



# **TREMEC<sup>®</sup>**

**TRANSMISSIONS**

**2012 PERFORMANCE**  
PRODUCT GUIDE

# TREMEC<sup>®</sup>

## TRANSMISSIONS



Thank you for your interest in TREMEC Transmissions, proud manufacturers of some of the most celebrated manual gearboxes available anywhere! At TREMEC 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 TREMEC Transmission that's right for you and your project. Each model benefitting from careful development and rigorous testing on par with the latest 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'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!

### TIER 1 AFTERMARKET PERFORMANCE: 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 most respected names in the business, TREMEC 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.

What this means for you is simply peace of mind. With a TREMEC resting under your tunnel you can cruise with confidence, knowing that the transmission in your hot rod has benefitted from the same level of manufacturing excellence as many of the world's most respected OE street machines.



*Want their transmission technology in your GM, Ford or Chrysler-powered street machine?*

*With 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 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 quarter-mile, to 24-hours of pure punishment at LeMans--the possibilities for a TREMEC 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 TREMEC Transmissions are up to about any challenge you can think to put them through out on the street. From the track to the office and all points in between, no transmission does it all better than a TREMEC!

### TREMECONOMICS: HOW TREMEC 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 TREMEC 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 TREMEC 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 'Rock-Crusher' 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 TREMEC 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 vehicle's performance!





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

The retired owner of a Toledo area car dealership, 63-year-old Mike Evanoff is the genuine sort of guy that you're truly better off for knowing. Born with the lust for speed in his blood, Evanoff owns not one, but two TREMEC-equipped street machines. The first, a yellow C6 Corvette Z06, benefits from the General's good judgement in choosing TREMEC as a supplier. The second is something a little more near and dear to Evanoff's heart--the cocoa colored '65 Malibu SS, known by the locals as 'Nestle Quik'.

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



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

Want to see what all the hype is about first-hand? Come out and see us at any one of several races or car shows TREMEC attends across the USA each and every year! Ask us 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 a TREMEC True Street competition, held at NMRA & NMCA events across the country. For dates and details check out the news section of our website at [www.tremec.com](http://www.tremec.com)!

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

Thought you knew everything there was to know about manual transmissions? Or maybe just about TREMEC? Check out some of the random "TREM-TEC" below to up your hot rod knowledge!

- TREMEC has been building quality transmission assemblies since 1964.
- TREMEC's popularity in aftermarket performance came about in the mid-90's when late-model Mustang enthusiasts first began using the TR-3550 as a heavy-duty replacement for their Borg-Warner T-5's.
- 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 trucks up to Class 8 in rank. These units feature as many as 18-forward gears and as much as 2,200 lb-ft. of heavy-hauling torque capacity!
- TREMEC produces the world's only 4-speed auxiliary transmission for heavy-duty off-highway and specialty applications. This monster of a gearbox is rated to handle an astonishing 17,500 lb-ft. of torque!
- TREMEC's popular TKO 5-speed is an evolutionary descendant of the mighty 'Top-Loader' 4-speed; a transmission that was once produced by TREMEC.
- TREMEC's Magnum & Magnum XL 6-speeds are aftermarket variants of the TR-6060, which is factory equipment in Corvettes, GT500 Mustangs, Cadillac CTS-Vs, SRT-8 Challengers, the new ZL1 Camaro, as well as, many others overseas!
- The name TREMEC stands for 'Transmissions and Mechanical Equipment'.
- Running at full steam, TREMEC can produce over 300,000 complete transmission assemblies annually; along with countless other service parts and specialty components.
- TREMEC is the largest producer of rear-wheel-drive manual transmission assemblies in all of North America!



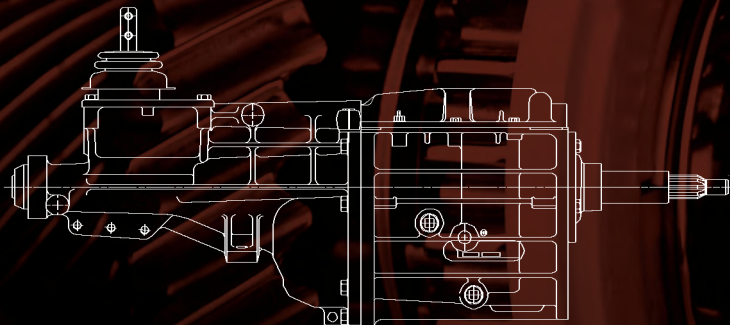
Below are a few of the many events and organizations that TREMEC Transmissions is a proud supporter of:





# TRANSMISSION OVERVIEW

At TREMEC we build manual transmissions for virtually any hot-rodding need. Whether its an early or late model passenger car or pickup truck; if the goal is top notch street performance, TREMEC has you covered! Below is a quick glance at the four main models of aftermarket performance transmissions that TREMEC offers.



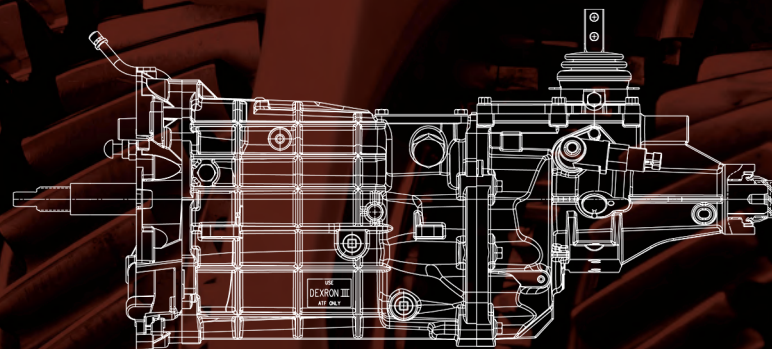
## T-5 5-SPEED

- Our most compact & economical transmission
- 300 lb.-ft. of torque capacity / 6,700 rpm shift capability
- Extremely lightweight at just 75 lbs. dry
- Ideal for moderate horsepower builds where space is very limited
- Excellent drivability – light shift effort, smooth shift quality
- Exceptional fuel savings – 0.63:1 overdrive
- A favorite of many weekend cruisers, street-rodders, and kit car enthusiasts



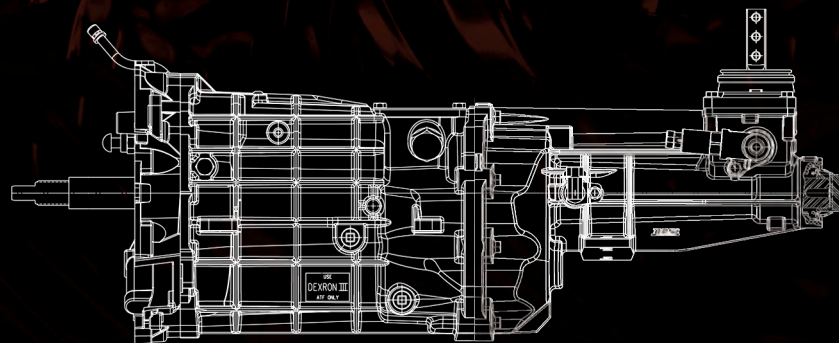
## TKO 5-SPEED

- The original 5-speed overdrive heavyweight
- Up to 600 lb.-ft. of torque capacity / 6,200 rpm shift capability
- Exceptionally light at just 99 lbs. dry
- Multiple shifter locations & dual speedo pick-ups for extreme versatility
- Robust 3-rail internal shift mechanism offers firm, positive shifts
- Multiple gearing and overdrive options
- TREMEC's most popular and widely used 5-speed; well-suited to a variety of builds



## T-56 MAGNUM 6-SPEED

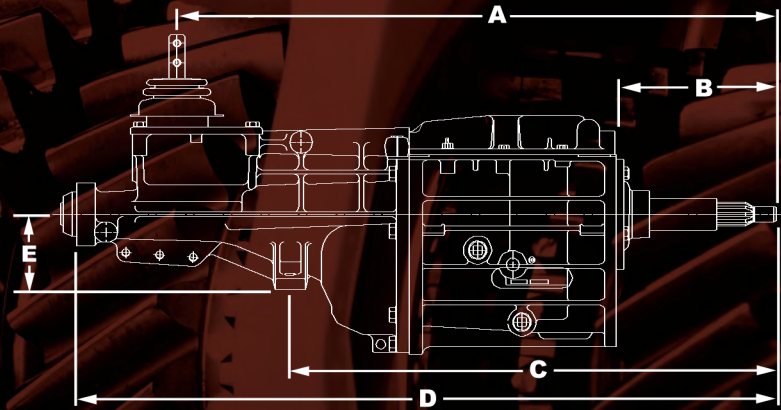
- The aftermarket's premier 6-speed performance manual transmission
- 700 lb.-ft. of torque capacity / 7,500+ rpm shift capability
- Reasonably light at 135 lbs. dry
- Multiple shifter locations & dual speedo pickups for unmatched versatility
- Choice of two different gear ratio sets
- Incredibly short, extremely low-effort shift throws, with crisp, precise engagement
- Modern OE supercar technology for the ultimate pro-tourers, road-racers, and more



## MAGNUM XL 6-SPEED

- Magnum 6-speed with "Extended Length" tail section for late model applications equipped with factory 'semi-remote' shifters
- 700 lb.-ft. of torque capacity / 7,500+ rpm shift capability
- Reasonably light at 150 lbs. dry
- Single shift position and electric speedo pickup tailored to late model vehicles
- Choice of two different gear ratio sets
- Includes SFI-bellhousing, swap-specific crossmember, transmission mount, and short-throw shifter with unique isolator
- Available now for 2005-up Ford Mustang with GM models soon to follow

# T-5 5-SPEED



A highly evolved, extremely compact, and wonderfully versatile 5-speed that has stood the test of time, TREMEC's T-5 first hit the scene in the early 1980's as a product of the Borg-Warner company. From AMC Eagles to 5-liter Mustangs, in its rich 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 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.

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
Ford	26.4	7.14	21.4	31.6	3.03	TTEP8640

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

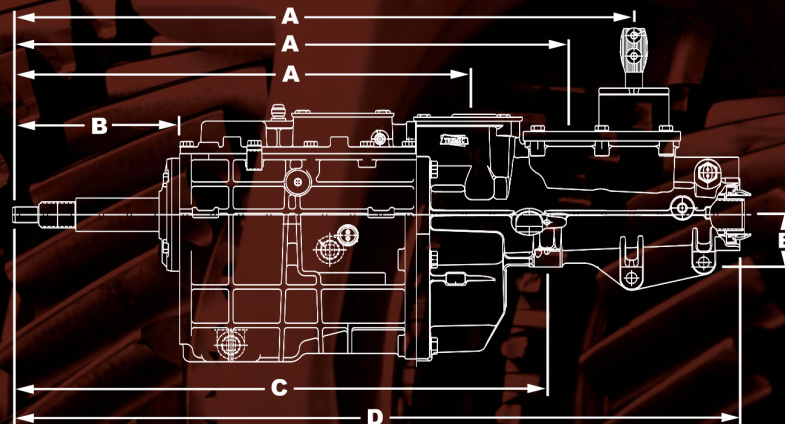
- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
- D. Overall length from rear face of block to end of casting
- E. Crossmember mounting location from centerline



Application	Part #	Engine	Torque Capacity (lb.-ft.)	Integral Clutch Housing	Dry Weight (lbs.)	Speedo Type	Spline Count		Gear						
							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



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.

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

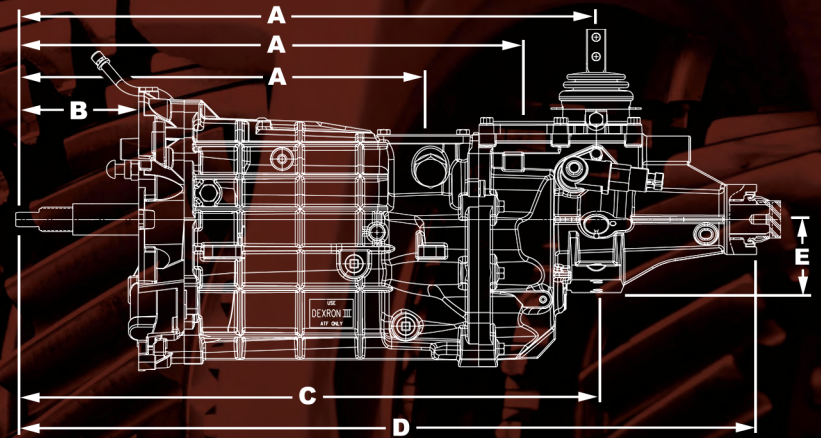
Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

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- 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

# 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: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

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- B. Input shaft length from face of trans case to tip of shaft
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- E. Crossmember mounting location from centerline



The kingpin of TREMEC's high performance line-up, the T-56 Magnum 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, and 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 transmissions found in many of today's most revered factory supercars; meaning refinement where you want it and strength where it counts!

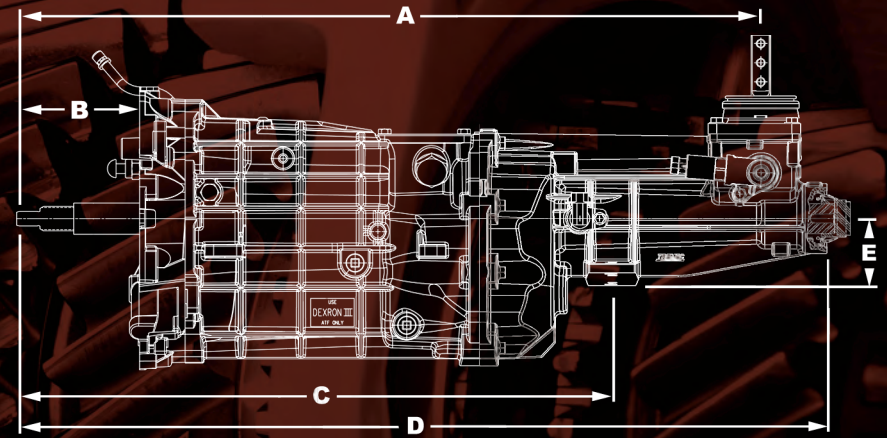
Application	Part #	Engine	Torque Capacity (lb-ft.)	Includes Clutch Housing	Clutch Type	Speedo Type	Spline Count		Gear Ratios						
							Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
GM	TUET11009	LS	700	No	Hyd	Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
GM	TUET11012	LS	700	No	Hyd	Mech/Elec	26	31	2.97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



# MAGNUM XL 6-SPEED



New to the arsenal for 2012, the Magnum XL is a continuation of our revered Magnum 6-speed series. Featuring all the most important content from the original Magnum, the XL retains the Magnum's brute strength and sophistication, but ditches its multiple shifter locations and dual speedo outputs in favour of a new "extended length" tail section designed to eliminate the clumsy "semi-remote" shifter found in many popular late model applications. Initially available for 2005-up "S197" Mustangs, the Magnum XL also includes a SFI-approved steel bellhousing, swap-specific crossmember and OE-quality mount. For strength purposes the Magnum XL requires a 26-spline clutch and one-piece driveshaft. For complete details contact TREMEC Customer Service or see your preferred TREMEC Elite Distributor.



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
S197 Mustang	34.9	6.52	28.1	38.3	2.75	N/A (Included)

Note: Dimensions are approximate and intended for reference only. Dimensions will vary based on tolerances and pilot depth.

- A. Shifter location from rear face of engine block
- B. Input shaft length from face of trans case to tip of shaft
- C. Crossmember mounting location from rear face of block
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- 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
S197 Mustang	TUKT12019	Modular	700	Yes	Hydraulic	Electric	26	31	2.66	1.78	1.30	1.00	.74	.50	2.90
S197 Mustang	TUKT12021	Modular	700	Yes	Hydraulic	Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
GM	TBA	LS	700	N/A	Hydraulic	Electric	26	31	2.66	1.78	1.30	1.00	.74	.50	2.90
GM	TBA	LS	700	N/A	Hydraulic	Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	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 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
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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

## 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
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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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## 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, .75:1 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

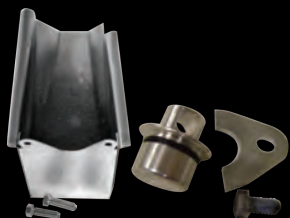
Brushed Aluminum, standard thread.....	5BR-SX
Brushed Aluminum, metric thread.....	5BR-MX
Polished Aluminum, standard thread.....	5PO-SX
Polished Aluminum, metric thread.....	5PO-MX
Black, standard thread.....	5BL-SX
Black, metric thread.....	5BL-MX
White, standard thread.....	5WH-SX
White, metric thread.....	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





# COMPONENTS (CONTINUED)



## TREMEC ADJUSTABLE-OFFSET SHORT-THROW SHIFTERS

TREMEC's adjustable-offset short-throw shifters are designed to help you get the most from your TKO 5-speed or 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 (includes 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

## THE ELITE ADVANTAGE: WHERE TO BUY A TREMEC TRANSMISSION

Ready to get rowing with the industry's best performance manual transmissions? TREMEC literally has hundreds of Authorized Resellers around the globe, as well as, a select group of "Elite Distributors" located throughout North America and Australia. As the engine that drives TREMEC sales and service, each of these Elite Distributors is uniquely qualified specifically to handle all your TREMEC-related needs. Look for the Elite Distributor logo as shown above or contact TREMEC Customer Service for help finding the best outlet for your specific needs! Our knowledgeable Michigan-based staff is available Monday-Friday 8:00 AM-5:00 PM EST, or visit us 24/7 at [www.tremec.com](http://www.tremec.com).



## ONLINE RESOURCES: THE TREMEC PERFORMANCE WEBSITE

Introduced in 2011, TREMEC's aftermarket performance website is the definitive online resource for all of your TREMEC-related needs. Keep up with the latest TREMEC-related news; including product releases and event coverage. Visit our user forums to exchange ideas with other TREMEC users. Compare products or see how a TREMEC can impact your ride with our online gear ratio evaluator, and so much more! It's free to check out and the information is priceless! Visit [www.tremec.com](http://www.tremec.com) and click on the "AFTERMARKET/PERFORMANCE" link on the landing page to access:



- Company News
- Event Coverage
- Product Info
- Product Images
- Parts Manuals
- Service Manuals
- Product Illustrations
- Technical Articles
- Gear Calculators
- User Forums
- Frequently Asked Questions
- Video Library
- Facility Information
- Dealer Locator
- Customer Features
- Official Merchandise
- Other Useful Links

## DON'T MISS THIS: 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 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 appropriate safety equipment when working with mechanical equipment. For assistance with TREMEC products please see your preferred authorized TREMEC dealer or a TREMEC customer service agent. TREMEC encourages safe driving habits at all times!





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