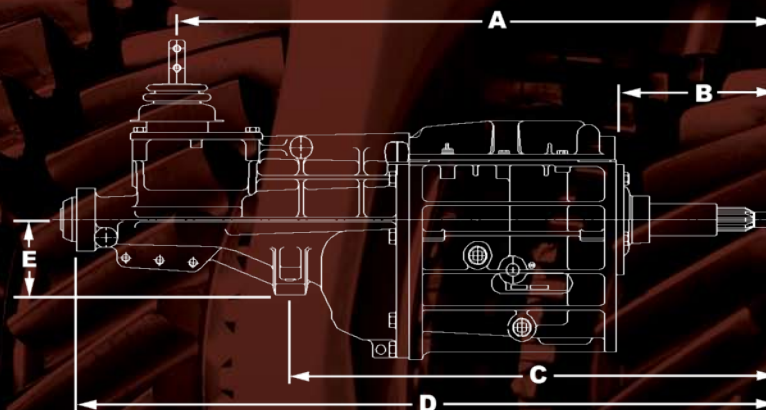


TREMEC Transmissions has a network of hundreds of resellers around the globe, with the greatest concentration located in the United States. Of these resellers, a handful of TREMEC 'Elite' Distributors are strategically located throughout various regions of the US, Canada, and even Australia to assist you in nearly any transmission or driveline related issue imaginable. TREMEC also has its own knowledgeable staff on hand Monday-Friday 8:00 AM through 5:00 PM Eastern. To tap into the power of this network simply visit www.tremec.com or call 1-877-4-TREMEC.

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 nearly 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 while continuing to gain popularity in the street rod and performance markets. 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 lb.-ft. of torque, the TREMEC T-5 is not only durable, but offers easy operation and a deep overdrive, making any 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

- 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

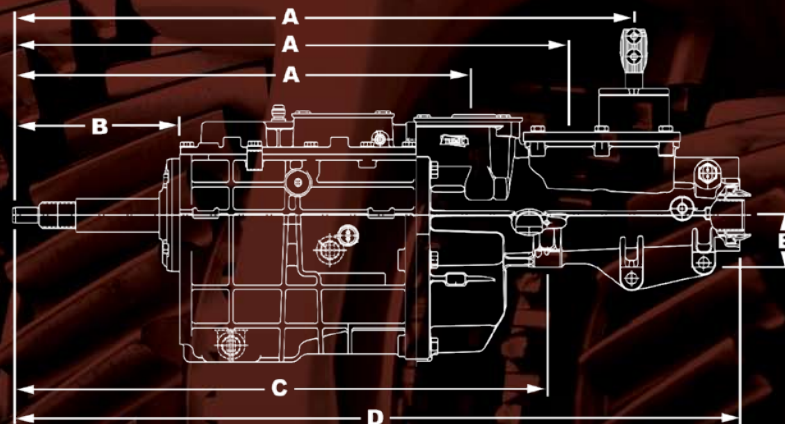


Application	Part #	Engine	Torque Capacity (lb.-ft.)	Integral Clutch Housing	Dry Weight (lbs.)	Speedo Type	Spline Count		Gear Ratios						
							Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Ford	1352-000-251	5.0 V8	300	No	75	Mech.	10	28	2.95	1.94	1.34	1.00	.63	N/A	2.76

TKO 5-SPEED



Ridding the world of outdated 4-speeds and overworked factory 5-speeds, the TREMEC TKO is the most popular and versatile performance manual trans available in the aftermarket. Begging the question, "Why 'crush rocks' when you could move mountains?", the TKO is an extremely durable unit, perfect for retrofits in early muscle cars and street rods in addition to its originally intended purpose as a significant strength upgrade for late-model muscle machines. Handling up to 600 lb.-ft. of torque, the TKO offers strength without compromise; combining awesome power-handling abilities with crisp, positive shift characteristics. A wide range of shifter locations allow for adaptation to an even wider range of vehicles. Add to that a deep overdrive for big savings at the pump, and it's easy to see how the TKO has become a legend in its own time!



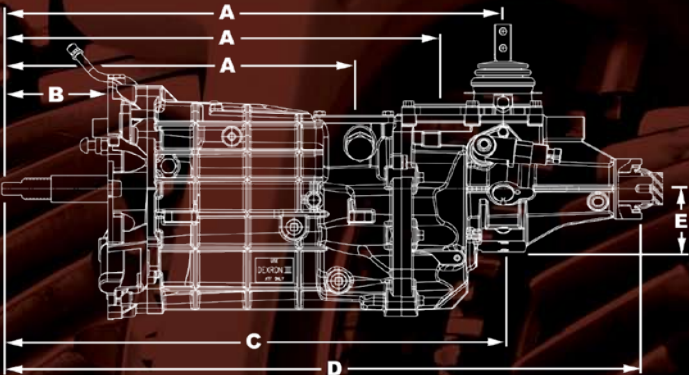
Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM (All)	19.0/23.0/25.8	6.71	22.1	30.4	2.2	O.E. Muncie (most)
Ford (All)	19.6/23.7/25.4	7.21	22.7	31.0	2.2	TCEP8639

- 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



Application	Part #	Engine	Torque Capacity (lb.-ft.)	Integral Clutch Housing	Dry Weight (lbs.)	Speedo Type	Spline Count		Gear Ratios						
							Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
GM	TCET4616	Any	500	No	99	Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
GM	TCET4618	Any	600	No	99	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
GM	TCET5009	Any	600	No	99	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
Ford	TCET4615	Any	500	No	99	Mech/Elec	10	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
Ford	TCET4617	Any	600	No	99	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.82	N/A	2.56
Ford	TCET5008	Any	600	No	99	Mech/Elec	26	31	2.87	1.89	1.28	1.00	.64	N/A	2.56
Ford	TCET5201	Any	500	No	99	Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00

T-56 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 Mod. Mech.	18.7/22.8/26.4	5.64	26.3	33.6	3.1	TNCM1078

Note: Dimensional information based on models available at time of printing. Additional models to be released soon.

The kingpin of TREMEC's high performance line-up, the T-56 Magnum takes the best from our current OEM technologies and pairs it with the most popular features of our all-business TKO. Able to withstand a massive 700 lb.-ft. of torque while providing unbelievably crisp shifts, no other manual transmission on the planet offers as much combined strength, versatility, and general ease of use as the T-56 Magnum. Known in its O.E. form as the 'TR-6060', the Magnum is an aftermarket version of the same transmission found in many of today's most celebrated factory super cars.

- 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



Application	Part #	Engine	Torque Capacity (lb.-ft.)	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
							Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
GM	TBA	SBC/BBC	700	No	Mech	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
GM	TBA	SBC/BBC	700	No	Mech	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
GM	TUET11009	LS	700	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
GM	TUET11012	LS	700	No	Hyd	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
Ford	TBA	5.0/5.8L	700	No	Mech	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Ford	TBA	5.0/5.8L	700	No	Mech	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
Ford	TUET11010	Modular	700	No	Mech	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Ford	TUET11011	Modular	700	No	Mech	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
S197 Mustang	TBA	Modular	700	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
S197 Mustang	TBA	Modular	700	No	Hyd	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90

COMPONENTS

At TREMEC, we don't just manufacture complete transmission assemblies. We also provide a full line of OEM quality components, service parts, and genuine accessories to help you get the most from your TREMEC installation. Not seeing what you're looking for? Give one of our customer service representatives a call for assistance locating that 'hard to find part'.

CLUTCH HOUSINGS

TREMEC offers OEM-quality aluminum bellhousings for select T-5, TKO, and T-56 Magnum applications (original T-56 transmissions included a housing, except on Corvette units). Non-SFI approved. Includes hardware and spacer 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 (Mech).....	TNCM1078
T-56 Magnum, Ford 4.6/5.4L (Hyd).....	TNCM1078
T-56 Magnum, Ford 5.0/5.8L (Mech).....	1386-212-004
T-56 Magnum, GM LS (Hyd).....	1386-212-005

SLIP YOKES

In many cases, converting to a TREMEC TKO or T-56 Magnum will also warrant minor driveline modifications, such as upgrading to our 31-spline aftermarket slip yoke. Built to OEM standards, they accept 1330-style u-joints and are designed to handle the torque from one of our mighty 5-or-6-speeds manuals.

Slip Yoke.....	2-3-6041X
----------------	-----------

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

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
Specialized 'Torex' bit for servicing TR-3650.....	M-999-3

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
------------------------------------	----------

TKO MID-SHIFT CONVERSION KIT

Ideal for numerous street rod, kit car, and early pick-up installations. The TREMEC Mid-Shift Kit puts the shifter on a TKO just 12.68" from the face of the transmission. Kit comes with everything necessary to make a complete conversion including a complete shift lever assembly with boot, new shift lug, and rear shift cover. 3.5" height.

Mid-Shift Conversion Kit.....	30-17-4X
-------------------------------	----------

SHIFT BALLS

Let onlookers know your ride is one not to be messed with by installing a custom TREMEC shift ball! Available in standard or metric thread with 5-or-6-speed patterns.

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.....	5VH-SX
White, metric thread.....	5VH-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.....	6VH-SX
White, metric thread.....	6VH-MX

THREAD ADAPTERS (Included with shift balls)

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



IMPORTANT NOTES & TIPS

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



NEW FOR 2010!



TREMEC ADJUSTABLE-OFFSET SHORT-THROW SHIFTERS

Available now, TREMEC's new adjustable-offset short-throw shifters are designed to help you get the most from your TKO 5-speed or T-56 Magnum 6-speed installation. Featuring a unique adjustable biasing system, these trick new gear selectors allow you to custom-tailor shift lever preload to better suit your driving style—dramatically enhancing 2-3 shifts! Additionally, 360-degrees of offset handle adjustment means that you can easily put the handle where you want it, making custom installations a snap! Available in 38mm (1.5") or 58mm (2.25") offset lengths, they can be purchased as complete assemblies or as simple 3-piece retrofit kits to convert stock units.

OFFSET REAR SHIFTERS

T-56 Magnum, 58mm offset rear shifter assembly.....	TUPC9655
T-56 Magnum, 38mm offset rear shifter assembly.....	TUPC9656
TKO, 58mm offset rear shifter assembly.....	TUPC9652
TKO, 38mm offset rear shifter assembly.....	TUPC9653

OFFSET MID SHIFTERS (include rear cover plate & necessary hardware)

T-56 Magnum, 58mm offset mid shifter assembly.....	TUPC9658
T-56 Magnum, 38mm offset mid shifter assembly.....	TUPC9659

STANDARD REAR SHIFTERS (stock replacement type)

T-56 Magnum, standard upright rear shifter assembly.....	TUPC9633
TKO, standard upright rear shifter assembly.....	TCEC8145

STANDARD MID SHIFTERS (include rear cover plate & necessary hardware)

T-56 Magnum, standard upright mid shifter assembly.....	TUPC9650
TKO, mid shift conversion kit.....	see page 13

OFFSET LEVER KITS

T-56 Magnum, 58mm rear offset lever kit.....	TUPC9643
T-56 Magnum, 38mm rear offset lever kit.....	TUPC9443
T-56 Magnum, 58mm mid offset lever kit.....	TUPC9441
T-56 Magnum, 38mm mid offset lever kit.....	TUPC9442
TKO, 58mm rear offset lever kit.....	TUPC9644
TKO, 38mm rear offset lever kit.....	TUPC9440

T-56 MAGNUM FOR S197 MUSTANGS

Coming this summer, TREMEC is releasing a new addition to the T-56 Magnum line-up designed exclusively for 2005-up Ford Mustangs!



Unofficially dubbed as the 'S197 Magnum', the new 6-speed model will feature a 'direct-shift' extension housing designed to eliminate the notoriously unpopular semi-remote factory shifter. Additionally, a slip yoke style interface will also make it easy to ditch the equally unpopular 2-piece driveshaft in favor of a more robust 1-piece arrangement.

As with all Magnum 6-speeds, TREMEC aims to put a 700 lb-ft. 'seal of approval' on the new Mustang units, and will eventually offer them with both Magnum ratio packages to suit a variety of street and performance driving scenarios. For full details stay tuned to www.tremec.com!

T-56 MAGNUM 'MIX & MATCH' OVERDRIVE GEARS



Is your Magnum-equipped project taking a new direction? Having buyer's remorse over the double overdrive package you originally selected? Now there is a simple solution to cure what ails you! T-56 Magnum fifth and sixth gears are now available for individual purchase; making it easy to switch to a variety of different double overdrive combinations!

New cam too aggressive for that .50 sixth? Want to keep the .50 sixth, but with a more aggressive .80 fifth? Whatever the combination, now you have the gears to get the job done!

Fifth Gear, .80:1 Ratio.....	TUEN7188 & TUEE6045
Fifth Gear, .75:1 Ratio.....	TUEN8141 & TUEE8143
Sixth Gear, .63:1 Ratio.....	TUEN7119 & TUEE6046
Sixth Gear, .50:1 Ratio.....	TUEN8142 & TUEE8144

NOTE: Gears must used in pairs as indicated above. Gear swaps are easily completed by most TREMEC distributors. Please consult your dealer or a TREMEC rep before performing conversions.

TREMEC'S NEW PERFORMANCE WEBSITE

We recently took a close look at our website and realized that it stunk! Seeing we had a problem on our hands, we recently put the web rats to work developing a new performance website where enthusiasts can keep track of the latest happenings at TREMEC, and find critical information regarding their products. Looking for a rebuild manual for your TREMEC TKO? It's there. Want to post pics of your TREMEC-equipped ride or find out where TREMEC will be next? That's there too! See the new online home of the world's most respected manual transmissions today at www.tremec.com.





TECHNOLOGY **IN MOTION**™

FOR ORDERING INFORMATION OR TECHNICAL
ASSISTANCE VISIT US AT:

1.800.401.9866

WWW.TREMEC.COM

AUTHORIZED TREMEC DISTRIBUTOR: