



# **TREMEC**<sup>®</sup>

**2015 PERFORMANCE**  
PRODUCT GUIDE

# 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 worlds 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 worlds most respected OEM sports and muscle cars.



## 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!

## 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 RPM by 18-50% – 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 combo 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?



## 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? Test your knowledge with this random TREMEC-tech.

- TREMEC has been building 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 manual – a transmission that was once produced by TREMEC!

- TREMEC manufactures a full line of medium & heavy-duty transmissions for trucks up to Class 8 in rank, and mechatronic systems for ultra-exotic performance & luxury performance vehicles!

- TREMEC manufactures the world's only 4-speed auxiliary transmission for specialty off-highway applications (*cranes, logging trucks, etc*), rated to handle up to 17,500 lb-ft. of earth-moving 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.

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

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

Want to see what all the fuss is about first-hand? Come visit us at one of the many events we attend each year! Our cutaway transmission displays alone are worth the trip, and a TREMEC rep is always on hand to answer questions! See our website for complete event listings, and we'll see you at the shows!



TREMEC proudly supports these organizations:



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

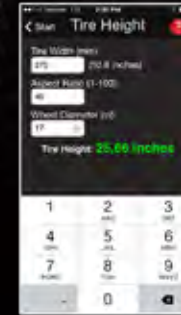
These days, you can do just about anything on one of them fandangled smartphones – check the weather, get directions, order pizza... And now, thanks to TREMEC's new 'Tool Box' app, you can do a host of critical car building functions too! Featuring four tools in one easy-to-use interface, the TREMEC 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 for free to most iPhone & Android users!



**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!

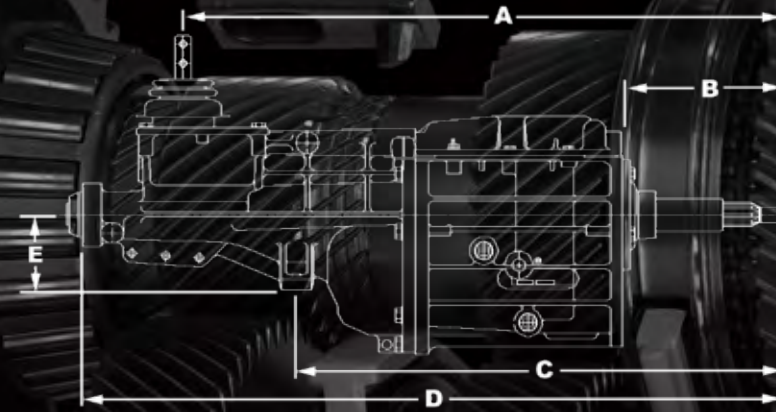


## ONLINE WATER COOLER: FOLLOW TREMEC ON SOCIAL MEDIA



Want to be part of the TREMEC nation from the comfort of your home or office? Check us out online to see more of what goes on behind the scenes; including the latest news, event info, cool videos, and more!

# T-5 5-SPEED



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 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 lightweight or 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 hot rod, street rod, or kit car more enjoyable to drive.

- 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

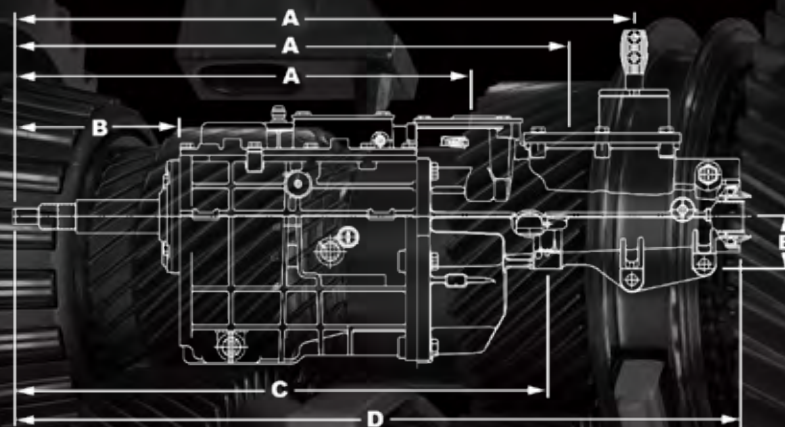


Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
1352-000-251	Ford	SBF	300	6,700	No	Mech	Mech	10	28	2.95	1.94	1.34	1.00	.63	N/A	2.76

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

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

# 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

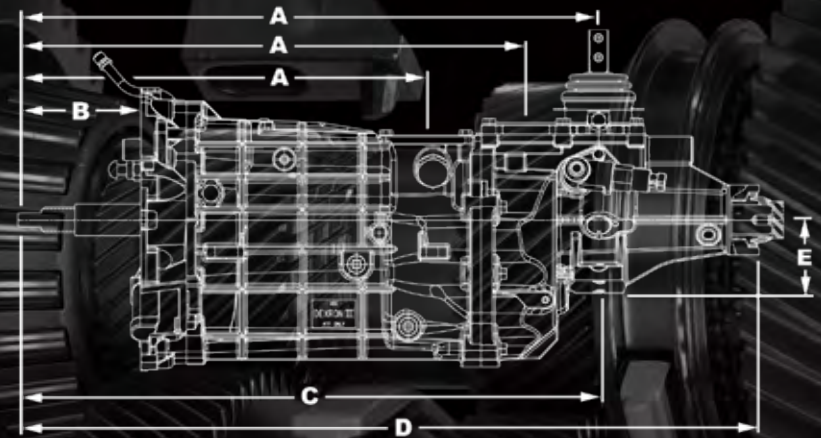


Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TCET4616	GM	Any	500	6,200	No	Mech	Mech/Elec	26	31	3.27	1.98	1.34	1.00	.68	N/A	3.00
TCET4618	GM	Any	600	6,200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

TREMEC recommends Synchronesh ATF fluid for all TKO series transmissions.

# 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 lb-ft. of tire-devastating torque, yet 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 transmission 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

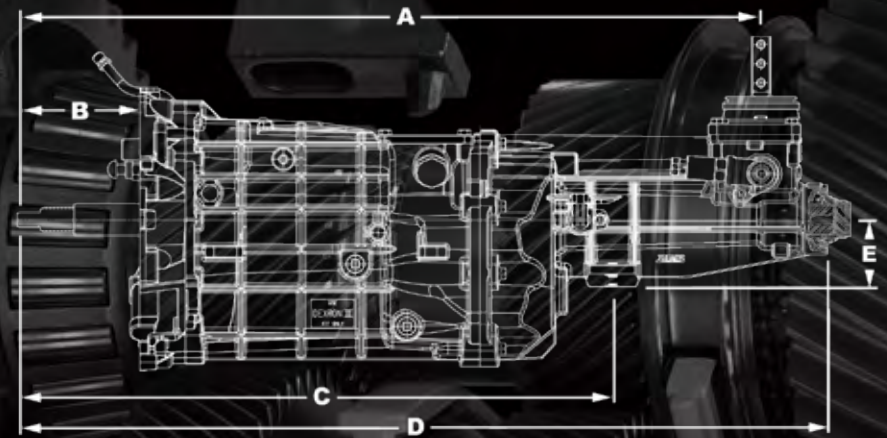


Part Number	Application	Engine	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type	Speedo Type	Splines Count		Gear Ratios						
								Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TUET11009	GM	LS	700	7,800	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
TUET11012	GM	LS	700	7,800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

TREMEC recommends Mobil 1 ATF for all Magnum series transmissions.

# 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.

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. Currently available only for 2005-up S197 & S550 Mustangs, the Magnum XL includes a SFI-approved steel bellhousing with enclosure plate, a swap-specific crossmember and an OE-quality transmission mount. For strength purposes, the Magnum XL also requires a 26-spline clutch and one-piece driveshaft (sold separately). 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.

- 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 #	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	05-up Mustang	Modular	700	7,800	Yes	Hyd	Electric	26	31	2.66	1.78	1.30	1.00	.74	.50	2.90
TUKT12021	05-up 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.

TREMEC recommends Mobil 1 ATF for all Magnum series transmissions.

# 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 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
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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 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.



OEM QUALITY,  
INDUSTRY LEADING PERFORMANCE,  
A DRIVE THAT THRILLS,  
FROM A COMPANY YOU CAN COUNT ON...

**TREMEC**<sup>®</sup>



FOR ADDITIONAL INFORMATION OR TECHNICAL  
ASSISTANCE VISIT US AT:

1.800.401.9866  
[WWW.TREMEC.COM](http://WWW.TREMEC.COM)

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