

TREMEC

Torque Transfer Solutions™

TREMEC TR-6070™ Transmission 7-Speed RWD Manual Transmission

The TREMEC TR-6070 seven speed manual transmission was designed specifically for premier North American sports cars and integrates an awe inspiring shift technology.

The TR-6070 is based on the well-respected TR-6060 six speed transmission. A triple overdrive gear was added to improve fuel economy and lower emissions. Incorporated in the TR-6070 is a Gear Absolute Position (GAP) sensor. The technology provides a signal from the transmission to the engine controller, inferring the real time position of the shift selector. With this information, the engine RPM can be controlled to match the next gear selection which enhances drivability.

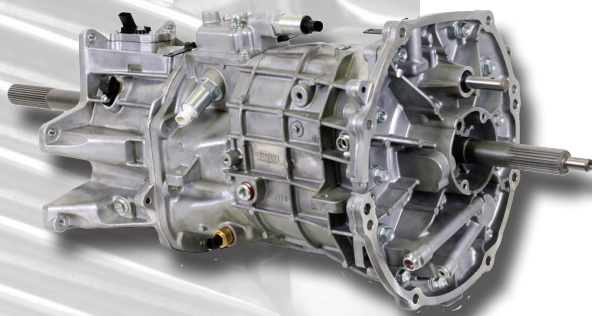
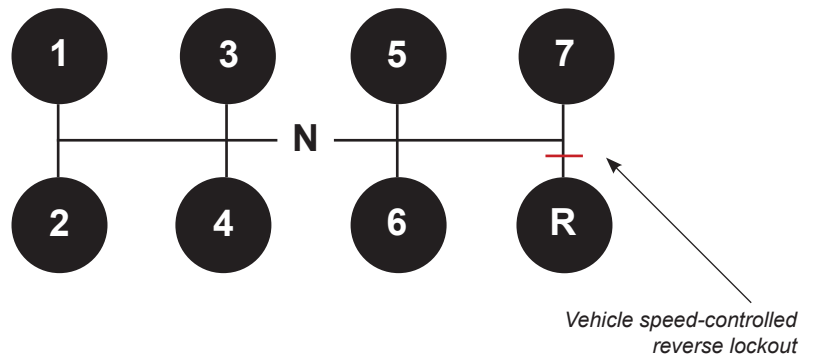
Smooth Gear Synchronization

Design features of the TR-6070 synchronizers include a combination of double-cone and triple-cone rings, utilizing a hybrid solution on all forward gears. The hybrid rings are a combination of carbon and sintered bronze cones providing higher capacity and shift performance. Linear bearings lower the friction of the shift rail movements, making the shifter feel naturally lighter and more direct.

TR-6070 Features at a Glance:

- Rear wheel drive, seven-speed manual overdrive transmission
- Triple overdrive for improved fuel economy and lower emissions
- Gear ratio spread of up to 6.33
- Triple- and double-cone synchronizers
- Advanced and asymmetric clutch teeth in second and third speed gears
- Two-piece gear design for high torque capacity
- Low mass, hollow shaft design available
- Sensors include:
 - Temperature
 - Speed
 - Gear position

Shift Pattern



TREMEC TR-6070 Transmission Specifications

| | | | | |
|---|--|---------------------|---------------------|------|
| Type: | Rear wheel drive, seven-speed manual overdrive transmission | | | |
| Maximum gross vehicle weight:* | 2,400 kg (5,291 lb) <i>*For reference only. Not applicable to a specific application</i> | | | |
| Case: | Die-cast aluminum alloy | | | |
| Center distance: | 85 mm | | | |
| Overall length: | 782 mm | | | |
| Clutch housing: | Integrated | | | |
| Synchronizer type: | Double and triple cone; hybrid friction material | | | |
| Lubricant type: | Dexron III ATF | | | |
| Lubricant capacity (approximate): | 3.5 L (7.4 pt) | | | |
| Transmission weight: | Wet: 65.2 kg (143.75 lb) | | | |
| Power take off: | No | | | |
| Available Gear Ratios <i>Alternative ratios available upon request; may result in different maximum input torque</i> | Gear | A | B | C |
| | 1 | 2.97 | 2.66 | 2.29 |
| | 2 | 2.07 | 1.78 | 1.61 |
| | 3 | 1.43 | 1.30 | 1.21 |
| | 4 | 1.00 | 1.00 | 1.00 |
| | 5 | 0.71 | 0.74 | 0.82 |
| | 6 | 0.57 | 0.50 | 0.68 |
| | 7 | 0.48 | 0.42 | 0.45 |
| | R | 2.85 | 2.53 | 2.70 |
| Input Torque | 625 Nm 460 lb-ft | 740 Nm 545 lb-ft | 860 Nm 635 lb-ft | |