



**TREMEC**<sup>®</sup>  
**TRANSMISSIONS**

**2009 TRANSMISSION**  
REFERENCE GUIDE

# TREMEC<sup>®</sup>

## TRANSMISSIONS

### TECHNOLOGY IN MOTION™

Welcome race fans to TREMEC Transmissions—proud manufacturers of some of the most celebrated performance manual gearboxes available on the planet! At TREMEC we put O.E. technology to work for you in an effort to provide the smoothest-shifting, longest-lasting, most durable transmissions your hard earned money can buy. We believe in what we do and work tirelessly to ensure that we do it better than anyone else.

So whether you're building a boulevard-bruiser, or an all-out street/strip terror, there's a TREMEC Transmission that's right for you. Each model benefiting from careful development and vigorous testing on par with the very latest in cutting-edge industry practices. We do this to ensure that when any enthusiast equips his or her vehicle with a TREMEC transmission, 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 take pleasure in this abbreviated look at some of our exciting premium products and offer our sincerest thanks for your interest in TREMEC Transmissions!

### WHAT IT MEANS TO BE O-E: THE TREMEC ADVANTAGE

The difference between a TREMEC product and those of our competitors is nothing short of great to say the least. As a Tier 1 and Tier 2 supplier to some of the most respected names in the business, TREMEC utilizes many development and manufacturing processes well beyond the reach of most would-be manufacturers. From forging to heat-treating, machining to final assembly, virtually all aspects of the manufacturing of our top-quality transmissions are handled 100% in-house using the latest manufacturing techniques.

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

*Want their transmission technology for your GM, Ford, or Mopar-powered street machine? With a TREMEC you can have it!*



### 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 at TREMEC our transmissions see countless hours of hardcore motorsports abuse to show what weeks of expensive in-house validation testing alone never could!

From low 9-second blasts down the 1320', to 24-hours of grueling endurance testing in the 24-hours of LeMans; at TREMEC we don't just participate, in most cases we win! With experience in several forms of land-based motorsports, and an extremely competent nationwide distributor base in our corner, the possibilities for a TREMEC in your racing application are limited only by your desire to see life from the winner's circle!



*Above: A pair of TREMEC T-56 equipped Z06 Corvettes duke it out at the Bondurant School of High Performance Driving.*



*Left: A TREMEC TKO-equipped 600-plus horsepower Cobra Mustang hangs the hoops to the delight of hundreds of fans.*

As for our customers not out trying to collect contingencies, this level of endurance testing ensures that TREMEC Transmissions are up to about any challenge you can think to throw at them out on the street. From weekend test-n-tunes to the daily commute to work, there's virtually no stopping a TREMEC Transmission!

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

These days the smell of octane in the air doesn't bring as much joy to enthusiasts as it once did, with the cost of fuel constantly on the fritz! If lately a cruise down the highway 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 incredible fuel economy the way a TREMEC does! If you're 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 have an old Muncie 'Rockcrusher' with a 1:1 fourth gear, some 4.11's out back, and a pair of 26" tall tires putting the power to the ground. 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 5-speed) and you'll see that at the same speed you could be saving over 1200 RPM (from 3,452 RPM to 2,209 RPM). Not only will a TREMEC save you money, but its far and away a stronger and better shifting piece! Furthermore, you'll never have to sit back and watch a little sport compact pass you on the highway ever again.



## COAST TO COAST PERFORMANCE SOLUTIONS: TREMEC'S NATIONWIDE DISTRIBUTION NETWORK



*TREMEC's distribution network includes over 200 authorized distributors and resellers in the United States alone!*

As a Tier 1 automotive supplier, TREMEC caters to a worldwide customer base. The same is true when it comes to our aftermarket efforts, however we do things slightly different in this portion of our business. With the bulk of sales being generated in the United States, TREMEC has established a comprehensive multi-national distribution network (including Canada, Mexico, Australia, and even the UK), which places special emphasis on the needs of American enthusiasts. This network, comprised of a handful of select TREMEC 'Elite' Distributors along with dozens of third-party resellers and authorized installers, features some of the greatest minds in automotive performance. What this means for you is that virtually no application or technical concern imaginable is beyond TREMEC's reach. And to tap into the power of this network all you need do is pick up the phone or go online!

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

Still not sure if a TREMEC is right for you? Meet with us at any one of several events across the country to ask us your questions in person! Check out our detailed cut-away displays. Or better yet, show us what you're made of

by participating in one of the many TREMEC True Street events, or TREMEC-sponsored shows and shootouts held across the country! Participants receive cool TREMEC swag just for coming out! Learn more by visiting our website.



*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 your friends at your next car gathering to make all the guys and gals swoon!

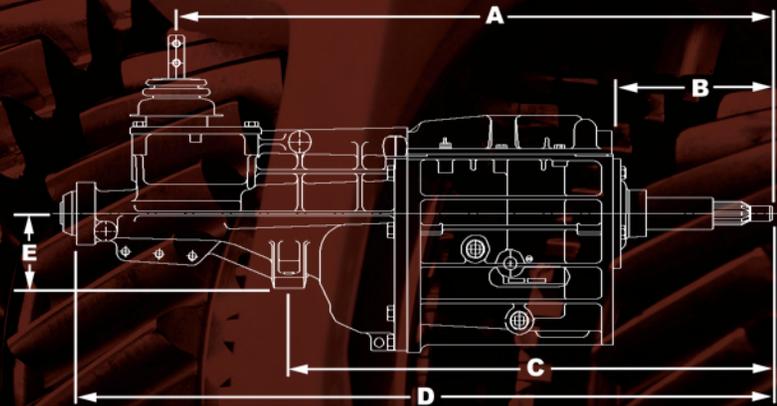
- TREMEC has been building quality transmission assemblies since 1964. Its popularity in the aftermarket came about in the early 90's when late-model Mustang enthusiasts first began using TR-3550 as a heavy-duty upgrade from the Borg-Warner T-5.
- The name TREMEC is actually an acronym standing for 'Transmissions and Mechanical Equipment'.
- When not producing assemblies for passenger car and pickup applications, TREMEC also builds transmissions and components for everything from military movers to eco-friendly scooters!
- TREMEC's sister brand, TTC/SPICER, 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 once produced by TREMEC.
- TREMEC's new T-56 Magnum 6-speed is an aftermarket version of the TR-6060, which is factory equipment in current Vipers, Vettes, Shelby GT500s, Cadillac CTS-Vs, Pontiac G8 GXPs, SRT-8 Challengers and high performance versions of the recently released Camaro.
- Running at full steam, TREMEC can produce up to an astonishing 280,000 complete transmission assemblies each year; not to mention thousands of additional components.
- You may have already known TREMEC's were present in Mustangs and Corvettes, but did you know TREMEC components can also be found in everything down to John Deere tractors as well? Maybe that's why "Nothing Runs Like A Deere"!
- Health conscious consumers will be happy to know that all TREMEC Transmissions are high in essential minerals and low in saturated fat.

## NOTES:

# 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 S-10 Blazers 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 pleasurable to drive.



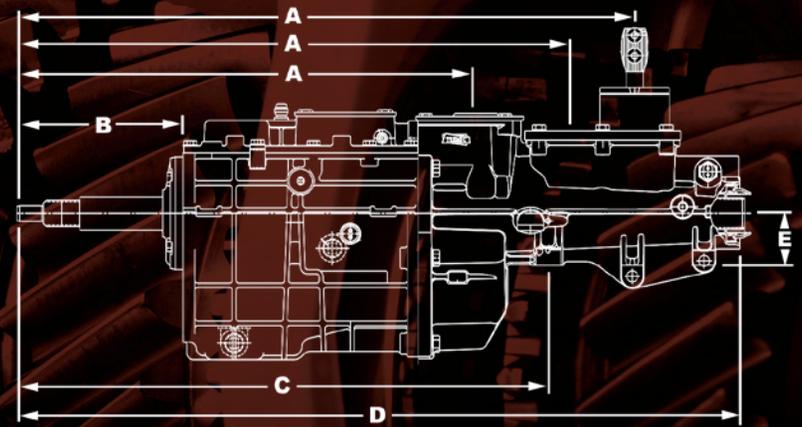
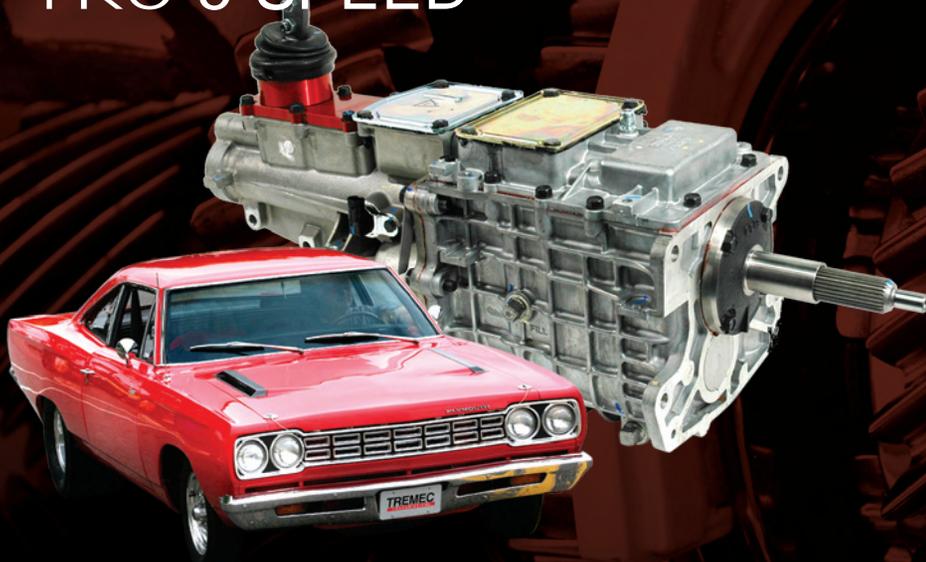
Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM	27.5	7.12	22.3	30.6	3.03	N/A
Ford	26.4	7.14	21.4	31.6	3.03	TTEP8460

- 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	1352-000-247	3.8 V6	230	No	75	Elec	26	27	3.75	2.19	1.41	1.00	.72	N/A	3.53
Ford	1352-000-251	5.0 V8	300	No	75	Elec	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 monsters. Handling up to 600 lb.-ft. of torque, the TKO offers strength without compromise; combining awesome power-handling abilities with crisp, positive shift characteristics. Up to seven different shifter locations allow for adaptation to a wide 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!

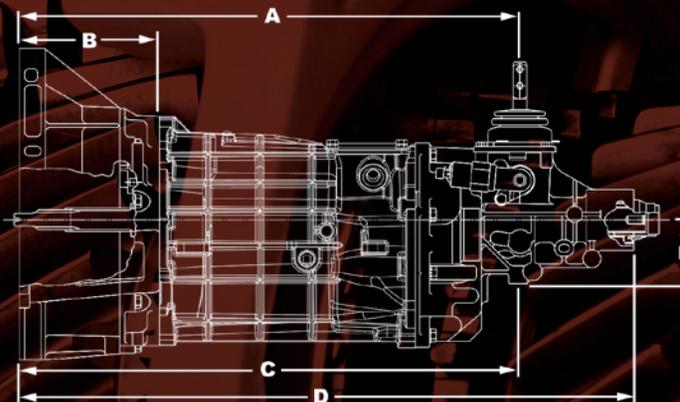
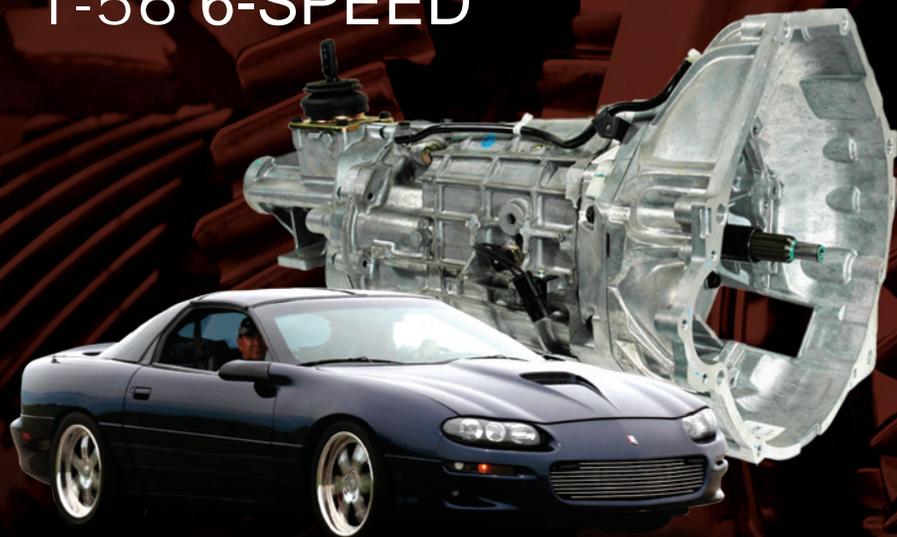
Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM (All)	19.0/23.0/25.8	6.71	22.1	30.4	2.2	TCCM9603 (Muncie-style)
Ford (All)	19.6/23.7/25.4	7.21	22.7	31.0	2.2	TCEP8639

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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 6-SPEED



Since debuting in Dodge's ultra exotic Viper sports car in 1992, the T-56 6-speed has become one of the most celebrated manual transmissions ever to hit the automotive industry. A highly versatile, smooth-shifting brute of a gearbox, it has repeatedly proven its worth in a variety of factory supercars, as well as in its racing efforts all around the globe. Offering true double overdrive for the ultimate blend of performance and economy, TREMEC's T-56 is strong where it counts, yet conservative where you need it. Several varieties of the T-56 are available for adaptation to a wide range of custom applications—early and late. Able to withstand extreme amounts of abuse and reward it with unbelievable fuel economy, the T-56 is a modern day favorite at an exceptional value.

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
*GM Aftermarket	27.9	6.55	27.8	32.5	3.4	TCCM9603 (Muncie-style)
'93-97 F-Body	28.8	5.12	25.9	31.3	3.4	P/N 1386-212-001
'98-02 F-body	29.4	6.46	26.6	31.9	3.4	P/N 1386-212-005
Mustang 5.0L	26.4	5.60	26.4	32.5	3.4	P/N 1386-212-004
Mustang 4.6L	26.5	5.60	26.4	32.5	3.4	P/N TNCM1078

\* GM Aftermarket unit (PN 1386-000-011) includes adaptor plate to mate with TCCM9603 or 'Muncie-style' bellhousing.

- A. Shifter location from rear face of engine block
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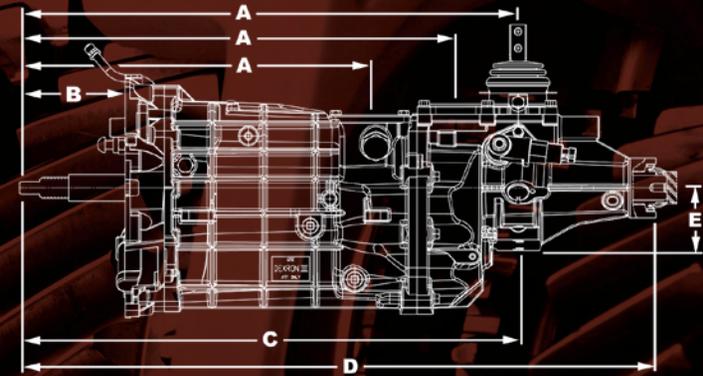


Application	Part #	Engine	Torque Capacity (lb.-ft.)	Includes Clutch Housing	Dry Weight (lbs.)	Speedo Type	Spline Count		Gear Ratios						
							Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
GM Aftermarket	1386-000-011	SBC/BBC	450	No	122	Mech	26	27	2.97	2.07	1.43	1.00	.80	.62	3.28
'93-97 F-body	1386-000-016	LT1	450	Yes	122	Elec	26	27	2.66	1.78	1.30	1.00	.74	.50	2.90
'98-02 F-body	1386-000-017	LS1	450	Yes	122	Elec	26	27	2.66	1.78	1.30	1.00	.74	.50	2.90
'99 F-body (Hurst)	1386-000-020	LS1	450	Yes	122	Elec	26	27	2.66	1.78	1.30	1.00	.74	.50	2.90
Ford Aftermarket	1386-000-012	5.0/5.8L	450	Yes	122	Mech	10	31	2.97	2.07	1.43	1.00	.80	.62	3.28
'96-98 Mustang	TUET1259	4.6L	450	Yes	122	Mech	10	31	2.97	2.07	1.43	1.00	.80	.62	3.28
'99-04 Mustang	TUET1260	4.6L	450	Yes	122	Elec	10	31	2.97	2.07	1.43	1.00	.80	.62	3.28

# T-56 MAGNUM 6-SPEED



The kingpin of TREMEC's high performance line-up, the all-new T-56 Magnum takes the very best from our current OEM technologies and pairs it with the most popular features of our all-business TKO 5-speed. 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—including the ZR1 Corvette and sinister ACR Viper. A world-class transmission in every respect, it's the best transmission on the market for those who will accept nothing less.



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
Ford Mod. Hyd.	19.6/23.7/27.3	6.53	27.2	34.5	3.1	TNCM1078 (w/ spacer)

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

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- 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	TUET7477	LS	700	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
GM	TUET8277	LS	700	No	Hyd	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
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
Ford	TUET7478	Modular	700	No	Mech	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Ford	TUET8274	Modular	700	No	Mech	Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
Ford	TUET8272	Modular	700	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Ford	TUET8275	Modular	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

# COMPONENTS

At TREMEC, we don't just manufacture new assemblies. We also provide a full line of components, service parts, and accessories! Get the most from your TREMEC 5-or-6-speed installation with one of the items featured here.



## CLUTCH HOUSINGS

TREMEC offers OEM-quality aluminum bellhousings for select T-5, TKO, and T-56 Magnum applications (T-56 includes housing, except Corvette). 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
TKO, GM SBC.....	TCCM9603
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 SBC (Mech).....	TCCM9603
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. Accepts 1330-style u-joints.

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 .

Short Shaft Kit, 10-spline.....	TCKT5727
Short Shaft Kit, 26-spline.....	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
Specialized 'Torex' bit for servicing TR-3650.....	M-999-3

## TKO OFFSET SHIFT LEVER

Provides 2-inches of offset and a low profile to achieve a near perfect console position in many popular early model installations. 2.375" height.

Offset Shift Lever.....	30-17-2X
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## 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
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## SHIFT BALLS

Let the onlookers know your ride is one not to be messed with a custom TREMEC shift ball! Available in standard or metric thread with five or six speed patterns. Note: Jeweled logo available only in black as shown at right.

### 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.....	5WL-SX
White, metric thread.....	5WL-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.....	6WL-SX
White, metric thread.....	6WL-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.





FOR ORDERING OR TECHNICAL  
ASSISTANCE VISIT US AT:

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

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