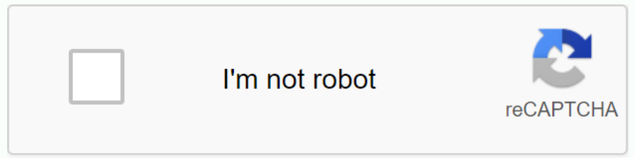

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Tremec tr6060 6-speed manual transmission

Tremec TR-6060 Transmission Tremec TR-6060 six-speed manual transmission has six front speeds and one reverse speed. It is derived from the 6-speed Manual Transmission Tremec T-56. As usual, forward helical cut gears are synchronized however, the reverse gear works through a fully synchronized constant-mesh system. The TR-6060 includes removable pads for shifting forks, and uses aluminum alloys for the main housing, extension case, and clutch housing. It is manufactured by Tremec (formerly Transmission Technologies Corporation) and is rated at 600 lbs (810 N啦 m) of torque. The change from the T56-six speed FG Falcon launch documentation describes a new gearbox: The new synchroniser package features triple synchromesh on first and second gears, and double synchromesh at all other gears, including reverse, which greatly reduced gear shifting efforts and shifting travel. The reduced drive surfaces provided by the synchronisation package have also allowed more room for the use of larger gears, which are stronger, to provide better torque capacity and gearbox durability. The new one-piece shaft counter also contributes to greater torque capacity and durability enhancements. Other features of the new TR-6060 gearbox include: Reduced friction in the shifting system courtesy of a new camera and an anti-friction piston to control lateral load shift detents. The forward and rearward detente grooves are pierced on the front of the main shaft with a spring anti friction roller, for more precise control of displacement detentes and a positive feeling of displacement. Anti friction ball struts, sintered hubs and fine spacing on all synchronisers to reduce friction between components – delivering a better sense of displacement and reducing displacement effort. Wider two-piece gearboxes with worked clutch teeth for more precise gearbox connection and reduced potential for gear locking. Lubrication General Motors uses Texaco ATF Type III 1863 fluids and is certified fill-for-life, requires no fluid changes. [1] Ford US provides a fill specification of 3.65 quarts of Mercon-V automatic transmission fluid. FCA Applications use Mopar ATF +4 Liquid with automatic transmission. Aplikácie 2005-2009 Saleen S281 Extreme 2007 Ford Mustang Shelby GT500 (diaľkový držiak radenie s dvoma traky a jediné spojenie) 2008-2013 Chevrolet Corvette 2008-2017 Dodge Viper 2008-2016 Ford Falcon 2008-2017 Holden špeciálne vozidlá Range 2009-súčasnosť Chevrolet Camaro SS 2012–súčasnosť Chevrolet Camaro ZL1 2013–2017 Gen-F HSV 2015–2017 Chevrolet SS 2016–2019 Cadillac ATS-V Vybrané prevodové pomery Model 1. 2. 3. 4. 63 2.90 2008 Ford Falcon Ute & XR6 3.36 2.07 1.35 1.00 0,57 3,28 3,28 Ford Falcon XR6 Turbo & XR8 2.98 1.78 1.30 1.00 0.71 0.55 2.90 2008 - Current Holden HSV E Series[2] 3.01 2.07 1.43 1.00 0.84 0.57 3.28 2008–2013 Chevrolet Corvette 2.66 1.78 1.30 1.00 0.74 0.50 2.90 2008–2009 Chevrolet Corvette Z51 2.97 2.07 1.43 1.00 0.71 0.57 3.28 2009 Dodge Challenger 2.97 2.10 1.46 1.00 0.74 0.50 3.28 2009 Pontiac G8 GXP[3] 2.97 2.10 1.46 1.00 0.71 0.56 3.28 2009–2013 Cadillac CTS-V[4] 2.66 1.78 1.30 1.00 0.80 0.63 2.90 2010 Chevrolet Camaro SS[5] 3.01 2.07 1.43 1.00 0.84 0.57 3.28 2012–2015 Chevrolet Camaro ZL1[6] 2.66 1.78 1.30 1.00 0.80 0.63 2.90 2016-Current Chevrolet Camaro SS[7] 2.66 1.78 1.30 1.00 0.74 0.50 2.90 2011 Ford Mustang Shelby GT500 2.97 1.78 1.30 1.00 0.74 0.50 3.98 2013 Ford Mustang Shelby GT500 2.66 1.82 1.30 1.00 0.77 0.50 3.98 2013–2016 SRT/Dodge Viper[8] 2.26 1.58 1.19 1.00 0.77 0.63 2.90 2015– 2017 Chevrolet SS[9] 3.01 2.07 1.43 1.00 0.71 0.57 3.28 2016-2 0 17 Cadillac ATS-V[10] 2.66 1.78 1.30 1.00 0.79 0.63 2.93 20 09-2013 Chevrolet Corvette ZR-1 2.29 1.61 1.21 1.00 0.81 0.67 1 3.11 Reference ^ 2009 Tremec TR6060 (MH3/MG9) car transmission General Motors Document[permanent dead link], loaded in 2009-06-03. ^ automobile-catalog.com/auta_details1. ^ 20Sheet/Transmissions/2009%20Manuals/09_Tremec_MZ6_n.xls ^ ^ 20Sheet/Transmissions/2010%20Manuals/10_TR6060_M10_n.xls ^ ^ ^ ^ USA Information Guide - GM Powertrain (PDF). Acquired March 2, 2017. ^ GM Global Propulsion USA Information Guide 2017 (PDF). Acquired from Mal Wood Automotive specializes in gearboxes, clutches, drivelines and is the number one distributor of the TREMEC range. More importantly, Mal Wood Auto specializes in providing excellent customer experience and offers a 100% quality guarantee on all processing and parts. So not only will you get an excellent result, but you will get from the people who have led this field for over 40 years. Now there's real peace. The Tremec TR6060 6 speed manual transmission debuted in 2008 and quickly became a widely available transmission in many new performance cars, including the Dodge Viper, C5 and C6 Corvettes, 5th- and 6th-generation Camaros, Dodge Challenger and more. Since this writing in November 2018, many cars are equipped with TR6060. The TR6060 is, according to our forem advances, Gen. 2 T56. The T56 6 speed manual debuted as a Borg Warner product in the 1992 Dodge Viper and was available in many OEM applications, including the fourth generation (1993-2002) GM F-Body (Camaro, Firebird, Trans Am). The TR6060 offers a number of improvements during the T56, which we will detail in a separate tech article, but suffice it to say that increased performance capacity and smoother shifting are key improvements. What is the T56 Magnum? The T56 Magnum is basically a TR6060 with several structural elements that facilitate retrofitting. Of course, the T56 Magnum, with pretty much the same offal as the TR6060, shares the same improvement during the T56. How strong are these transmissions? While most T56s have been rated to handle 450 lb/ft of torque, the T56 Magnum is rated to handle 700 lb/ft. There are many different TR6060 torque capacity ratings for OEM applications, but they are closer to 700 than 450. To find out what a particular TR6060 is rated on, it's best to look at it based on the number section from the tag on the transfer to make sure you know what you have. Are all TR6060s the same? No, there are many different versions of TR6060 transfers for different applications in different oem brands. Further complicating matters, the Corvette versions of the TR6060 are transaxle designs. Transaxle designs are excluded from this articleKorvette transaxle versions of the TR6060 are very different from the type most people try retrofitting, which is the type that is mounted just behind the engine and is by far the most common way to connect a gearbox. While the transaxle version shares many parts with the regular version, we are not addressing transaxle-specific items here. Do I have a TR6060 re-equipped? TR6060s can often be found at an enticing price, especially when compared to the new T56 Magnum, which costs $3,195. However, the TR6060 may be challenging to retrofit into American cars from the 1990s and earlier. It really depends on what you're working on – some cars are easy to re-equip the TR6060 into. However, some vehicles are very heavy additionally and usually the T56 Magnum provides a better alternative. Our retrofitting guide below highlights items to consider when making decisions. If you would like further advice, please contact us. What vehicles are better for the TR6060? We add to this list as we learned.1977 - 1990 GM B-Body1978 - 1988 GM A /G-BodyWhat vehicles are worse for tr6060? We add to this list as we learned.1991 - 1996 GM B-Points: direct bracket shifting is too far ahead; significant tunnel work required for semi-remote shifting People often confused the original-device TREMEC TR-6060 6-speed manual transmission in the performance models of the Chevrolet Camaro and Dodge Challenger with its sibling, TREMEC Magnum. While both have six front gears and one reverse gear, there are many features that distinguish the two gearboxes. Bellhousing Most TREMEC TR-6060 gearboxes use integrated bellhousing, while the TREMEC Magnum 6-speed has been developed to use standalone bellhousing, allowing it to more easily fit different engines. Most TREMEC TR-6060 transmissions use integrated bellhousing. This means that the transmission side of the bellhousing also acts as the front of the transmission housing. This integral unit is specific to the vehicle (and/or specific to the engine family) in order to adapt to various factors, including the model of the engine block flange, flywheel and clutch diameter, the location of the hydraulic couplings and the position of the starter. Because it is so specific it is less than ideal for retrofitting to other applications. On the other hand, the TREMEC Magnum 6-speed has been developed to connect to the screw patterns on the engine side in various applications. It uses a front or middle plate that closes the front of the gearbox and has a common pattern of the T-56 screw to allow different bellhousings to be used. This includes SFI-rated bellhousings that must meet racing standards such as for drag racing. The more shift space the TREMEC TR-6060 has as a single-row location, however, the TREMEC Magnum 6-speed has provisions for position shifting in three different positions, and shifting can be reversed in each location, providing a total of six possible shifting seats in the car. Another significant difference between the TREMEC TR-6060 and the TREMEC Magnum is the shifting position provisions. The TREMEC TR-6060 has as a single-row location, using a semi-remote shifting assembly that is mounted on both gearboxes and vehicle bodywork. This design is very application specific. However, the TREMEC Magnum has provisions for positioning the shifting in three different positions on the basis of seat positions and transmission tunnel shapes and sizes. Shifting to the TREMEC Magnum can also be reversed in each of these three mounting points, which can move the shifter positioning another 3 inches forward or backward. The most forward shifting location allows the Magnum to be used in applications where the factory bench seat is maintained. Gearing The TREMEC TR-6060 gear ratios meet the specifications specified by the automaker. And the automaker chooses gear ratios for optimal balance of durability, fuel consumption, engine power band, optional production rear gear ratios and vehicle weight. That's why the TREMEC TR-6060 found in the S197 Mustang will not have the same gear ratios as the TREMEC TR-6060 in 5. To provide maximum flexibility for the after-market, the 6-speed TREMEC Magnum transmission is available with gearboxes with wide and close ratios, along with two different gear sets. You can see the specs on these devices here. The TREMEC Magnum 6-speed speedometer signals has provisions for both mechanical and electronic speedometer connections that enable modern and historic engines in older vehicles, as well as replacement modern wiring and electronic gauge clusters. The TR-6060 has been designed for modern vehicles with countless electronics, and has no provisions for mechanical performance of the speedometer. Some versions also do not have an electronic output because they rely on wheel speed sensors rather than a signal from the gearbox output shaft to determine vehicle speed. The 6-speed TREMEC Magnum has provisions for both mechanical and electronic speedometer connections that enable modern and historic engines in older vehicles, as well as replacement modern wiring and electronic gauge clumps. Mechanical hooking is a standard pencil device-style setting that requires a matching speedometer device at the rear-end ratio. The electronic power of the speedometer is a two-way sinus sensor that uses an O.E.-style connector. Parts for proper operation of the setup are widely available from TREMEC distributors. The Crossmember/Transmission Mount Tremec Magnum is equipped with a multi-fit gearbox-mount setting for tail-shaft housing that works with conventional GM and Ford gearbox crossmembers. Since each TR-6060 is application-specific, there is an application-specific gearbox cross holder designed for a specific make/model. However, the TREMEC Magnum features a multi-fit gearbox-mount setting on tail-shaft housing that works with conventional GM and Ford gearbox crossmembers. Price This is a big difference between tremec magnum and tr-6060: cost. While you might be able to find a stellar solution to a used TR-6060 from a crashed vehicle or a car being parted out, it can cost $1,500-$3,000 just to bare the broadcast. The price then adds up quickly when you add the conversion parts needed to install it, even if you're using the factory's modern engine in front of it. Plus, you spend all that money on a used transmission with no idea what kind of gut shape they're in and what kind of abuse they saw it. Balance that with the cost of a brand-new TREMEC Magnum 6-speed with all-new components that can be installed behind pretty much any engine with proper bellhousing. Check out our TREMEC distributors for a package with TREMEC Magnum that will include the necessary installation accessories such as crossmember, bellhousing, shifting and other peripherals. Editor's note: This article explains the key differences between TREMEC Magnum and TR-6060 transfers. You may also be interested in the previous technical article, which covers the difference between the 6-speed T-56 and Magnum. Transfer.

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