The TREMEC TR-6060 six-speed manual transmission is found in high-performance flagship vehicles. Along with the capability to stand up to some of the highest-output V-8 engines in the industry, the TR-6060 delivers great overall shift feel with short throws, and smooth gear synchronization.

Design features of the TR-6060 include a combination of double-cone and triple-cone synchronizers on all gears. Anti-friction ball struts and fine-pitch splines provide reduced friction between components. A spring loaded anti-friction roller, in combination with broached forward and reverse detent grooves on the mainshaft provide precise control of shift detents and a positive shift feel.

Gearsets Tailored to Enhance Performance
Reduced fore and aft shift travel and narrow synchronizer hubs allows greater face width on all gears. The gears utilize a two piece design with machined clutch teeth for more precise gear engagement.

TR-6060 Features at a Glance:
• Rear wheel drive, six-speed manual overdrive transmission
• Close-ratio gearing
• Three-piece “end load design” aluminum housing
• Triple supported output shaft and countershaft
• Taper bearings and cylindrical roller bearings
• All speed gears supported by needle bearings
• Integrated clutch housing improves case strength
• Two-piece gears with laser welded clutch teeth rings
• Advanced and asymmetric clutch teeth in second and third gears improves shifting action
• Multiple shifter locations for design/installation flexibility
• Hybrid and sintered bronze double and triple cone synchronizers offer lightning quick gear changes with fluid-like engagement

Shift Pattern

Vehicle speed-controlled reverse lockout
## TREMEC TR-6060 Transmission Specifications

<table>
<thead>
<tr>
<th>Type:</th>
<th>Rear wheel drive, six-speed manual dual overdrive transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum gross vehicle weight:*</td>
<td>2,400 kg (5,291 lb) *For reference only. Not applicable to a specific application</td>
</tr>
<tr>
<td>Case:</td>
<td>Die-cast aluminum alloy</td>
</tr>
<tr>
<td>Center distance:</td>
<td>85 mm</td>
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<tr>
<td>Overall length:</td>
<td>813 mm</td>
</tr>
<tr>
<td>Clutch housing:</td>
<td>Integrated</td>
</tr>
<tr>
<td>Synchronizer type:</td>
<td>Double and triple cone; hybrid and sintered bronze friction material</td>
</tr>
<tr>
<td>Lubricant type:</td>
<td>Dexron III AFT</td>
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<tr>
<td>Lubricant capacity (approximate):</td>
<td>3.45 (7.29 pt)</td>
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<tr>
<td>Transmission weight:</td>
<td>Wet: 66.3 kg (146.2 lb)</td>
</tr>
<tr>
<td>Power take off:</td>
<td>No</td>
</tr>
</tbody>
</table>

### Available Gear Ratios

Alternative ratios available upon request; may result in different maximum input torque.

<table>
<thead>
<tr>
<th>Gear</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3.01</td>
<td>2.98</td>
<td>2.66</td>
<td>2.66</td>
<td>2.29</td>
<td>2.26</td>
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<tr>
<td>2</td>
<td>2.07</td>
<td>1.78</td>
<td>1.78</td>
<td>1.82</td>
<td>1.61</td>
<td>1.58</td>
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<tr>
<td>3</td>
<td>1.43</td>
<td>1.30</td>
<td>1.30</td>
<td>1.30</td>
<td>1.21</td>
<td>1.19</td>
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<tr>
<td>4</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<tr>
<td>5</td>
<td>0.84</td>
<td>0.74</td>
<td>0.80</td>
<td>0.76</td>
<td>0.82</td>
<td>0.71</td>
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<tr>
<td>6</td>
<td>0.57</td>
<td>0.50</td>
<td>0.63</td>
<td>0.50</td>
<td>0.68</td>
<td>0.50</td>
</tr>
<tr>
<td>R</td>
<td>3.28</td>
<td>2.90</td>
<td>2.90</td>
<td>2.90</td>
<td>3.11</td>
<td>2.90</td>
</tr>
</tbody>
</table>

Input Torque:

<table>
<thead>
<tr>
<th>Gear</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>580 Nm</td>
<td>680 Nm</td>
<td>760 Nm</td>
<td>810 Nm</td>
<td>880 Nm</td>
<td>880 Nm</td>
</tr>
<tr>
<td>2</td>
<td>430 lb-ft</td>
<td>500 lb-ft</td>
<td>560 lb-ft</td>
<td>600 lb-ft</td>
<td>650 lb-ft</td>
<td>650 lb-ft</td>
</tr>
</tbody>
</table>

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