

TREMEC TR-6060™ Transmission

6-Speed RWD Manual Transmission

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 torque engines in the industry, the TR-6060 delivers great overall shift feel with short throws and smooth gear synchronization.

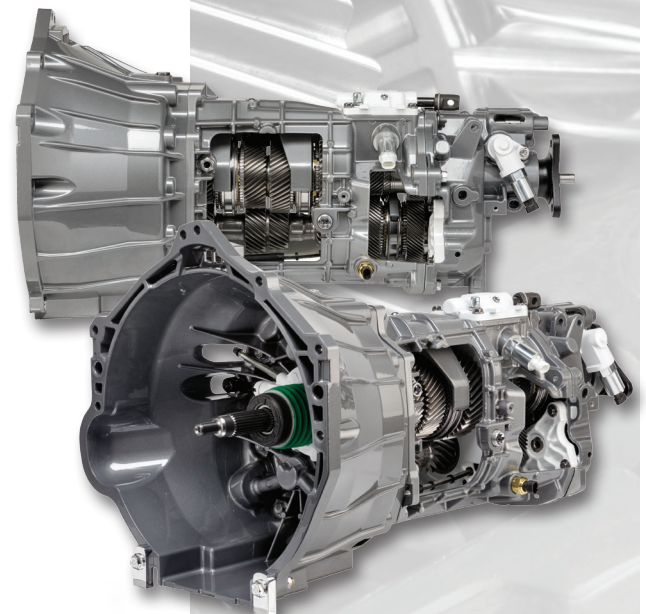
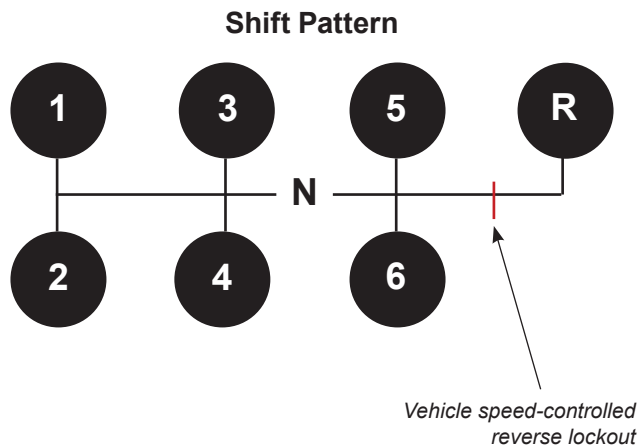
Design features of the TR-6060 include a combination of double-cone and triple-cone synchronizers on all gears. Anti-friction ball struts and fine-pitch splines provide reduced friction between components. A spring loaded anti-friction roller, in combination with broached forward and reverse detent grooves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



TREMEC®

Torque Transfer Solutions®

TREMEC TR-6060™ Transmission

6-Speed RWD Manual Transmission



TREMEC TR-6060 Transmission Specifications

| | | | | | | | |
|---|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Type: | Rear wheel drive, six-speed manual dual 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: | 813 mm | | | | | | |
| Clutch housing: | Integrated | | | | | | |
| Synchronizer type: | Double and triple cone; hybrid and sintered bronze friction material | | | | | | |
| Lubricant type: | Dexron III ATF | | | | | | |
| Lubricant capacity (approximate): | 3.45 (7.29 pt) | | | | | | |
| Transmission weight: | Wet: 66.3 kg (146.2 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 | D | E | F |
| | 1 | 3.01 | 2.98 | 2.66 | 2.66 | 2.29 | 2.26 |
| | 2 | 2.07 | 1.78 | 1.78 | 1.82 | 1.61 | 1.58 |
| | 3 | 1.43 | 1.30 | 1.30 | 1.30 | 1.21 | 1.19 |
| | 4 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| | 5 | 0.84 | 0.74 | 0.80 | 0.76 | 0.82 | 0.71 |
| | 6 | 0.57 | 0.50 | 0.63 | 0.50 | 0.68 | 0.50 |
| | R | 3.28 | 2.90 | 2.90 | 2.90 | 3.11 | 2.90 |
| Input Torque | 580 Nm 430 lb-ft | 680 Nm 500 lb-ft | 760 Nm 560 lb-ft | 810 Nm 600 lb-ft | 880 Nm 650 lb-ft | 880 Nm 650 lb-ft | 880 Nm 650 lb-ft |