



PRODUCT GUIDE



4216 CAPITAL STREET
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64-67 CHEVELLE T56 CONVERSION KIT SHOWN
CONFIGURE YOUR CUSTOM PACKAGE WITH MDL

TREMEC
Elite Distributor



CUSTOM-TAILORED PACKAGES

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COMPLETE OVERDRIVE PACKAGES ENGINEERED TO:

✓ Increase drivability ✓ Decrease wear and tear ✓ Improve driving pleasure

MODERN DRIVELINE | TREMEC 5-SPEED AND 6-SPEED MANUAL TRANSMISSION AND CONVERSION PACKAGES

We specialize in custom-tailored packages for TREMEC T5, TKX, and T56 Magnum manual overdrive transmissions and related installation components for Ford, Chevy, BOP, Mopar, hotrods, kit-cars, and trucks. This takes the guesswork out of purchasing parts for custom projects while providing one-stop shopping. At MDL, we take the time to listen to each customer and offer the best solution for their individual projects rather than offer a pre-bundled kit. Each quote is customized for your review and can be changed at any time. In some cases, you may have acquired some parts before your order. We review these parts and advise you on the best approach to ensure success.

WHY CHOOSE MODERN DRIVELINE?

As a TREMEC Elite Dealer with a huge inventory and fast shipping, we understand that time is money. Offering a sense of urgency, we work quickly to fulfill your order ASAP. No deposit or pre-payment is required. You are invoiced when your order ships. We are there for you throughout the entire process with service after the sale and lifetime tech support on all MDL packages.





T5 5-SPEED PACKAGES

While today's T5 is centered on the Ford Mustang, we've developed many parts that allow this small, compact overdrive transmission to interface with just about anything up to 450hp. We've developed so many parts and ways to adapt the T5; the real question is, what model can you not install it in? From flathead-powered hot rods to mildly built small block engines, the T5 is the right choice.



TKX 5-SPEED PACKAGES

Perfect for high-powered small block or big block Ford, GM, or Mopar applications above 450hp, the TKX has two gear ratio choices, and our package offers three shifter locations. It works with electric and cable-driven speedometers and has a backup light switch. We offer side-shift and front-shift options that place the shifter where you need it OE with console or custom applications.



T56 MAGNUM 6-SPEED PACKAGES

If you are looking for it all, want a huge leap in power, and the ability to go pro-touring, then the Magnum 6-speed is for you. We offer a complete line of QuickTime scatter shield bellhousings that can be bolted to today's popular power plants. From single-disk to twin-disk clutches coupled with the MDL LF series hydraulic, your classic ride can have the advantages of today's modern cars.



MAGNUM XL 6-SPEED PACKAGES

So you're running a late model Mustang or Camaro with a supercharger or turbos, and the stock transmission will not get the job done. The direct shifted Magnum XL is your upgrade. We have all the necessary parts to bolt the Magnum XL behind LS and Ford Modular V8s with the added safety of a QuickTime bellhousing.



TR4050 PACKAGE

So you're running a late model Mustang or Camaro with a supercharger or turbos, and the stock transmission will not get the job done. The direct shifted Magnum XL is your upgrade. We have all the necessary parts to bolt the Magnum XL behind LS and Ford Modular V8s with the added safety of a QuickTime bellhousing.



LIFETIME TECHNICAL SUPPORT

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WHAT SEPARATES MDL FROM THE COMPETITION?

Our customer service. We treat customers how we want to be treated before, during, and after the sale. We have a passion for what we do, enabling us to not only sell outstanding products but, even more importantly, develop long-term relationships.

We value your time and want to get you behind the wheel of your car as soon as possible, enjoying the open road. Each MDL transmission conversion package we sell is tailored to your vehicle's specific needs. This is much more than just a sales transaction. We work as a cohesive team, harnessing our diverse individual skill sets to deliver the best solution.

We understand that a product is only as good as the service behind it. That's why since 1988, MDL has offered outstanding lifetime tech support. We are well-versed in custom driveline projects and work with you to find the best solution that saves both time and money. As a TREMEC-certified service center for Borg Warner/TREMEC Transmissions, we are here to help with any questions or service needs. We are both knowledgeable and passionate about what we do. Many of us use the products we sell in our own cars. TREMEC is the cornerstone of our company as they are the largest independent manufacturer of RWD manual shift transmissions and a supplier to many major auto manufacturers worldwide.

SHIPPING

Our team will process your order 24-48 hours after completing your quote details. At that time, we will provide you with tracking information. We offer discounted rate shipping within the lower 48 states for all 5-speed packages. An LTL charge of \$200 is applied to all 6-speed packages' shipping costs when delivered to a commercial address. All shipments are fully insured and well packaged to ensure your new purchase arrives safely.

TWO YEAR WARRANTY

We extend the manufacturer's warranty by an extra year, and we add a 1-year grace period from the date of purchase on all packages.



TREMEC

Elite Distributor

THE TREMEC ELITE ADVANTAGE

WHERE TO BUY A TREMEC TRANSMISSION

MDL works directly with the TREMEC factory to provide the best, most current product possible. We can put a complete package together for you, and it will be your best bet to save time, money, and effort. MDL has a more in-depth understanding of each transmission model and its installation in various applications. Not every dealer has an Elite-status relationship with TREMEC. Remember to consider the support you will receive after the sale when making your purchase.

ORDER BY PHONE

CALL (208) 453-9800 TO SPEAK WITH OUR TECH WIZARDS



You may call us with a request. We have staff available to take your call. We can then take your information, confirm your order, make payment arrangements, estimate shipping dates, and more. We're here to help.

In the event we cannot answer the phone, please leave a message, and we will return the call as soon as possible, usually on the same day.

ORDER ONLINE

VISIT MODERNDRIVELINE.COM TO FILL YOUR CART



Most of our products can be ordered online using our shopping cart. As you browse, click on the add to shopping cart link. We accept Visa, Mastercard, Discover Card, American Express, or payment via a PayPal account. There is also an option to place your order, and we will call you to make the financial arrangements over the phone.





COMPONENTS & ACCESSORIES

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BELLHOUSINGS

We offer OEM quality bells for Ford and GM that fit T5, TKX, and Magnum applications where an SFI bell is not needed.

'QuickTime' bellhousings are lightweight forged steel with a 6.1 SFI rating on most models. An excellent solution for motor conversions when a stock bellhousing is not available.



MDL FLYWHEELS

OEM cast flywheels are available as affordable street options. MDL Lightened billet steel flywheels are a great performance option for both street and track. These flywheels are made in the USA. MDL Aluminum billet flywheels are engineered for those that need a fast-revving engine at the track.



MDL CLUTCHES

In-house, we build a complete line of street and performance clutches to get you the best solution. This is perhaps one of the most essential components in power transfer. We will walk you through which clutch is right for you. You may choose release by linkage, cable, or hydraulic. It is crucial to have the right clutch.



CLUTCH PEDAL LINKAGE

We manufacture many of today's popular muscle car clutch pedals using OE pedal support and mechanical linkages to pair with them. These high-quality items replace your factory parts which may be bent, have poor geometry, or are just simply worn out. We also have aftermarket swing-mounted pedals from both Tilton & Wilwood. Make clutching fun again.



HYDRAULIC CLUTCH KITS

Engineered for factory full swing of the pedal and maximum leverage, our Lightfoot Series hydraulic clutch kits provide minimal pedal effort and total control. The pedal linkage design allows flexibility and improved drivability. Couple this master cylinder kit with either an MDL LF series external slave cylinder kit or Tilton Engineering internal hydraulic release bearing for a complete hydraulic clutch solution.



HYDRAULIC THROW-OUT BEARINGS

Tilton 6000 series performance bearings feature a billet aluminum body and piston with a stainless steel threaded sleeve providing nearly 1.25 inches of adjustability. The internal high-temperature mono-seal with quad tensioner ensures proper seal tension. These bearings self-adjust for clutch wear, maintaining a consistent pedal feel while newly designed swivel fittings ensure against leakage.



FORD EXTERNAL HYDRAULIC CYLINDERS

Lightfoot series clutch slave cylinder kits convert linkage or cable clutch systems into external hydraulic release systems. The cylinder pushes from the rear of the fork, clearing long tube headers while making it easy to install and service. It also removes clutch cable clearance issues or heavy pedal due to worn cables that drag.



RESERVOIRS

MDL reservoirs in black or clear anodized aluminum machine finish are a premium show-quality part that adds an extra touch to your build. CNC machined with an AN4 fitting and integrated O-ring, our reservoirs can be remotely mounted where you need. Proudly made in the USA, our reservoirs help make your conversion hassle-free.



SHIFT KNOBS, LEVERS & BOOTS

Look no further than MDL for your next shift knob, lever, and boot from Hurst, Lokar, and many OE appearance parts. Whether you are looking to keep the interior period correct or want a pro-touring hotrod look, we stock it. Modern Driveline offers a very complete and wide selection of MDL brand premium quality components and accessories.



'QWIK STIK' SHIFTERS

For a clean look, add an MDL 'Qwik-Stik' shifter to your TREMEC. Achieve OE position by adding an offset to the 'Qwik-Stik' for a stock shift position. Using anodized Billet Aluminum for weight savings and long life, they have a small turret to clear floor openings. Bellville washers provide excellent detent and positive, crisp shifts every time.





COMPONENTS & ACCESSORIES

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MDL CROSSMEMBERS



We have engineered a complete line of crossmembers for T5, TKX, and T56 to fit with the factory mounting points for an OE fit while providing ample clearance for performance exhaust systems. MDL Crossmembers are made in the USA and powder coated for a durable finish. Visit our website for the complete line.

DRIVESHAFTS & YOKES



MDL Aluminum & Steel driveshafts are high-speed balanced. Aluminum offers a lighter rotating mass than steel for greater speeds. For those high-torque and speed applications, QA1 carbon fiber driveshafts are the only way to go, with up to 2,000 lbs-ft capacity using 1350 U-joints.

SUPPORTING PARTS



We have many adapters for bellhousing to transmission mating. We offer GM bellhousing to T5, Ford inline, flat head, and Y-Block, as well as small and block applications. If you're having trouble aligning bolt patterns, give us a call.

CLUTCH CABLE KITS



Our Ford clutch cable kits convert old mechanical linkage systems into a modern cable clutch with a heavy-duty lined clutch cable for a smoother pedal action and the ability to fine-tune. They are specifically engineered for compatibility with limited Ford 5 & 6-speed solutions. Mounting hardware and heat shielding are included.

SPEEDO PARTS & CABLES



We offer Speedo cables, gears, and adapters, all with the correct ends for your specific application, measured to the correct length for TREMEC 5 & 6-speed transmission packages. Electronic speedo harnesses are also available.

TUNNELS

MDL tunnels are the clean and easy solution for T56 Magnum installations into vehicles where the factory tunnel is not large enough. We offer tunnels for all popular Ford and GM models. Made of quality laser-cut mandrel bent steel which can be welded into place or fiberglass for '63 to '82 Corvettes, our tunnels offer the perfect solution for your project.



MDL PEDALS

We offer a wide variety of pedals for Ford & GM models. Our Ford Line features a removable pedal pivot shaft making installation easy. Our pedals are laser cut from quality materials with CNC bends for a clean look. A powder coat finish is added for a beautiful appearance. They are Proudly made in the USA. We have pedal pads & other accessories as well.



TRANSMISSION ELECTRICAL HARNESS

Need electronic harnessing for your new TREMEC 5 or 6-speed? We've got you covered from reverse lights to electronic speedometers, including mechanical to electric conversions, or vice-versa. For 6-speed models, we also offer reverse lock-out control modules and mating connectors.



OIL

Modern transmissions are more complicated than their predecessors. Today's designs feature more gears which require a steady supply of high-quality fluid. Wear and sludge formation can lead to reduced performance and even failure without proper oil. We offer proven AMSOIL ATF and synthetic manual synchromesh oil, which reduces friction, heat, and wear, offering superior high-temperature stability.



PIVOT & FULCRUMS

Our adjustable pivot balls are built in the USA from high grade steel with a zinc-plated finish. Over time, clutch fork studs wear and distort, resulting in poor shifting performance. The MDL adjustable pivot ball helps maximize clutch assembly performance by swapping out a worn fulcrum, or factory pivot ball stud, giving you the proper clutch fork angle for a better drive.





T5 5-SPEED

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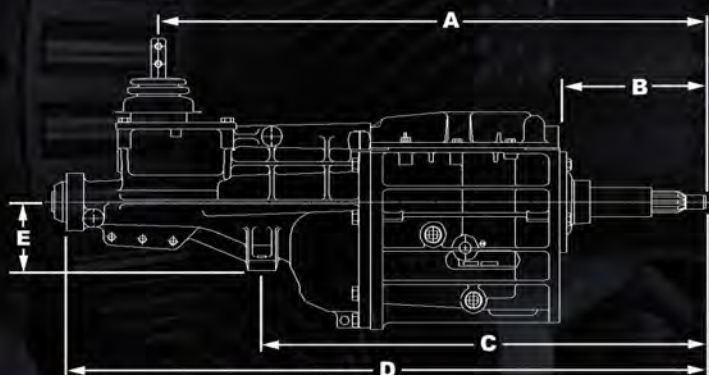
Introduced in the early 1980s, the T5 has become a highly evolved, extremely compact, and versatile 5-speed. In its rich history, the T5 has been installed as original equipment in various vehicles, from pick-up trucks and SUVs to the fun-to-drive 5.0 Mustang.

Today, the T5 still enjoys life as an original equipment unit in several overseas applications while gaining popularity in hot rod and performance markets. Dollar-for-dollar, pound-for-pound, the T5 is the smoothest-shifting and most reliable manual transmission for moderate horsepower applications.

Readily accepting up to 300 lb-ft of torque, the TREMEC T5 is not only durable but offers easy operation and a deep overdrive – making any hot rod, street car, or kit car more enjoyable to drive. At MDL, we have tooled up to produce a front shift tail shaft housing to move the shifter forward for many early cars and trucks.

Part Number	Application	Model	Torque Capacity (lb-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
1352-000-251	Ford	Many	330	6,700	No	Mechanic
MD-552-0251-05	Ford	S197 Mustang	330	6,700	No	Mechanic
MD-552-0251-94	Ford	SN95 Mustang	330	6,700	No	Hydraulic
MD-552-0251-FS-F	Ford	Many	330	6,700	No	Mechanic
MD-552-0251-FS-R	Ford	Many	330	6,700	No	Mechanic
MD-552-0251-YFS-F	Ford	Y-Block	330	6,700	No	Mechanic
MD-552-0251-YFS-R	Ford	Y-Block	330	6,700	No	Mechanic

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and installation.



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
1352-000-251	26.4	7.14	21.4	31.6	3.03	SBF
MD-552-0251-05	Semi Remote	7.88	24.5	26.3	4.3	S197 4.0L
MD-552-0251-94	27.01	7.88	22.03	32.23	3.03	SN95
MD-552-0251-FS-F	18.89	7.14	23.14	31.6	2.75	Many
MD-552-0251-FS-R	20.39	7.14	23.14	31.6	2.75	Many
MD-552-0251-YFS-F	19.63	7.88	23.88	32.23	2.75	Y-block w/adaptor
MD-552-0251-YFS-R	21.13	7.88	23.88	32.23	2.75	Y-block w/adaptor

Note: Dimensions are approximate and 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

Shift Type	Speedo Type	Spline Count		Gear Ratios						
		Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Manual	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76
Manual	Electrical	10	Flange	2.95	1.94	1.34	1	.63	N/A	2.76
Automatic	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76
Manual	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76
Manual	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76
Manual	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76
Manual	Mechanical	10	28	2.95	1.94	1.34	1	.63	N/A	2.76

Recommended oil is Dexron-III ATF. Requires 2.75 quarts.



T5 FRONT SHIFT, FSF & FSR

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T5 FRONT SHIFT

MDL tooled up and designed a two-socket, front-shift, T5 that is great for mid-sixties and earlier vehicles to bring the shifter up ahead of the seat. 1960-1965 Falcons, Hotrods, Street rods, trucks (of all years), & Rangers are prime candidates.

FEATURES

This T5 uses the Ford T5 bolt pattern found in 83-93 Mustangs, Carpi, & T-birds. This T5 uses the Ford T5 bolt pattern found in 83-93 Mustangs, Carpi, and T-birds. Adapter plates and bell housing are available to interface it to a '32 Ford. With its small platform, it fits below the floor without cutting and is geared correctly. The forward shift location in the front shift tail housing is the same as an S-10 Chevy pickup T5 (11.75") ideal for Hotrods and Rangers

Ford Flathead package shown





FSF

MDLQuick shifter (Required), located from the main case is 11.75" (optional offset shift stub is available to move up to 2" additional forward or rearward. Call or email our sales staff for more details)

MDL Front shift T5 is the perfect solution behind a Ford V8 Flathead in many other engine platforms.

FSR

T5 5-Speed-Front Shift Rear Socket by MDL fits 1960-1965 Falcons, HotRods, Street rods, trucks (of all years), Kit cars & Shelby 289 Cobras are prime candidates. This T5 uses the Ford T5 bolt pattern found in 83-93 Mustangs, Carpi, and T-birds. Adapter plates and bell housings are available to interface it to many other engine platforms. Flathead in many other engine platforms.

YFS

This model was designed to be adapted behind a Ford pickup Y-block bell housing using our MD-401-2105 adapter plate. It has a longer input shaft - (7-7/8"). If you're using a car Y-block bell housing, We can help there too, we have a shorter input shaft model MD-552-0251-FS-Fmodel, set for a mechanical speedometer.



TKX 5-SPEED

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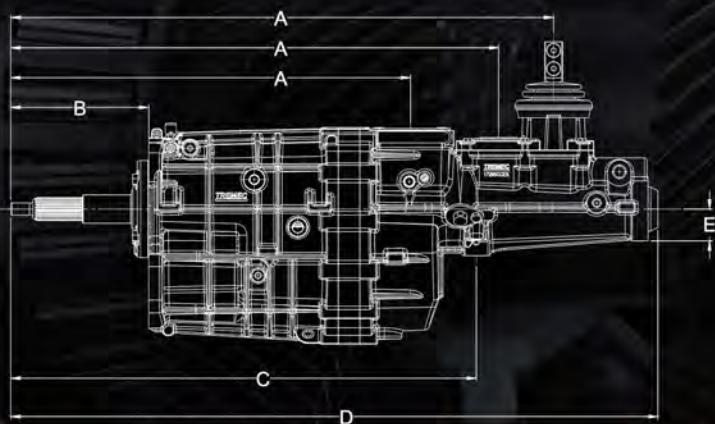


TREMEC's TKX is the latest innovation in a series of 5-speed transmissions that began with its successful TKO in the 5-liter Mustang movement. It has since been installed into nearly every rear-wheel drive performance application, providing 600 lb-ft of torque capacity with up to 8000 RPM confidence-inspiring shifts and fuel-saving overdrive. The TKX offers an ideal blend of brute strength and street manners.

- 5-speed, single overdrive manual transmission from Tremec
- Designed, tested, and built specifically for the aftermarket
- 600 lb.-ft. of torque capacity
- Capable of 8,000 RPMs shifts
- Available in multiple gear ratio configurations
- Designed for multiple applications with three shifter locations
- A Compact, end-loaded design provides clearance in most transmission tunnels
- Increased case strength with three-piece aluminum housing
- Gaskets at all flanges simplify installation and eliminate fluid leaks
- Superior shift-ability through multi-cone synchronizers and hybrid synchronizer rings
- Noise, vibration, and harshness (NVH) minimized
- All gears are supported by caged needle bearings to reduce end play on the gears

GM	Spline Count		Gear Ratios					
Part Number	Input	Output	1st	2nd	3rd	4th	5th	Rev
TCET17722	26	31	2.87	1.89	1.28	1.00	0.81	2.56
TCET17805	26	31	2.87	1.89	1.28	1.00	0.68	3.00
TCET18083	26	31	3.27	1.98	1.34	1.00	0.72	3.00

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection and installation.



Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	D	E	
GM	19.52/16.57/12.6	6.71	22.1	24.2	8.00	OE. 4-SPEED MOST
FORD	19.52/16.57/12.6	7.21	22.1	24.2	8.00	OE. 4-SPEED MOST

Note: Dimensions are approximate and 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



Ford	Spline Count		Gear Ratios					
Part Number	Input	Output	1st	2nd	3rd	4th	5th	Rev
TCET17765	26	31	2.87	1.89	1.28	1.00	0.68	2.56
TCET18084	26	31	2.87	1.89	1.28	1.00	0.81	2.56
TCET18085	26	31	3.27	1.98	1.34	1.00	0.72	2.56
TCET18086	10	31	3.27	1.98	1.34	1.00	0.72	3.0

Recommended oil is Dexron-III ATF. Requires 2.75 quarts.



CUSTOM SHIFT OPTIONS

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QWIK-STIK

Close ratio/short throw for TKX to bring your shifter lever up where you need it. The narrow shift body will clear the shifter hole without cutting the floor. These are precision-machined and anodized plates that mount directly to your trans.



FEATURES

Billet aluminum for weight savings.
A high temperature lower dust oil boot.
The stub has 7/8" on center mounting for most aftermarket shift levers.
Bellville Washers provide excellent detent and give a crisp 2-3 shifts.
Belleville spring & no stops for easy servicing of the shifter when needed. Proudly crafted with care in the USA.

OFFSET STUBS

Our offset lugs can be applied here to further customize shifter placement. They can be just off to the side or offset from or back or any combination, to place your shifter right where you need it. Front shift or rear shift can be offset for that perfect spot.

VEHICLE SPECIFIC

Whether it's a Ford or GM, we can fit a shifter to your application.

These are not one shifter fits many, they are all tailored to your make & model.





SIDE SHIFT

This shifter is a close-ratio custom-made piece that is now an integral part of the transmission this is an upgraded transmission; this isn't just a bolted-on shifter. They are prepared at our facility by hand to ensure, quality & precision. Many hours of R&D were put forth to provide this to you, our customer. This application is best for GM-A-body and Corvette. This is a dust-free wet box, unlike others on the market. It is gated and shifts solidly just like a factory unit. The side-shift update brings the shifter over then up so that when it comes through the tunnel it is in the OE position, this really counts when using a manual console in your vehicle. This update is an integral part of the transmission, NOT just a bolt-on.

FORD: Mustang, Falcon, Galaxie, Fairlane, Comet, Torino, Trucks, Tiger & More.

GM: Trucks, Chevelle, Impala, Nova, GTO, 442 & Corvettes.



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T56 MAGNUM 6-SPEED

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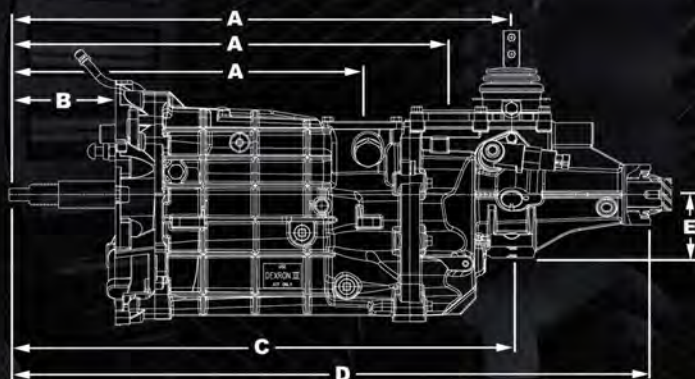
The kingpin of TREMEC's high-performance line-up, the Magnum double-overdrive 6-speed transmission takes the very best from TREMEC's current OEM technologies and pairs it with the most popular features of the time-tested TKO 5-speed.

Able to withstand a massive 700 lb-ft of torque while providing unbelievably crisp shifts, no other manual transmission on the planet offers as much combined strength, versatility, and general ease of use as the Magnum.

Known in its original equipment form as the 'TR-6060', the Magnum is an aftermarket version of the same transmission found in many of today's most celebrated factory muscle cars, including the Dodge Challenger, Viper, and the Chevrolet Camaro, giving you refinement where you want it and strength where it counts.

Part Number	Application	Engine	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
TUET11009	GM	LS	700	7,800	No	Hyd
TUET16885	GM	LS	700	7,800	No	Hyd
TUET11012	GM	LS	700	7,800	No	Hyd
TUET11010	Ford	Modular	700	7,800	No	Mech
TUET16884	Ford	Modular	700	7,800	No	Mech
TUET11011	Ford	Modular	700	7,800	No	Mech
TUET16362	GM F-CAR	LS	700	7,800	No	Hyd
TUET16363	GM F-CAR	LS	700	7,800	No	Hyd

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection, and installation.



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 Modular	18.7/22.8/26.4	5.64	26.3	33.6	3.1	TNCM1078

Note: Dimensions are approximate and 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



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
Mech/Elec	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Mech/Elec	26	31	2.97	2.10	1.46	1.00	.74	.50	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90

TREMEC recommends TREMEC HP-MTF, Dexron-III, or Mobil 1 ATF in all Magnum series transmissions.



T56 MAGNUM F 6-SPEED

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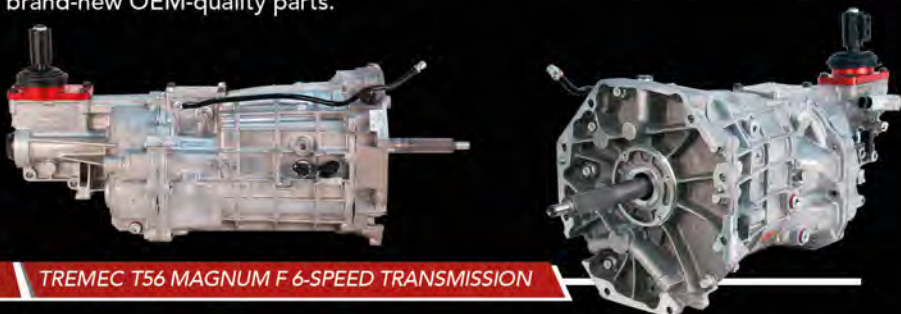


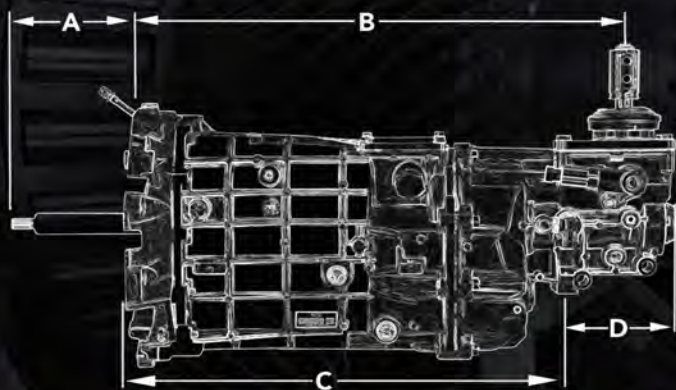
Designed to replace T56 transmissions in 1998-2002 GM F-bodies, the Magnum F leverages TREMEC's TR-6060/Magnum architecture to provide fourth-gen enthusiasts significantly improved performance and relief from a shrinking pool of quality T56 replacement parts.

One shifter location is designed for LS1-powered 1998-2002 F-bodies and other applications that utilize a similar shifter position. Beneficiaries include third-generation F-bodies, LT1-powered fourth-gens, LS-swapped late models of all varieties, and sport compact applications such as A80 Supras, FD RX-7s, and more. Where the original Magnum shifter locations may prove too far forward and the extended length Magnum XL's too far back, the Magnum-F's in-between position often proves to be just right.

Inside, the Magnum-F benefits from the same durable componentry found in many of today's hardest-hitting OEM muscle & sports cars. Over the T56, the Magnum F boasts increased face-width on all gears, a robust combination of double and triple cone synchronizers, enhanced webbing in the main case, provisions for a cooler circuit, and more. The shifter provides the precise and communicative shift feel that all Magnums are known for.

Like all TREMEC aftermarket transmissions, the Magnum F is made from 100% brand-new OEM-quality parts.





Application	Installation Dimensions (Inches)				Bellhousing
	A	B	C	D	
GM	6.5"	26.6"	23.9"	2.7"	OE. 4-SPEED MOST
FORD	6.5"	26.6"	23.9"	2.7"	OE. 4-SPEED MOST

Note: Dimensions are approximate and vary based on tolerances and pilot depth.

- A. Input shaft length from face of trans case to tip of shaft
- B. Shifter location from front face of trans case
- C. Crossmember mounting location from face of the trans case
- D. Crossmember mounting location from end of the tail shaft



GM - LS	Spline Count		Gear Ratios						
Part Number	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
TUET16362	26	31	2.66	1.78	1.30	1.00	0.80	0.63	2.90
TUET16363	26	31	2.97	2.10	1.46	1.00	0.80	0.63	2.90
TUET17638	26	31	2.97	2.10	1.46	1.00	0.74	0.50	2.90

TREMEC recommends TREMEC HP-MTF, Dexron-III, or Mobil 1 ATF in all Magnum series transmissions.



T56 MAGNUM XL 6-SPEED

MAKE IT MODERN!

208.453.9800



Introduced to the marketplace in 2012, the Magnum XL is a continuation of the popular Magnum 6-speed series. Featuring all the most important content from the original Magnum, the XL retains its brute strength and sophistication but eliminates its multiple shifter locations and dual speedo outputs.

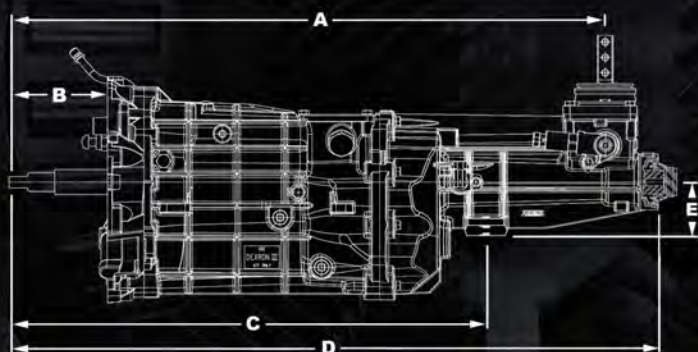
Refinements include a new extended-length tail section designed to eliminate the semi-remote shifter found in many popular late-model applications.

Initially available for the 2005-2014 S197 up to the 2015-2017 S550 Mustang, the Magnum XL was explicitly designed to replace the OEM 5 or 6-speed transmission where performance improvements are desired. To simplify the swap, MDL offers the Magnum XL, which includes an SFI-approved steel bellhousing, cross member, trans mount, isolated shifter, and shift ball. In one package. It also reuses the OEM hydraulic clutch release system.

Part Number	Application	Engine	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing	Clutch Type
TUET16886	Non-Specific	Any	700	7,800	Yes	Hyd
TUET11940	Non-Specific	Any	700	7,800	Yes	Hyd
*TUKT16901	05-up Mustang	Modular	700	7,800	Yes	Hyd
*TUKT12021	05-up Mustang	Modular	700	7,800	Yes	Hyd
TUET11430	Non-Specific	Any	700	7,800	No	Hyd
TUET11030	Non-Specific	Any	700	7,800	No	Hyd

NOTE: Torque & RPM ratings may vary based on use, driveline configuration, peripheral parts selection, and installation.

*Indicates kit complete with transmission, bellhousing, crossmember, and mount.



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 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



Speedo Type	Spline Count		Gear Ratios						
	Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90
Electric	26	31	2.66	1.78	1.30	1.00	.80	.63	2.90
Electric	26	31	2.97	2.10	1.46	1.00	.80	.63	2.90

TREMEC recommends TREMEC HP-MTF, Dexron-III, or Mobil 1 ATF in all Magnum series transmissions.



TR4050 PACKAGE

MAKE IT MODERN!

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TR4050

This comprehensive package is designed to enhance the driving experience with smoother shifting and improved performance. It comes with everything you need. Starting with a TREMEC 5-speed a variety of clutches tailored to match your horsepower needs, all necessary fastening hardware, and more. We didn't stop there...this package has a Hydraulic Master Hydraulic/Slave clutch kit, shifter, shift lever, shift ball, U.S.-made steel cross-member, mount, transfer case bracket, & detailed installation instructions. All are backed by lifetime technical support. It's a complete solution that promises to bring a new level of enjoyment to your classic ride.

APPLICATION

If your truck is a 4-wheel drive with a married transfer case, we have the solution to installing an overdrive transmission. Our Bronco Package allows you to interface with just about any Ford engine. We will use any existing parts you have that we can...there's no need to buy new if you don't have to.

So, if you are keeping your stock engine or performing an engine swap and need to handle big power, we've got you covered.

Modern Driveline has several approaches for 5 and 6-speed transmission conversions for your Ford F Series Truck. Modern Driveline can provide you with the parts needed to install one of our TR 4050 or TKX Tremec transmission packages behind 289, 302 351w, 351c all FEs, 385 series, and Coyote engines. Whether you are swapping out the automatic or manual transmission, Modern Driveline can build you a package that will fit your needs.



ENGINEERED FOR
1973-1979 F-Series &
78-79 Bronco

BENEFITS

- Increase in fuel economy with overdrive for more drivability.
- Reduce wear on your engine & drive-train parts. Lower RPMs* for a much quieter in-cab driving experience.
- Reduce engine temps, promoting a longer-lasting engine.



Check out our website for
videos & more info



TR 4050 - 5-SPEED TRANSMISSION

MAKE IT MODERN!

208.453.9800

TR4050

A Super Duty Transmission, Ideally Geared for 4WD trucks. Offers an impressive blend of strength, refinement, and above all driver control. If you are Hauling, Overlanding, or just touring the tarmac. The 4050 is practical enough for everyday use and robust enough for off-road weekend adventures.

The TR-4050 has been a proven design in production since the early 1990s. A rugged, die-cast, aluminum-alloy case forms the foundation. The gears have a high-contact, constant-mesh, helical design for maximum strength. It has a torque-handling capacity of up to 425 lb.-ft on a working GCWV of more than 15,000 pounds. For increased internal stability under load, the input, main, and counter shafts feature tapered roller bearings. A counter-shaft-mounted 5th gear synchronizer improves noise, vibration, and harshness in overdrive.

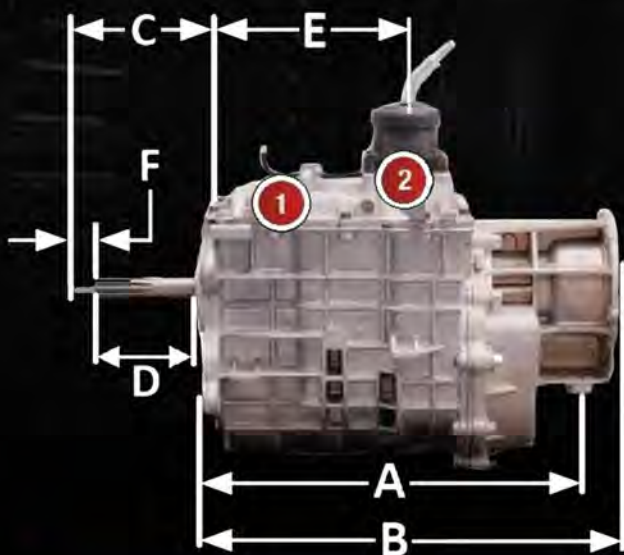
GET THE JOB DONE WITH THE TREMEC TR-4050 5-SPEED FROM MDL

- The TREMEC TR-4050 5-Speed is the strongest 4WD transmission with a Torque Capacity – 600 lb. ft / 813 n/m
- An Oil Capacity – 3.7 QT / 3.5ltr.
- Weighs in at 164 lbs. / 74kg
- With an NV4500 bolt pattern
- The TR4050 is made from 100% brand-new OEM-quality materials and features a 12-month/12,000-mile warranty from Tremec.



FEATURES

- Standard Right-side PTO – 6 Bolt offers the ability to run hydraulic pumps
- With a 10-spline 1-1/8" diameter input shaft and 23-spline output shaft
- High-contact constant-mesh helical gears for maximum strength
- Die-cast aluminum alloy housing saves weight & offers considerable rigidity
- Standard right-hand six-bolt PTO offers the ability to run hydraulic pumps
- The multiple-rail internal shifter provides an excellent shift feel and performance
- Tapered bearings on input, main, and counter shafts provide excellent internal stability
- Needle bearings under gears reduce friction and noise output
- All forward gears and reverse gear is synchronized
- Advanced synchronizer technology promotes smoother shifting and reduced shift effort
- Counter shaft-mounted 5th gear synchronizer improves NVH in overdrive.



4050 2WD	Gear Ratios					Spline Count	
Item #	1st	2nd	3rd	4th	5th	Input	Output
TDET18574	6.16	3.11	1.71	1.00	0.76	10	23

4050 4WD	Gear Ratios					Spline Count	
Item #	1st	2nd	3rd	4th	5th	Input	Output
TCET17341	6.16	3.11	1.71	1.00	0.76	10	FLANGE

4050 2WD MODULAR	Gear Ratios					Spline Count	
Item #	1st	2nd	3rd	4th	5th	Input	Output
TDET18576	6.16	2.94	1.61	1.00	0.77	10	YOKE





TRANSMISSION & PARTS SERVICE

MAKE IT MODERN!

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BORG WARNER OR TREMEC 5 & 6-SPEED

WE SERVICE WHAT WE SELL

Modern DriveLine is a TREMEC-certified service center for T5, T-45, 3650, T56, 3550/TKO, TKX, and TR6060 Magnum transmissions. Many Mustangs, Camaros, Vipers, and other Ford and Chevy models come equipped from the factory with Borg Warner 5 and 6-speeds.

OE PARTS AND SERVICE

We will help you determine what the best plan of action is. We advise on what oil to use or if your transmission requires repair. We are here to assist you in how to prepare your transmission for transportation and arrange for shipping.

Once received, your transmission gets inspected by one of our techs to provide you with a quote. A repair quote is reviewed with you before performing any work.

In many cases, repairs are completed within five working days. All repairs are covered for one year against defects on both parts and workmanship.

CUSTOM CONFIGURATIONS

We offer upgrades and custom applications as well, working with you to see if we can accommodate the application you are looking for.



SUPERIOR CLUTCH

MAKE IT MODERN!

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SUPERIOR CLUTCH

A SUPERIOR CLUTCH FOR SUPERIOR PERFORMANCE

There are many Superior Clutch single-disk clutches for Ford, GM and Mopar to choose from. At MDL, we can get into a lot of clutch science and physics, but here's what you need to know to make an educated purchase, mild to wild!

Our clutches are made in-house and available in standard 10 & 26 spline configurations for TREMEC transmissions and custom applications. We stock items for Flathead, I-6, Ecoboost, and of course, all US-based V-8 applications. We support our clutches with the availability of billet steel flywheels too.

The Superior Organic clutch from Modern DriveLine is a basic stock replacement that is economical and well suited for the daily/weekend driver or show car with factory horsepower. The organic steel-backed clutch from Modern DriveLine features steel-backed facings to prevent disc separation and support slightly modified configurations having better heat dissipation. These are also good for new drivers learning to shift as they can handle heavy abuse.

Our Superior Kevlar clutches are best for high horsepower lightweight vehicles prone to clutch chatter, offering smoother engagement and reduced shock-loading of the gears in the transmission. Once broken in properly, it could be the last clutch you ever buy.

Superior bronze and ceramic facings are for "gotta have it now" clutch engagement. These facings are used in drag racing and drifting applications.

Any of the above clutches can be produced as a multi-friction clutch, combining friction materials on opposite sides of the disk, benefiting the characteristics of each. These are used in specific power-band and driving applications for multi-use vehicles.





SINGLE DISK CLUTCHES

MAKE IT MODERN!

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STREET/CRUISE OEM ORGANIC

This is a basic stock replacement in either 10" or 10.5" and with either a standard pressure plate or the brute King Cobra pressure plate. The Superior clutch is economical and well suited to the daily/weekend driver or show car. The Superior Super King Cobra clutch features steel-backed facings to prevent disc separation common with King Cobra clutches and heavy abuse.



BETTER THAN OEM STEEL-BACKED ORGANIC

This clutch is reinforced with steel-backing for higher burst strength to provide better heat dissipation, used in higher horsepower applications.



MULTI FRICTION KEVLAR/ORGANIC

clutch is a multi-friction type with Kevlar® and Organic surfaces designed for additional grip in mind and high heat tolerance from high-performance applications. These clutches are available in 10" or 10.5". The Superior Kevlar/Organic clutch is optimum for street and track use.



KEVLAR/STEEL BACKED ORGANIC

clutch is a multi-friction type with Kevlar® and Steel Backed Organic reinforcement for higher burst strength to provide better heat dissipation, used in higher horsepower applications. We recommend this clutch for more spirited driving and longevity; the Kevlar facings are very robust and deliver both.



EXTREME DUTY KEVLAR/KEVLAR

This clutch is designed for long life and minimal wear under extreme duty conditions. These heavy-duty clutches available from 9" to 11" are good for high-performance, high-torque applications. Once more, they're preferable for lightweight vehicles prone to clutch chatter and jackrabbit starts.



KEVLAR/CERAMIC

This clutch gives you the best of both worlds, high endurance Kevlar and the gripping power of ceramic for when you need a smooth street-able clutch that will perform.



TWIN DISK CLUTCHES

MAKE IT MODERN!

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RST

Street legal performance cars today are more powerful than ever before. Intended for the high horsepower street fan, the McLeod RST twin disc clutch kit is an economically priced twin disc clutch kit. Able to handle 800hp, this clutch can handle almost any horsepower you can throw at it and remains street-able. Organic lined clutch discs provide smooth engagement with a soft pedal effort, making this clutch kit ideal for street-only performance enthusiasts.

If you're driving high horsepower but not something considered a full-on race car then this might be the clutch, you need.



RXT

Intended for the high horsepower street/strip fan, the McLeod RXT Street twin clutch kit can handle 1000hp, this clutch can handle almost any horsepower you can throw at it and remain street-able. Ceramic lined clutch discs provide smooth engagement with a soft pedal effort to make this clutch kit ideal for the street performance enthusiast. This clutch is perfect for the person who wants the best of both worlds.



TILTON ST SERIES

This Clutch/Flywheel Assembly combo is one of the finest twin disk offerings on the market today. The ST-246 is rated at 1350lb/ft. featuring Chromoly 153 tooth ring & internally balanced flywheel.

Designed specifically for high-performance street/strip use. Features a machined aluminum clutch cover that incorporates straps that are attached to the high-mass pressure plate and floater plate to minimize noise. You can expect smooth engagement and long life out of this twin disk.



CLUTCH HYDRAULICS

MAKE IT MODERN!

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LF SERIES

Uses the factory full swing of the pedal, for maximum leverage.

Providing a light pedal effort and full control of the clutch, the clutch pedal linkage allows the master cylinder to use the stock clutch booster rod hole while providing room for a factory vacuum brake. This kit comes with all mounting hardware. All of this translates to, a drive you will love.

STEALTH SERIES

Compact and premium... this series offers the best! Industry-leading private label master cylinders, AN4 braided lines, sealed bulkhead assembly with fittings, and compact billet aluminum leak-free reservoir options are available in a machined or black finish.

Optimizing full pedal stroke and works with existing industry slave cylinders and hydraulic release bearings.



ELIMINATOR SERIES

- Compact premium private-label cylinder, which is easy to install.
- It works with any clutch, with the correct clutch geometry.
- Requires only 1" clearance forward of the bell in line with the fork-end.
- Works with any MDL master cylinder series.
- Complete assembly includes cylinder, bracket, spacers, clamp assembly fittings, hardware, 24" AN4 braided line & instructions.

FORD MD-910-1110 & MD-910-1111

GM MD-910-1120 & MD-910-1121



HYDRAULIC RELEASE BEARING

Billet aluminum body & piston precisionmachined in-house at Tilton. A stainless-steel threaded sleeve offers nearly 1.25" of adjustability. A high-temperature mono-seal design features a quad tensioner for proper seal tension and the highest reliability. Constant contact design self-adjusts for clutch wear & maintains the same pedal feel throughout the clutch's life. Swivel fittings have been thoroughly tested to guard against leakage.





CUSTOM WORKS BY MODERN DRIVELINE

It is easy to get swept up in the technical specs and capabilities of so many unique products and solutions, but at the end of the day, it's all about drivability. You want to drive what you love and enjoy doing it. You want to feel confident knowing that the job was done right, with great insight, attention to detail, and the care you expect for your vehicle.

Sometimes, we have the pleasure of working directly with our customers on their projects or taking on the job here at MDL. Availability is limited, and we are always looking for the next challenge, allowing our R&D team the availability to create the next model-specific solution, whether a hydraulic or new shift position.

If you have a unique project that requires custom work, contact us. We would love to speak with you about your needs, and if accessible and applicable, we might be interested in taking on your custom project.



CUSTOMER CARS



SERVICING THE PERFORMANCE COMMUNITY SINCE 1998
YOUR 5 & 6-SPEED CONVERSION SPECIALISTS

OUR COMPANY / OUR STORY

We are proud to celebrate over a quarter century in business, making us one of the market's oldest 5 & 6-speed conversion specialists.

Modern DriveLine was founded in 1998 by Bruce Couture through his need for modern drivability in his classic Mustang. Since then, his passion for the hobby has resulted in hundreds of transmission rebuilds, and custom builds before maturing into the company you see today.

Our products are now installed in well over 10,000 vehicles, ranging from model A's to current production vehicles across the US and even in foreign countries. Modern DriveLine is here to serve you and provide reliable solutions for your driveline conversion needs. As a fully-stocked manufacturer, we warehouse many items that customers need to complete their projects quickly.

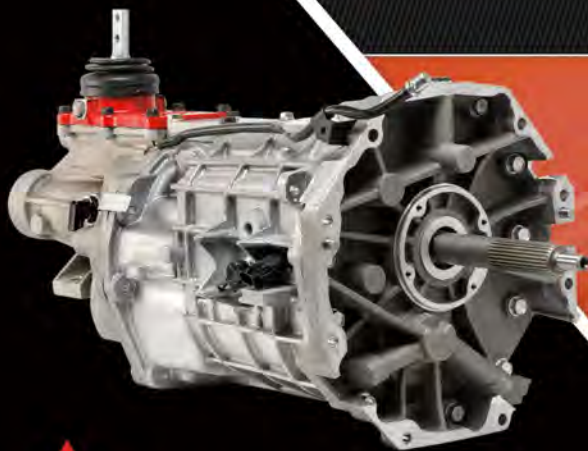
Our goal is to provide top-notch service built on integrity, respect, and a love for performance, whether a stock six cylinder, a high-performance V8 or anything in between.

We provide high-quality, award-winning products backed by unrivaled customer service, expertise, and loads of solid advice.

Beyond providing the best parts for your build, we help you with your goals by taking the time to understand your project and engage with your vision. These core values promote excellent collaboration and inspire car-crafting at its best.

We offer only high-quality products proven by the everyday driver, racer, and enthusiasts at a price point that meets the American blue-collar worker's budget. Our driveline components come with a promise of quality we stand behind. That's the Modern DriveLine way; that's the American way.

Our staff is made up of 'Car-Guys & Gals' like you, providing the knowledge, innovation, and experience to deliver a positive, personalized buying experience. So, what does this mean to you? It means we are here to help advise and educate our customers, from designing your solution to well through the purchase process. But it doesn't stop there. We also have engineering staff to help you through your installation should you need it, and we are continually innovating new products and kits to make driving fun again.



BELLHOUSINGS
FLYWHEELS
CLUTCHES
PEDALS
HYDRAULIC
CLUTCH SYSTEMS
CUSTOM SHIFTERS
CROSSMEMBERS
DRIVE SHAFTS



IMPORTANT NOTES & TIPS

In any installation, always check transmission to clutch housing to engine fit. Clutch housing should be dial indicated into to ensure proper alignment. Check input shaft to pilot bearing fit and depth of input shaft into pilot bore to ensure proper clearance. Always use correct fluid as per Tremec recommendation. Tremec is not responsible for damage resulting from installation errors, misuse, or failure to follow recommendations. For assistance refer to authorized Tremec dealer or Tremec customer service agents. All Tremec transmissions feature a 12-month/12,000-mile limited warranty. Tremec encourages safe driving habits at all times.

**CONTACT MODERN DRIVELINE
FOR SALES, TECH TIPS AND MORE**

(208) 453-9800 | MODERNDRIVELINE.COM



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