



**PERFORMANCE
PRODUCTS**

— 2020

**WELCOME AND
THANK YOU**
FOR YOUR INTEREST IN...

TREMEC®

We are the proud purveyors of manually-shifted performance. Suppliers of some of the most innovative *Torque Transfer Solutions™* in the automotive industry, to some of the industry's most respected Original Equipment Manufacturers (OEM). From simple timing gears to advanced mechatronics, in sectors spanning from agriculture to defense; you can find TREMEC products in a wide array of applications. However perhaps the place where our name is best known is in the world of high-performance manual transmissions. Some of the most exhilarating vehicles to ever roll off an assembly line have featured a TREMEC beneath their tunnel; and in part as a result, we're able to offer you some of the finest manual gearboxes ever to be released into the aftermarket.

The way that it works is simple... By leveraging our extensive OEM-based infrastructure and product portfolio, we construct solutions for the aftermarket that are of higher quality than virtually anything else you can buy. When you purchase a TREMEC for your beloved street machine or off-roader, you can rest assured the product you're getting is not some half-baked gadget, shoved haphazardly together in a mad scientist's garage. TREMEC aftermarket transmissions are direct descendants of OEM assemblies—built on the same lines, using the same high quality materials, and in accordance with the same high standards of manufacturing integrity. We're proud of what we do, and believe firmly that we are one of the very best at it.

So thank you again for taking the time to check us out. For over 55 years, from comparatively humble beginnings, its enthusiasts like you that have helped us ascend to the well-known performance brand we are today. Our team is eternally grateful for your patronage and likeminded dedication to performance. Because in life there are those that prefer to take a ride and others that prefer the drive. At TREMEC, like you...

WE PREFER *THE DRIVE!*



OEM quality for your early or custom street machine—

That's the TREMEC advantage!

PRODUCT INTRODUCTION

What you know about TREMEC often depends on where you know TREMEC from. For some, it's from our deep roots in Fox Mustang performance. For others it's from the muscle car conversion craze that's been raging for the better part of 20 years. From drag strips to road courses, and all interstates in between; if you're into rowing gears, at some point our name has likely entered the conversation.

Although we're grateful for this recognition, the downside is that the name "TREMEC" sometimes gets mistaken for being a one-size-fits-all transmission solution—just choose whether you want five gears or six and you're done. However, the truth is much more involved than that. At TREMEC, we have several different products designed to meet a wide variety of potential needs. Determining which is right for you has little to do with what the guy on the forums is doing, and everything to do with your specific project requirements—budget constraints, performance requirements, and much much more.

So pay close attention to the following pages as there is some great information to help you along the way to manual greatness. And if at any point you find yourself stumped, please don't hesitate to contact us! Even if we can't help you ourselves, we can likely point you in the direction of someone that can.

T-5 5-Speed
*Economic, refined,
and compact*



TKO 5-Speed
*The Original Muscle Car
Conversion Trans*



Magnum 6-Speed
*Heavyweight Performance,
OE Refinement*



WHY BUY A TREMEC?



STRENGTH – Particularly in the case of retrofits into early applications, TREMEC transmissions are almost always stronger than the units they replace.



PERFORMANCE – Improved shifting, reduced shift efforts, increased fuel economy... These are just some of the many performance benefits a TREMEC transmission typically offers.



QUALITY – Tier 1 OEM quality for your custom aftermarket application—only TREMEC offers that!



VERSATILITY – Features specifically designed to meet aftermarket needs, backed by a capable network of TREMEC *Elite* Distributors for 'kits' and modifications, mean that our transmissions can go in almost anything!



VALUE – You won't find a higher quality manual transmission for your hard-earned money anywhere.



WARRANTY – TREMEC transmissions are 100% brand new and covered by a 12-month/12,000-mile limited warranty.



SUPPORT – If you do have a problem, our Michigan-based support staff is on standby Monday-Friday, 8:00 AM - 5:00 PM EST, ready to help.

TREMECONOMICS

Is there anything worse when driving your hot rod on the highway than getting passed by an econobox as though you were standing still? Perhaps its hearing your expensive engine scream while the speedometer reads a mere 65-mph; or gas mileage so poor you can actually see the gauge plummet towards "E"? If any of this sounds familiar, check out the formula below to see how one of our high performance overdrive transmissions can immediately benefit you.

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

1. Enter the current or desired highway cruising speed
2. Multiply by vehicle's rear axle ratio
3. Multiply result by this constant number
4. Divide result of Steps 1-3 by vehicle tire diameter in inches
5. Results of Steps 1-4 should be your actual RPM at the speed you chose in Step 1. Multiply by overdrive ratio of any TREMEC model to see the change!



TREMEC TOOL BOX APP

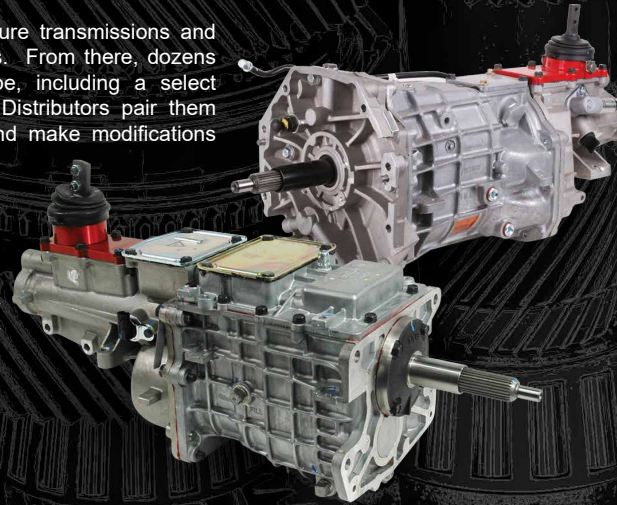
These days, you can do just about anything on a smartphone—check the weather, order pizza... And now thanks to our free 'Tool Box' app, you can do a host of critical car-building functions as well! Featuring multiple tools in one easy-to-use interface, the TREMEC Tool Box includes gear ratio calculators to make light work of the equation above; and a handy Driveline Angle Finder to help rid your vehicle of pesky driveline vibrations! Oh, and did we mention that it's free?

No ads, no nonsense; just a simple app we developed to help you achieve better results. Get it today on the app store!

STANDARD TRANSMISSIONS FOR CUSTOM USES

At TREMEC, we manufacture transmissions and that's usually where it ends. From there, dozens of shops around the globe, including a select group of TREMEC "Elite" Distributors pair them with various peripherals and make modifications as needed so that users can put them in nearly any application and tailor them for virtually any use.

For help finding the right dealer or Elite Distributor to meet your needs, call or email our customer service team using the information on the back of this catalogue.



GET YOUR GEAR HERE

When we say the word "gear", it usually refers to something inside of a transmission—but not all gear is made of metal! For comfortable wearables and other stylish TREMEC swag, visit our online store at www.TREMEC-STORE.com.

FOLLOW TREMEC ONLINE

Looking for more TREMEC lifestyle content or technical information than this catalog has to offer? Join us online at any of the usual social media outlets to stay up to speed on things like events, product releases, project builds and more!

Better yet, join us on our very own blog at www.TREMEC-BLOG.com to get the inside scoop and technical content you won't find anywhere else! No memberships or lengthy logins required!

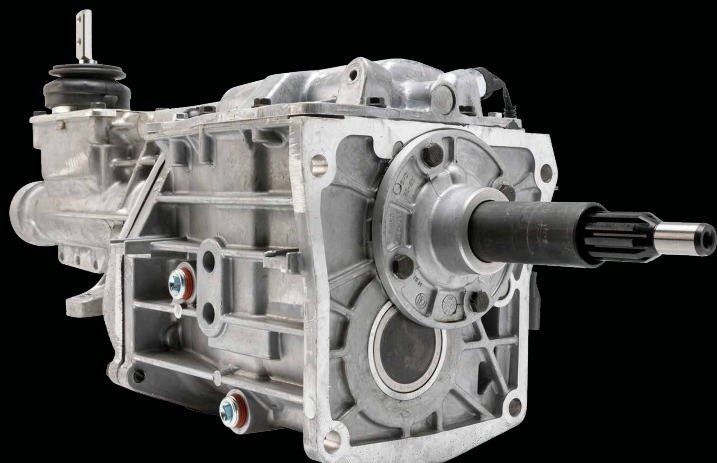


12-MONTH / 12,000-MILE LIMITED WARRANTY

TREMEC transmissions are covered by a Limited Warranty for a period of 12-months from the invoice date of purchase or 12,000-miles—whichever occurs first. In the event of a warrantable concern, TREMEC will repair or replace, at its option, any TREMEC product that upon inspection is found to have defective materials or workmanship. For complete policy information, please visit TREMEC.com.



T-5 5-SPEED



ABOUT

The 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 40+ 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 Mustang 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.

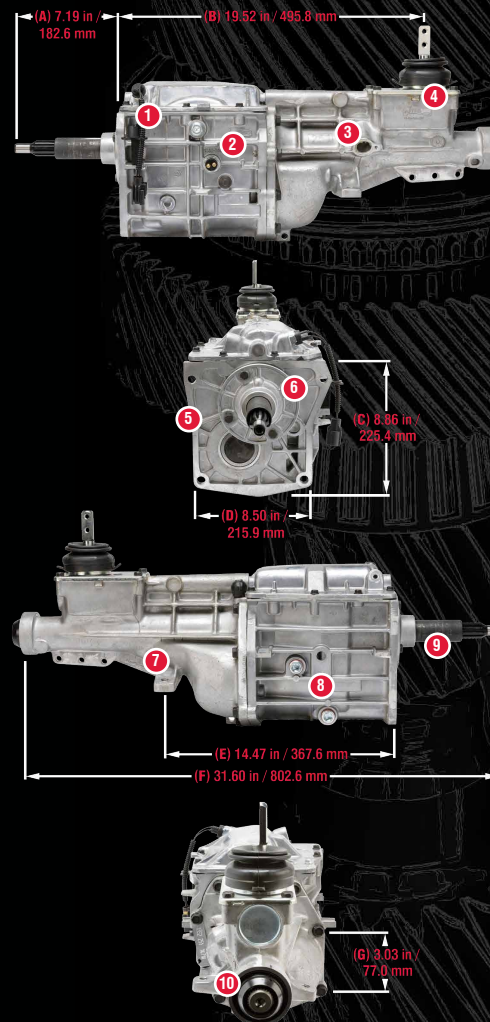
AVAILABLE MODELS

Part Number	Style	Torque Rating	Input Spline	Gear Ratios					
				1st	2nd	3rd	4th	5th	Rev
1352-000-251	Ford	300	10	2.95	1.94	1.34	1.00	0.63	2.76

QUICK SPECS

Forward Gears	5
Shifter Positions	3
Torque Capacity	Up to 300 lb-ft. / 407N-m
Max Rated RPM	6700
Overdrive	Single
Input Splines	10
Output Splines	27
Release Type	Mechanical ¹
Speedo Output	Mechanical
Dry Weight	75 lbs / 34 kg
Fluid Capacity	2.8 qt / 2.7 ltr ²

1 - Can be converted to hydraulic clutch release using aftermarket systems available through TREMEC dealers.
2 - TREMEC recommends TREMEC HP-MTF™ or Dexron III ATF in T-5 transmissions.



FEATURES & DIMENSIONS

1. Neutral safety switch
 2. Reverse light switch
 3. Mechanical speedometer output
 4. Standard shifter position
 5. Ford-specific bolt pattern
 6. Mechanical clutch release bearing retainer
 7. Transmission mount location
 8. Fluid drain & fill ports
 9. Mechanical clutch release bearing guide tube
 10. Slip yoke output
- A. Input shaft length from front face of trans
B. Standard shifter location from front face of trans
C. Height at trans face
D. Width at trans face
E. Trans mount pad from front face of trans
F. Overall length
G. Trans mount pad to mainshaft centerline

SCORECARD

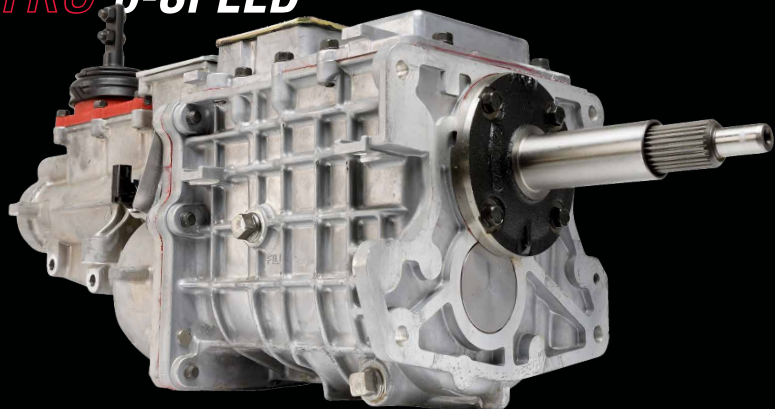
See how the T-5 compares to other TREMEC models!

Cost	★★★★☆
Features	★★★★☆
Refinement	★★★★☆
Torque Capacity	★★★★☆
RPM Capacity	★★★★☆
Packaging	★★★★☆

SUMMARY

- A lightweight favorite from the Fox-body Mustang era.
- Small, compact, and ideal for installations where space is at a major premium.
- Smooth, low-effort shifts
- 300 lb-ft. torque capacity; perfect for low-to-moderate horsepower cruisers or lightweight weekend club racers.
- Few flexibility features, but significant support available through various dealers.
- Tried, true, and wonderfully effective.

TKO 5-SPEED



ABOUT

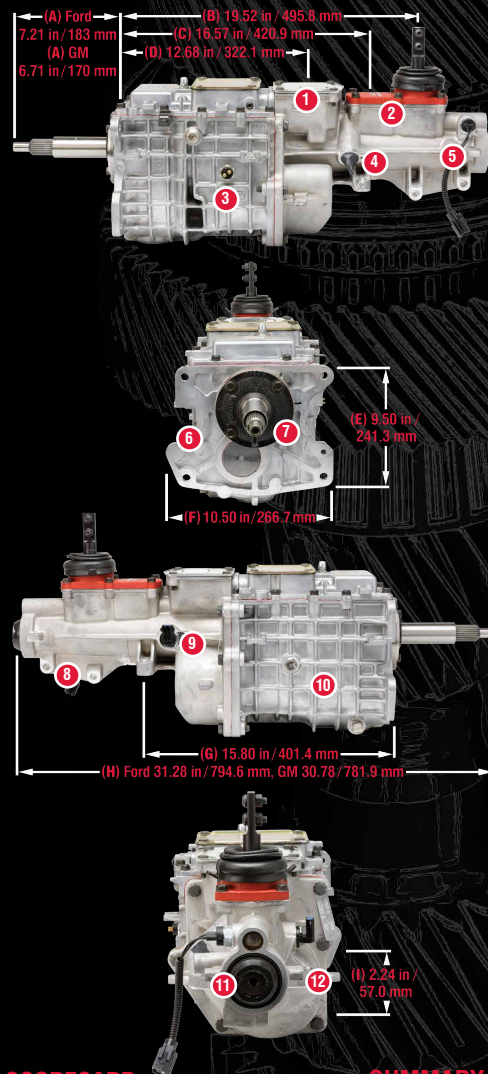
If you heard of TREMEC before reading these pages, there's a good chance this transmission is the reason why. Originally known as the TR-3550, our TKO™ is the gearbox first made famous by the Fox Mustang performance movement of the 1990's; and that has since been swapped into nearly every rear-wheel-drive performance application imaginable—including thousands of early hot rods & muscle cars! Available in either GM- or Ford-style 4-speed bolt patterns, the TKO easily retrofits into a wide range of classic and custom applications, and enjoys tremendous market support. Rugged, durable and loaded with flexibility features, it's no wonder the TKO is practically a legend in its own time!

AVAILABLE MODELS

Part Number	Style	Torque Rating	Input Spline	Gear Ratios					
				1st	2nd	3rd	4th	5th	Rev
TCET4616	GM	500	26	3.27	1.98	1.34	1.00	0.68	3.00
TCET4618	GM	600	26	2.87	1.89	1.28	1.00	0.82	2.56
TCET5009	GM	600	26	2.87	1.89	1.28	1.00	0.64	2.56
TCET4615	Ford	500	10	3.27	1.98	1.34	1.00	0.68	3.00
TCET4617	Ford	600	26	2.87	1.89	1.28	1.00	0.82	2.56
TCET5008	Ford	600	26	2.87	1.89	1.28	1.00	0.64	2.56
TCET5201	Ford	500	26	3.27	1.98	1.34	1.00	0.68	3.00

QUICK SPECS

Forward Gears	5
Shifter Positions	3
Torque Capacity	Up to 600 lb-ft. / 814 N-m ¹
Max Rated RPM	6200
Overdrive	Single
Input Splines	10 or 26
Output Splines	31
Release Type	Mechanical ²
Speedo Output	Mechanical & Electronic
Dry Weight	99 lbs / 50 kg
Fluid Capacity	2.7 qt / 2.6 ltr ³



FEATURES & DIMENSIONS

1. Forward shift provision¹
 2. Standard reversible rear shifter²
 3. Reverse light switch
 4. Mechanical speedometer output
 5. Neutral safety switch
 6. Ford or GM-style 4-speed bolt pattern
 7. Common mechanical clutch release bearing retainer³
 8. Torque-arm mount
 9. Electronic speedometer output
 10. Fluid drain & fill ports
 11. Slip yoke output
 12. Trans mount location
- A. Input shaft length from front face of trans
- B. Standard shifter location from front face of trans
- C. Optional shifter location from front face of trans
- D. Optional shifter location from front face of trans¹
- E. Height at trans face
- F. Width at trans face
- G. Trans mount pad from front face of trans
- H. Overall length
- I. Trans mount pad to mainshaft centerline

SCORECARD

See how the TKO compares to other TREMEC models!

Cost	★★★★☆
Features	★★★★★
Refinement	★★★★☆
Torque Capacity	★★★★☆
RPM Capacity	★★★★☆
Packaging	★★★★☆

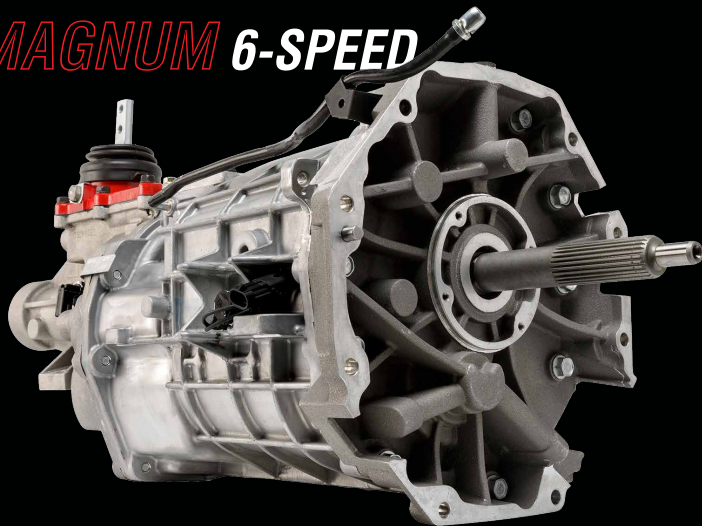
SUMMARY

- The original overdrive manual conversion transmission.
- Classic 4-speed bolt patterns make retrofits easier & more cost effective.
- Flexibility features allow for adaptation almost anything!
- Rated for up to 600 lb-ft. of torque and 6200 rpm shift—perfect for big block muscle cars!
- Optional gear ratios to suit your specific performance requirements.
- TREMEC's best-selling aftermarket model!

1 - Torque rating depends on input spline and gear ratio selected. Refer to Available Models chart.
 2 - Can be converted to hydraulic clutch release using aftermarket systems available through TREMEC dealers.
 3 - TREMEC recommends TREMEC HP-MTF™ or GM Synchronesh in TKO transmissions.

1 - Requires use of separate 'forward' conversion shifter assembly. Not included.
 2 - Custom offset shifters to achieve factory shift handle positions available through TREMEC dealers.
 3 - Can be converted to hydraulic clutch release using aftermarket systems available through TREMEC dealers.

MAGNUM 6-SPEED



ABOUT

What do you get when you take the baddest OE 6-speed ever produced and pair it with the flexibility features of our wildly popular TKO? The original Magnum™ 6-speed! Based on the ubiquitous TR-6060™ 6-speed, the Magnum is a swap-friendly aftermarket version of the same transmission found in several of the most revered 'Big 3' sports- and muscle- cars of the past decade. The pinnacle of heavy-duty street performance manuals, Magnum transmissions feature state-of-the-art hardware like multi-cone synchronizers and a single-rail shift mechanism that convincingly disguise their big power handling abilities with short, crisp shifts and confidence-inspiring engagement. Use it every day or reserve it for only the nicest ones. Either way, the Magnum provides an incredibly rewarding gear-rowing experience.

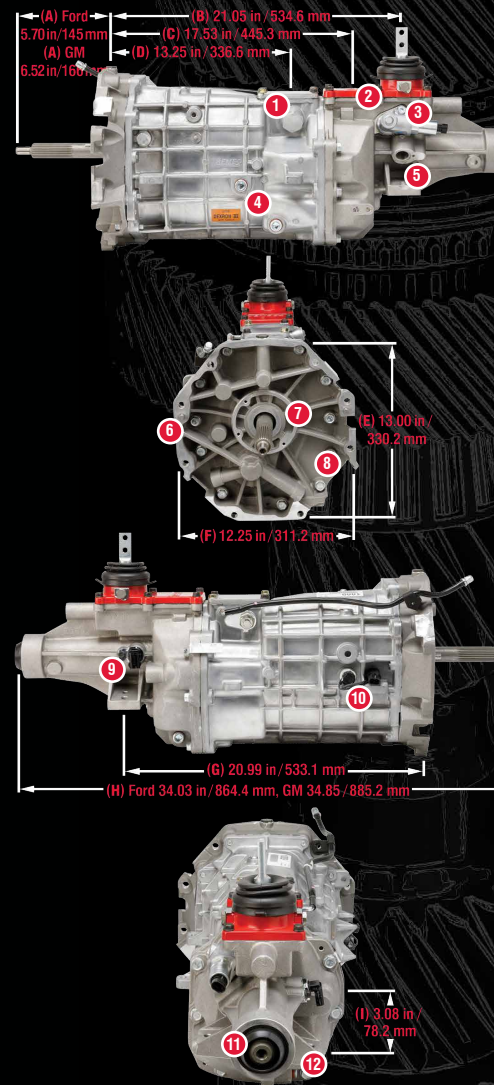
AVAILABLE MODELS

Part Number	Style	Release Type	Gear Ratios						
			1st	2nd	3rd	4th	5th	6th	Rev
TUET11009	GM	Hyd	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TUET16885	GM	Hyd	2.97	2.10	1.46	1.00	0.80	0.63	2.90
TUET11012	GM	Hyd	2.97	2.10	1.46	1.00	0.74	0.50	2.90
TUET11010	Ford	Mech	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TUET16884	Ford	Mech	2.97	2.10	1.46	1.00	0.80	0.63	2.90
TUET11011	Ford	Mech	2.97	2.10	1.46	1.00	0.74	0.50	2.90

1 - On Ford-style "mechanical" units, clutch release provisions modeled after T-56 in 2003-2004 Ford Mustang Cobra. On GM-style "hydraulic" units, clutch release provisions modeled after T-56 in 1998-2002 Camaro/Firebird.
2 - TREMEC recommends TREMEC HP-MTF™ or Dexron III ATF in Magnum-series transmissions.

QUICK SPECS

Forward Gears	6
Shifter Positions	3
Torque Capacity	Up to 700 lb-ft. / 949 N-m
Max Rated RPM	7800
Overdrive	Double
Input Splines	26
Output Splines	31
Release Type	Hydraulic or Mechanical ¹
Speedo Output	Mechanical & Electronic
Dry Weight	140 lbs / 64 kg
Fluid Capacity	3.4 qt / 3.2 ltr ²



FEATURES & DIMENSIONS

- Forward shift provision¹
 - Standard reversible rear shifter²
 - Reverse inhibitor solenoid
 - Fluid drain & fill ports
 - Mechanical speedometer output
 - Common 'T-56' style bolt pattern
 - Mounting pad for OEM style hydraulic slave or aftermarket guide tube
 - Clutch fork exit window
 - Electronic speedometer output
 - Reverse light switch
 - Slip yoke output
 - Trans mount location
- A. Input shaft length from front face of trans
B. Standard shifter location from front face of trans
C. Optional shifter location from front face of trans
D. Optional shifter location from front face of trans¹
E. Height at trans face
F. Width at trans face
G. Transmission mount pad from face of trans
H. Overall length
I. Trans mount pad from mainshaft centerline

SCORECARD

See how the Magnum compares to other TREMEC models!

Cost	★★★★☆
Features	★★★★★
Refinement	★★★★☆
Torque Capacity	★★★★★
RPM Capacity	★★★★★
Packaging	★★★★☆

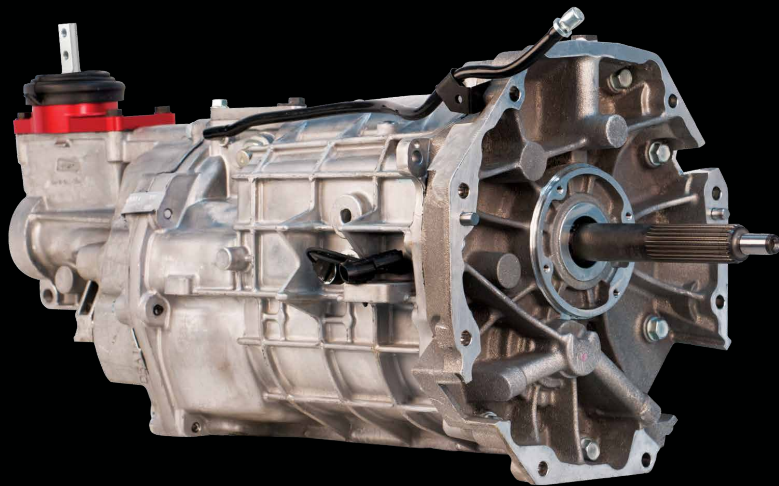
SUMMARY

- Based on the TR-6060 found in many late-model 'Big 3' sports & muscle cars.
- Common 'T-56-style' bolt pattern allows for easy pairing to several late-model engines.
- TKO-like flexibility features in a double-overdrive 6-speed package.
- Rated for 700 lb-ft. of torque & 7800 RPM
- Optional gear ratios to suit your specific performance requirements.
- The highest quality manual transmission available in the aftermarket.

1 - Requires use of separate 'forward' conversion shifter assembly. Not included.

2 - Custom offset shifters to achieve factory shift handle positions available through TREMEC dealers.

MAGNUM-F 6-SPEED



ABOUT

It's the transmission T-56 faithfuls have been waiting for! The newest addition to TREMEC's stellar Magnum line-up, the new Magnum-F™ is intended to serve as a replacement upgrade for now defunct T-56 transmissions found in 4th-Generation GM F-Bodies (1993-2002 Chevrolet Camaro and Pontiac Firebird)—thus the name Magnum-F. Like all Magnum transmissions, the Magnum-F requires a 31-spline slip yoke (versus the factory T-56 27-spline), but is otherwise a direct swap for 1998-02 F-cars with LS1 engines and internal slave hydraulics. Earlier LT1 cars with external slaves require converting to the LS-style setup. The Magnum-F also works in custom applications that previously used F-car T-56s for their shifter location; which is nearly 3-inches further back than on the original Magnum.

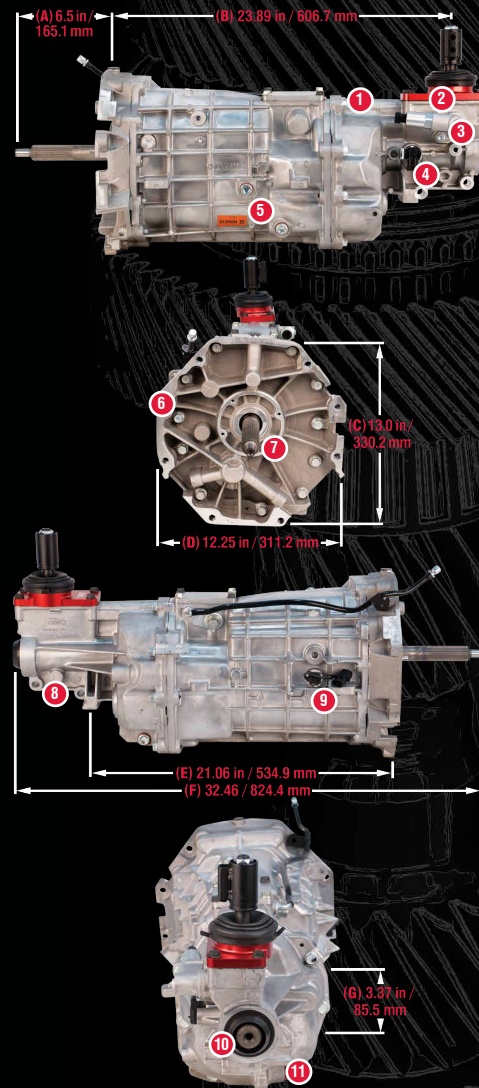
QUICK SPECS

Forward Gears	6
Shifter Positions	1
Torque Capacity	Up to 700 lb.-ft. / 949 N-m
Max Rated RPM	7800
Overdrive	Double
Input Splines	26
Output Splines	31
Release Type	Hydraulic
Speedo Output	Electronic
Dry Weight	140 lbs / 64 kg
Fluid Capacity	3.4 qt / 3.2 ltr ¹

AVAILABLE MODELS

Part Number	Style	Release Type	Gear Ratios						
			1st	2nd	3rd	4th	5th	6th	Rev
TUET16362	GM	Hyd	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TUET16363	GM	Hyd	2.97	2.10	1.46	1.00	0.80	0.63	2.90
TBD	GM	Hyd	2.66	1.78	1.30	1.00	0.74	0.50	2.90
TUET17638	GM	Hyd	2.97	2.10	1.46	1.00	0.74	0.50	2.90

1 - TREMEC recommends TREMEC HP-MTF™ or Dexron III ATF in Magnum-series transmissions.



FEATURES & DIMENSIONS

- 4th-Gen 'F-body' extension housing
 - 4th-Gen 'F-body' shifter location
 - Reverse inhibitor solenoid
 - Electronic speedometer output
 - Fluid fill & drain ports
 - Common 'T-56' style bolt pattern, works with factory LS1 & LS2 bellhousings
 - Mounting pad for OEM style hydraulic slave or aftermarket guide tube
 - Provision for factory 4th-Gen 'F-body' torque arm
 - Reverse light switch
 - 31-spline slip yoke output
 - Trans mount location
- A. Input shaft length from front face of trans
 B. Shifter location from front face of trans
 C. Height at trans face
 D. Width at trans face
 E. Transmission mount pad from face of trans
 F. Overall length
 G. Transmission mount pad from mainshaft centerline

SCORECARD

See how the Magnum-F compares to other TREMEC models!

Cost	★★★★☆
Features	★★★★☆
Refinement	★★★★☆
Torque Capacity	★★★★★
RPM Capacity	★★★★★
Packaging	★★★★☆

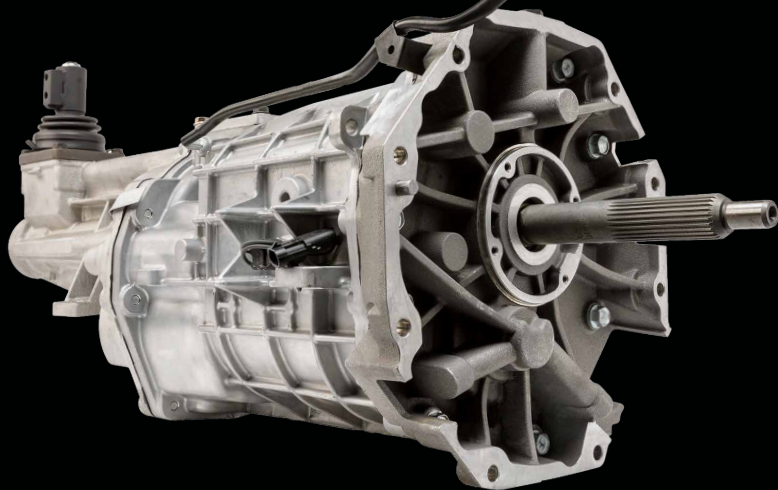
SUMMARY

- The T-56 replacement trans 4th-generation F-body fans have been waiting for!
- A straightforward swap into 1998-2002 LS1 Camaros & Firebirds¹
- Suitable for conversions in 1993-1997 LT1 Camaros & Firebirds²
- Ideal for any custom application where F-body T-56 transmissions were previously desired due to their shifter location
- Say goodbye to expensive custom builds and questionable quality rebuilds

1 - Requires use of 31-spline slip yoke and conversion universal joint. Not included.

2 - Requires change of flywheel, clutch, hydraulic slave and other parts. See dealer for details.

MAGNUM XL 6-SPEED



ABOUT

For those that need the shifter even further back than the Magnum-F offers, we give you the Magnum XL—the longest aftermarket transmission we make! The XL is an 'extended length' version of the original Magnum, intended to work in late-model applications that normally use remote-mounted shifters to achieve a far rearward shifter location. The advantage is radically improved shift feel and overall shift performance—although in vehicles originally equipped with remote shifters, this performance-oriented solution will also increase in-cabin noise & vibration. The Magnum XL can also be used to achieve modern ergonomics in earlier applications where driver comfort is prioritized over original appearance. NOTE: "TUKT" models listed below are 'kits' for 2005-up Mustangs, while others are universal fit.

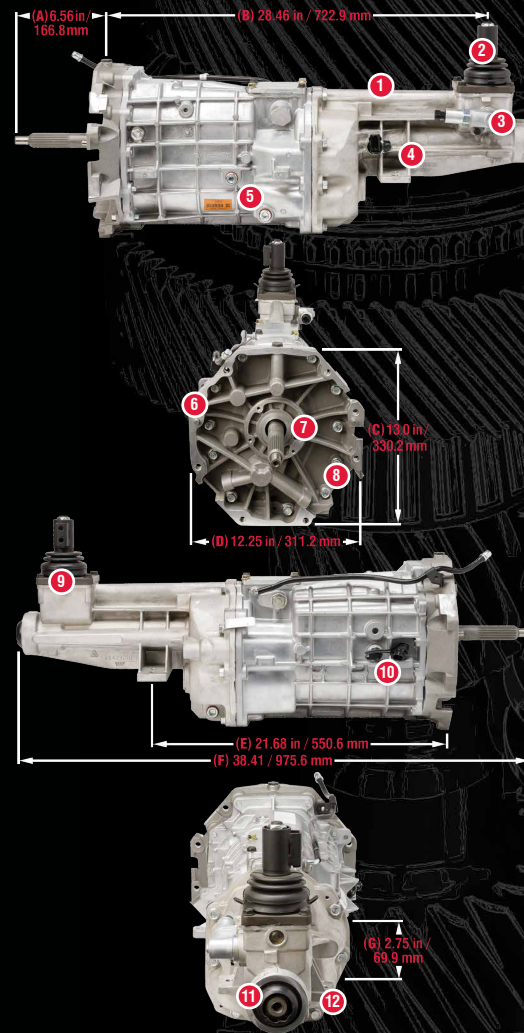
QUICK SPECS

Forward Gears	6
Shifter Positions	1
Torque Capacity	Up to 700 lb.-ft. / 949 N-m
Max Rated RPM	7800
Overdrive	Double
Input Splines	26
Output Splines	31
Release Type	Hydraulic
Speedo Output	Electronic
Dry Weight	150 lbs / 68 kg
Fluid Capacity	3.4 qt / 3.2 ltr ¹

AVAILABLE MODELS

Part Number	Application	Gear Ratios						
		1st	2nd	3rd	4th	5th	6th	Rev
TUET16886	Non-Specific	2.66	1.78	1.30	1.00	.80	.63	2.90
TUET11940	Non-Specific	2.97	2.10	1.46	1.00	.80	.63	2.90
*TUKT16901	'05-Up Mustang	2.66	1.78	1.30	1.00	.80	.63	2.90
*TUKT12021	'05-Up Mustang	2.97	2.10	1.46	1.00	.80	.63	2.90

1 - TREMEC recommends TREMEC HP-MTF™ or Dexron III ATF in Magnum-series transmissions.



FEATURES & DIMENSIONS

- Extended-length (XL) extension housing
 - Shifter location that mimics several late-model applications
 - Reverse inhibitor solenoid
 - Electronic speedometer output
 - Fluid fill & drain ports
 - Common 'T-56' style bolt pattern
 - Mounting pad for OEM style hydraulic slave or aftermarket guide tube
 - Standard Magnum clutch fork exit window
 - Unique isolator-style shifter for reduced noise, vibration & harshness (NVH)
 - Reverse light switch
 - Slip yoke output
 - Trans mount location
- A. Input shaft length from front face of trans
 B. Shifter location from front face of trans
 C. Height at trans face
 D. Width at trans face
 E. Transmission mount pad from face of trans
 F. Overall length
 G. Transmission mount pad from mainshaft centerline

SCORECARD

See how the Magnum-XL compares to other TREMEC models!

Cost	★★★★★
Features	★★★★☆
Refinement	★★★★★
Torque Capacity	★★★★★
RPM Capacity	★★★★★
Packaging	★★★☆☆

SUMMARY

- An 'extended-length' version of the original Magnum 6-speed
- Intended for use in late-model applications that typically use quiet, but poor performing 'semi-remote' shifters
- Can also be used to add modern ergonomics to early muscle car or hot rod applications
- Available in kit form for 2005-up Mustangs (includes shifter, handle, crossmember and SFI-approved bellhousing)^{1, 2}

1 - Also requires 26-spline clutch and 1-piece driveshaft with slip yoke. Not included. See dealer for details.
 2 - 2011-up models also require recalibration of speedometer due to different signal from transmission.

TR-4050 5-SPEED

Available exclusively through:



Shown at left with optional Silver Sport 'STX' reduced-throw shifter

ABOUT

Everyone knows TREMEC is the place to go for high-performance passenger car manual transmissions, but did you know that we now also have a transmission for the 4-Wheel-Drive community? Available exclusively through Elite Distributor, Silver Sport Transmissions, the aftermarket TR-4050 5-speed is based on the same transmission TREMEC builds for OEM production in Mexican, Central & South American markets—where you can still buy a new manual-equipped pick-up truck! Offering a fantastic blend of strength, refinement, and above all—driver control—the 4050 is practical enough for everyday use and robust enough for off-road weekend adventures! For additional information and available conversions, visit Silver Sport Transmissions.

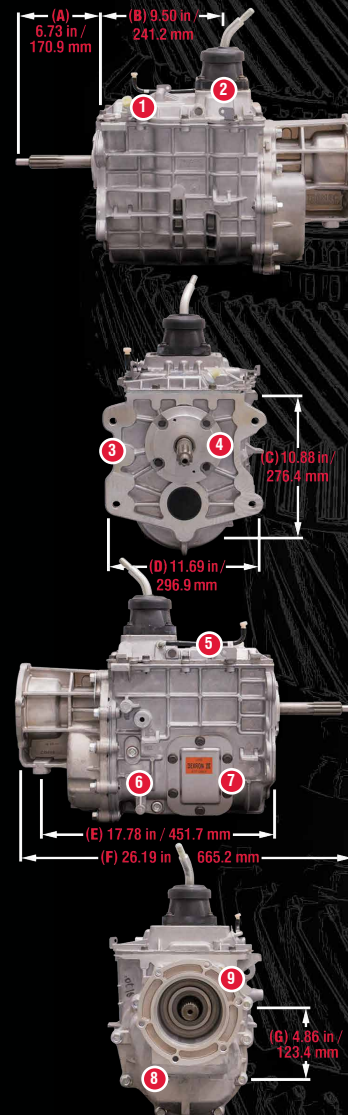
AVAILABLE MODELS

Part Number	Style	Torque Rating	Input Spline	Gear Ratios					
				1st	2nd	3rd	4th	5th	Rev
TDET17341	Custom	425	10	6.16	3.11	1.71	1.00	0.76	6.03

QUICK SPECS

Forward Gears	5
Shifter Positions	1
Torque Capacity	Up to 425 lb.-ft. / 576 N-m ¹
Max Rated RPM	5500
Overdrive	Single
Input Splines	10
Output Splines	23
Release Type	Hydraulic
Speedo Output	Not Available
PTO Provision	6-bolt, right side
Dry Weight	164 lbs / 74 kg
Fluid Capacity	3.7 qt / 3.5 ltr ²

1 - Rating based on 15,000 lb. Gross Vehicle Weight Rating.
2 - TREMEC recommends TREMEC HP-MTF™ in TR-4050 transmissions.



FEATURES & DIMENSIONS

- Reverse light switch
 - Standard shifter position
 - NV4500 style bolt pattern
 - Mounting pad for OEM style hydraulic slave
 - Case vent tube
 - Fluid drain & fill ports
 - Standard 6-bolt PTO mount location
 - Transmission mount location
 - Standard 6-bolt circle output flange
- A. Input shaft length from front face of trans
B. Standard shifter location from front face of trans
C. Height at trans face
D. Width at trans face
E. Trans mount pad from front face of trans
F. Overall length
G. Trans mount pad from mainshaft centerline

SUMMARY

- Based on TR-4050 used in current OEM production
- Similar to the defunct NV4500, but with several updates & improvements
- Die-cast aluminium case saves weight while offering considerable rigidity
- All gears synchronized, including reverse
- Countershaft mounted 5th gear synchronizer reduces NVH in overdrive
- Aggressive 6.16 'granny' first gear and economical 0.76 overdrive
- 6-bolt PTO mount for operating hydraulic accessories
- Ideal for several light truck & SUV swaps
- Appropriate for all regular truck duties (towing, off-roading, etc.)
- Available exclusively through Silver Sport Transmissions (www.shiftsst.com)

SCORECARD

See how the TR-4050 compares to other TREMEC models!

Cost	★★★★☆
Features	★★★★☆
Refinement	★★★★☆
Torque Capacity	★★★★★
RPM Capacity	★★★★☆
Packaging	★★★★☆

COMPONENTS & ACCESSORIES

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

CLUTCH HOUSINGS

TREMEC offers OEM-quality aluminum clutch housings for select T-5, TKO, and Magnum applications (original T-56 transmissions included housings 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.....TCEP8639
T-56 & Magnum, GM LS (Hyd).....1386-212-005

SLIP YOKES

Our 31-spline slip yoke fits all TKO and Magnum series transmissions. They accept 1330-style u-joints, and like all TREMEC products, are built to OEM quality standards.

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

SHORT SHAFT KITS

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

10-Spline Kit (3.27 1st gear).....TCKT5727
26-Spline Kit (2.87 1st gear).....TCKT5729

COBRA CONVERSION SHAFT KIT

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

03-04 Cobra (2.66 ratio only).....TUFM6132

TKO 'MID-SHIFT' 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.

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

MISCELLANEOUS

TKO/Magnum Speedo Plug Kit.....30-360-1X
1.96" Ball Stud.....1381-146-001
1.47" Ball Stud.....TNTN1261



MAGNUM OVERDRIVE GEARS

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

5th Gear, .80:1 Ratio.....TUEN7118 & TUEE6045
5th Gear, .74:1 Ratio.....TUEN8141 & TUEE8143
6th Gear, .63:1 Ratio.....TUEN7119 & TUEE6046
6th Gear, .50:1 Ratio.....TUEN8142 & TUEE8144

SHIFT BALLS

The perfect way to complete any TREMEC install!

5-SPEED

Black, standard thread.....5BL-SX
Black, metric thread.....5BL-MX
White, standard thread.....5WH-SX
White, metric thread.....5WH-MX

6-SPEED

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

TRANSMISSION FLUID

TREMEC's HP-MTF™ (High Performance Manual Transmission Fluid) was developed in conjunction with world-class automotive lubricant producers, to provide an ideal balance of rugged protection and responsive shifting. Although acceptable for use in all climates, HP-MTF is especially well-suited to summer-like conditions; and while developed first-and-foremost with street performance in mind, is capable of supporting severe-duty use in competition applications. For complete details, visit the HP-MTF product page on TREMEC's website.

HP-MTF, 1-Quart Bottle.....TUSA16992
HP-MTF, 4-Quart Case.....TUKT16993



IMPORTANT NOTICE: 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. Failure to perform these checks may result in severe damage to transmission and other components. Always use correct fluid 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. All TREMEC transmissions feature a 12-month/12,000-mile limited warranty. TREMEC encourages safe driving habits at all times.





**For Additional Information or Technical Assistance,
Contact Us at:**

**(800) 401-9866
TREMEC.COM**

AUTHORIZED TREMEC DEALER: