



A detailed view of a 2000 Ford 5.0L V8 engine and transmission assembly. The engine block is silver, and the transmission is black. Various components are visible, including the alternator, water pump, timing belt, and various hoses and wires. The assembly is shown against a black background.



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CUSTOM-TAILORED PACKAGES

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

We specialize in custom-tailored packages for TREMEC T5, TKX, and Magnum manual overdrive transmissions, as well as related installation components, for Ford, Chevy, BOP, Mopar, hot rods, kit cars, and trucks. This eliminates the guesswork associated with purchasing parts for custom projects, offering a one-stop shopping experience. At MDL, we take the time to listen to each customer and offer the best solution for their individual projects rather than provide 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. We are with you throughout the entire process, providing service after the sale and lifetime technical support on all MDL packages.



T5 5-SPEED PACKAGES

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 is available with a larger number of shifter locations. We offer side-shift and front-shift options that place the shifter where you need it OE with console or custom applications. It works with electric and cable-driven speedometers and has a backup light switch.

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-disc to twin-disc clutches coupled with the MDL hydraulic clutch kits, 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

Needing another gear to get down the road in your four speed truck, the TR4050 is the solution. Offering an impressive blend of strength, refinement and above all control. Two wheel or four wheel drive, a TR4050 provides a low first gear with an overdrive. Models available for both married and divorced transfer cases and the option for a PTO. Packages designed to bolt to the OEM bellhousing and use the stock clutch linkage.



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LIFETIME TECHNICAL SUPPORT

WHAT SEPARATES MDL FROM THE COMPETITION?

Our customer service. We treat customers the way 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 so that you can enjoy 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 1998, 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 BorgWarner/TREMEC Transmissions, we are here to assist with any questions or service needs. We are both knowledgeable and passionate about our work. 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 start processing your order within 24-48 hours after your order is placed. When your order is released, a final copy of your invoice will be provided with shipping tracking information. We offer discounted rate shipping within the lower 48 states for all T-5 and TKX packages. TR4050 and 6-speed packages require LTL freight to a commercial address or can be held at the carrier's depot. International shipping is also available. 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 additional year and add a 1-year grace period from the date of purchase on all packages.





TREMEC

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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 together a comprehensive package for you, which 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 ONLINE

Visit **ModernDriveline.com** to fill your cart

Our new website allows you to search or browse with confidence. If you have an order started but have a question, allow us to help you with our concierge service to put you on the right path. We accept Visa, MasterCard, Discover Card, American Express, or payment via PayPal or Affirm.



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, arrange payment, estimate shipping dates, and more. We're here to help. If we are unable to answer the phone, please leave a message, and we will return your call as soon as possible, usually on the same day.





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COMPONENTS & ACCESSORIES

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 unavailable.

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 who need a fast-revving engine at the track. MDL offers flywheel models no longer available from many other suppliers.

MDL CLUTCHES

In-house, we design and build a complete line of street and performance clutches to provide you with the best solution. This is perhaps one of the most essential components in power transfer. Take the guesswork out of which clutch is needed for the type of clutch linkage, application, and power level. Our clutches are designed and built for today's needs and conversions.

RESERVOIRS

MDL 2100 Series compact reservoirs in black and clear anodized aluminum finish are a premium show-quality finish that adds an extra touch to your build. Reservoirs can be remotely mounted with bracket or mounted directly to Wilwood Girling style cylinder with the built in AN4 fitting making your conversion hassle-free.

HYDRAULIC CLUTCH KITS

Engineered for factory full swing of the pedal and maximum leverage, our Lightfoot and Stealth Series hydraulic clutch kits provide minimal pedal effort and total control. MDL pioneered application-specific kits in 2008 and continues to do so today. Pair our master cylinder kits with either an MDL LF, Eliminator series external slave cylinder kit, or a Tilton Engineering internal hydraulic release bearing for a complete hydraulic clutch solution.

EXTERNAL HYDRAULIC CYLINDERS

MDL offers both Light Foot and Eliminator series external hydraulic slave cylinder kits. LF series available for Ford cable-operated bellhousings, pushing the fork from behind. Eliminator Series for 3- and 4-speed Ford and GM bellhousings, eliminating the need for mechanical clutch linkage. All kits are designed to fit either the bellhousing or transmission for easy installation.

HYDRAULIC RELEASE BEARINGS

Tilton 6000 series hydraulic release bearings are compact and an excellent solution for when an external slave cylinder is not an option—featuring a billet aluminum body and piston with a stainless steel threaded sleeve providing 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 the swivel fitting ensures against leakage. Other OEM bolt-on HRBs are available.

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 be worn out. Our strong-hold clutch linkage features heavy-duty construction and adjustable rod ends that replace plastic bushings—manufactured in America.

SHIFT KNOBS, LEVERS & BOOTS

Look no further than MDL for your next shift knob, shift lever, boot, from Hurst, Lokar, and many OE appearance parts. Whether you are looking to keep the interior period-correct or want a pro-touring hot rod look, we stock it. Modern Driveline offers the right shift lever components and accessories to put the finishing touch on your conversion.

QWIK STIK SHIFTERS

MDL Qwik Stik shifters are designed for all BorgWarner and Tremec transmissions. The compact pivot body, equipped with Belleville springs, provides maximum floor clearance and delivers quick, positive, and crisp shifts every time. Take advantage of the multiple shift positions available by choosing a shifter with an Offset shift stub that achieves the OE shift lever position with ease.



wilwood

HURST

QUICK
TIME

tilton

McLeod

LOKAR
PERFORMANCE



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COMPONENTS & ACCESSORIES

TRANSMISSION CROSSMEMBERS

We have engineered a complete line of crossmembers for T-5, TKX, TR4050 and Magnum transmissions to fit the factory mounting points for an OEM fit while providing ample clearance for performance exhaust systems. MDL crossmembers are manufactured in the USA and powder-coated for a durable finish.

DRIVESHAFTS & COMPONENTS

MDL offers aluminum and DOM steel tube driveshafts that are high-speed balanced. Aluminum provides a lighter rotating mass, allowing for higher critical speeds. DOM (Drawn Over Mandrel) steel driveshafts are 15% stronger than OE and are an excellent choice for street/motorsport. Custom driveshafts, available in various tubing and U-joint sizes, are easy to measure and assemble. If you need a yoke or other components, replacement slip yokes and U-joints are available to complete your transmission conversion.

TRANSMISSION ADAPTERS

Transmission adapter plates are a great way to retain the OEM bellhousing and linkage while installing a Tremec five-speed transmission. Available for Ford Flatheads, Y-blocks, inline six cylinders, small and big block 3- and 4-speed bell housings. An adapter is also available for AMC and GM Muncie to the Ford T-5. CNC-machined from 6061 aluminum for the highest quality assurance. No one offers more BorgWarner/Tremec adapters than MDL!

CLUTCH CABLE KITS

Our Ford clutch cable kits convert classic Ford vehicles to cable-operated bell housings, featuring a heavy-duty, adjustable, lined cable housing for a smoother pedal action. Pedal bracket bolts to the OEM clutch pedal and comes with a firewall reinforcement plate. Clutch cable kits are a simple, cost-effective clutch linkage for many classic Fords.

MDL PEDALS

We offer a wide variety of pedals for Ford, GM, Dodge, and aftermarket applications. Our OEM appearance Ford pedals features a removable pivot shaft for easy installation using the stock pedal support. Pedals are manufactured in the USA from high-quality materials that are laser-cut with CNC bends for a clean, finished look—building a hot rod or race car that a stock pedal will not achieve. We turn to Wilwood and Tilton for underdash swing or floor-mount pedal sets.

TUNNELS

Steel-formed tunnels are a clean and easy solution for installing the T56/Magnum six-speed into vehicles where the factory tunnel is not large enough—made of quality, laser-cut, formed, and bent steel that can be welded or bonded in place, or used with fiberglass for 63-82 Corvettes. Our tunnels offer the perfect solution for your project.

SPEEDOMETER PARTS & CABLES

We offer speedometer cables, gears, adapters, and sensors, all with the correct connections for your specific applications—both analog and digital sensors, as well as harnesses—to satisfy EFI, digital speedometer, and cruise control needs.

TRANSMISSION ELECTRONIC HARNESS

Need an electronic harness for your new Tremec? Harness for reverse lights switch to electronic reverse lockout control, to speedometer sensors. Need all-in-one harness, the 3-in-1 offers it all programmed using Bluetooth.

OIL

Modern transmissions are more complicated than their predecessors. Today's designs feature more gears and needle bearings which require a steady supply of high-quality oil. We offer proven quality Amsoil ATF and Tremec MTF transmission oils.

PIVOT & FULCRUMS

Have a worn cable pivot stub or need to adjust the clutch fork? Fixed and adjustable pivot height pivot studs are available.





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SINGLE DISC CLUTCHES

STREET/CRUISE OEM ORGANIC

OEM stock replacement 8.5" to 11" clutch sets for a wide variety of applications, from flathead to LS, we keep them on the road. Our OEM line of clutches meets or exceeds the factory specifications and is thoroughly tested to assure customer confidence. Clutch sets come with long-lasting bearings, an alignment tool, and a one-year warranty!

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

Multi-friction Kevlar® and Organic surfaces are ideal for additional grip and service life. Offer smooth engagement for your daily driver and weekend events. The Kevlar facing is placed on the pressure plate side, where most modulation and wear occurs, providing 2x the service life of Organic facings. Available in 9" to 11" clutch discs. Get yours today.

KEVLAR/STEEL BACKED ORGANIC

This 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, offering 3x the service life of Organic Clutches. Kevlar offers soft locking during engagement, allowing for more torque to be transferred without the shock load. This makes it perfect for a street machine that gets you to work, autocrossing, open tracking, or towing, where smooth engagement is desired.

KEVLAR/CERAMIC

This clutch gives you the best of both worlds: high endurance Kevlar and the gripping power of ceramic facing on the wheel side. This clutch is a perfect compromise for everyday driving and fast passes at the strip on the weekend. Full Ceramic clutch sets are also available in 10.5 and 11" clutch sets.



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TWIN DISC CLUTCH



RST

Intended for the high-horsepower street enthusiast with an OEM soft pedal effort, 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 remain streetable. Organic lined clutch discs will provide smooth engagement with a soft pedal effort to make this clutch kit ideal for the street only performance enthusiast. This unit is not intended for competition use!



RXT

Designed for high-horsepower street and strip applications, the McLeod RXT Street Twin Disc Clutch Kit is rated to handle up to 1,000 horsepower. Built to withstand serious power while maintaining excellent street manners, it's the ideal choice for enthusiasts who demand both performance and drivability. 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 disc offerings on the market today. The ST-246 is rated at 1350 lb/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 disc.





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CLUTCH HYDRAULICS

LF - LIGHT FOOT SERIES CLUTCH MASTER CYLINDER KITS

Revised for 2026, MDL was first to market by offering an application-specific hydraulic clutch system that utilizes the factory clutch pedal and clutch rod hole while providing full travel of the pedal. By maintaining the pedal ratio to the clutch, the pedal remains soft and with full control.

Using a small-bore, long-stroke cylinder, coupled with a reinforcing firewall plate, allows the master cylinder to be safely mounted in the existing clutch-rod opening. Our Ford kits feature a reduction linkage that attaches to the existing pedal rod hole. Available in a wide variety of applications.

STEALTH SERIES CLUTCH MASTER CYLINDER KITS

Compact and out of sight. The Stealth series master cylinder is mounted inside the dash, completely hidden from view. An OEM appearance pedal attaches to the stock pedal support using the stock pivot location and provides three different pedal ratios to tune the pedal feel and action. Full pedal travel is retained. The Master cylinder bracket attaches to existing features for a fast, easy installation.

Custom-fitted AN4 Stainless steel braided lines flow to the sealed bulkhead firewall plate assembly using the clutch rod hole. The leak-free compact billet aluminum reservoir is offered in black and silver anodized finish. The sleek reservoir mounting bracket is mounted in the engine compartment for easy servicing.



Master volume displacement pairs well with MDL slave cylinders and hydraulic release bearings for a complete worry-free premium clutch release system.

ELIMINATOR SERIES

EXTERNAL CLUTCH SLAVE CYLINDER KITS

Looking to eliminate your old, worn-out, dated mechanical clutch linkage with a three or four-speed bellhousing? Our newest external compact slave cylinder simply attaches to two bellhousing bolts using the stock clutch fork and clutch. There is no need to remove the bellhousing to install an internal hydraulic release bearing or replace the clutch due to a lack of clearance. The mounting bracket positively clamps the slave cylinder in place, allowing the fitting port to be indexed for a perfect fit.

LF SERIES

EXTERNAL SLAVE CYLINDER KITS

Do you have a 5.0L cable-operated bellhousing, but are done with the hassles of clutch cable, replace it with our LF Series cylinder. Available for T-5, T-45, 3650, 3550/TKO, and TKX bell housings. Attaching from behind the clutch cable fork away from the exhaust system, the slave cylinder replaces the problematic clutch cable and provides additional room for long tube headers.

HYDRAULIC CLUTCH RELEASE BEARINGS

Have you run out of space that even an external slave will not fit? Several models of internal hydraulic clutch release bearings are a perfect solution.

HYDRAULIC OEM HRB

When running an LS or Modular Magnum six-speed, just bolt an HRB to the front plate and be done. These bearings are spring-loaded and self-adjusting. Offered with both quick disconnect and AN4 flexible braided lines for tight applications.

TILTON ENGINEERING HRB

Tilton's 6000-Series hydraulic release bearings (also known as hydraulic bearings or concentric slave cylinders) feature race-proven Tilton reliability for the street. These hydraulic release bearings have been designed for ease of installation and maximum reliability, at a very competitive price. 6000-Series hydraulic release bearings are designed to slide on or bolt to the front of the transmission, and are compatible with a variety of transmission types.

COMPATIBLE WITH:

- Ford Tremec TKO/TKX/500/600
- Ford T-5
- Toploader (1 1/16" x 10 input shaft)
- Tremec T56/Magnum
(Except for Tremec P/N TUET11010)
- Ford Tremec Magnum (P/N TUET11010)
- GM Tremec TKO/500/600
- GM Saginaw
- GM T-5
- and more.





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SHIFTERS

QWIK STIK SHIFTERS

Looking for a shifter to enhance your BorgWarner or Tremec transmission? The lightning-fast Qwik Stik shifter from Modern Driveline is more than just a great shifter. We start with a full billet aluminum base plate and a small turret to fit into the tightest shifter openings.

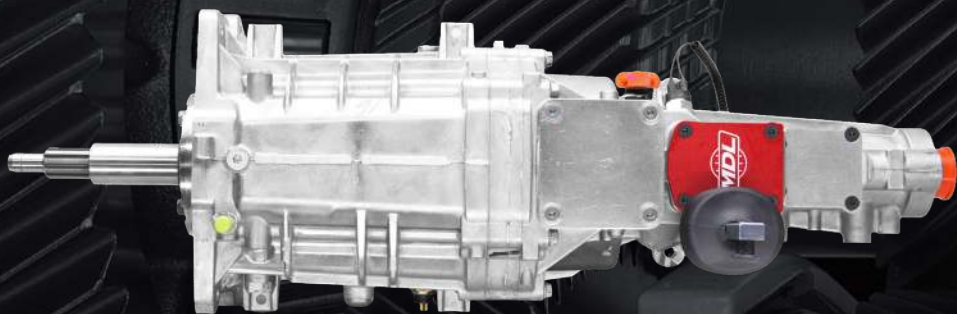
KEY FEATURES

- Short throw shift lever action, also available in super short throw for long shift levers
- Spherical bearing pivot for long service life
- Belleville spring washers stack to improve the 2-3 shift.
- Shift stub mounting bolts are 7/8" on center to fit most aftermarket shift levers
- All offset shifter stubs are equipped with dual pattern shift positions
- High-temperature lower seal to keep dirt out and transmission fluid in.
- O-ring gasket for quick installation.
- Completely serviceable



CUSTOMIZABLE SHIFT STUBS

The fully customizable shifter stubs allow for precise placement of the shifter lever. Take all the worry and hassle of shifter placement of matching the OEM location. Looking to customize your ride by moving the shift lever closer? Not a problem.



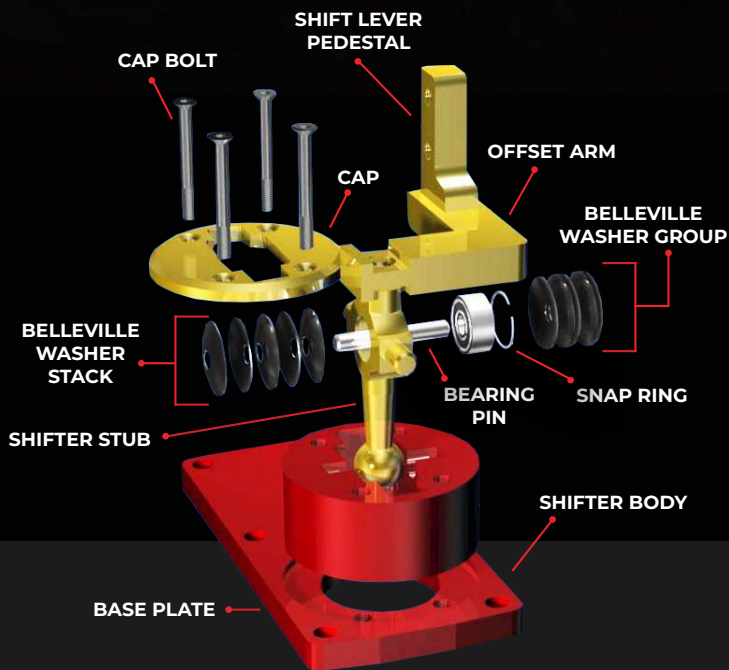
MDL SIDE SHIFT TKX

Right solution for an OEM fit. Our side-shift TKX offers low-profile, close-ratio shifts without modifying the tunnel or retaining the stock console. Up to 4" left offset can be achieved for a custom application. The side-shift TKX is gated and shifts solidly, just like a factory unit, with a dust-free wet-shift box that retains all of Tremec's shift qualities without compromise. Now you can install a TKX in your ride.

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: Falcon, Galaxie, Fairlane, Comet, Torino, Tiger & More.

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





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T5 5-SPEED



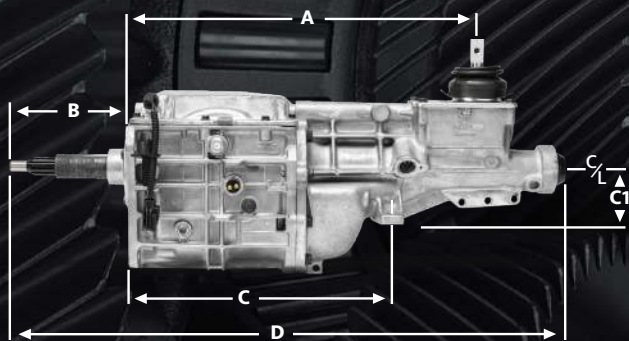
Introduced in the early 1980s, the T5 has become a highly evolved, extremely compact, and versatile 5-speed. In its rich history, the T5 has been installed as original equipment in various vehicles and is still offered in the aftermarket as a close-ratio heavy-duty T-5 replacement. Dollar-for-dollar, pound-for-pound, the T5 is the smoothest-shifting and most reliable manual transmission for moderate horsepower applications.

With up to 330 lb-ft of torque, the TREMEC T5 is not only durable but also offers easy operation and a deep overdrive, making any hot rod, streetcar, or kit car more enjoyable to drive. At MDL, we have developed several aftermarket shift location options to expand the versatility enjoyed in the TKX. This includes the front shift tail shaft housing, relocating the shift box to the front of the tail shaft housing for many early cars and trucks. With our Qwik Stik shifters, the shifter stub can be moved across the tail shaft. Optional equipment includes a 0.73:1 overdrive and a lower-cluster billet support plate.



Part Number	Application	Model	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing
1352-000-251	Ford	Many	330	6,700	No
MD-552-0251-05	Ford	S197 Mustang	330	6,700	No
MD-552-0251-94	Ford	SN95 Mustang	330	6,700	No

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

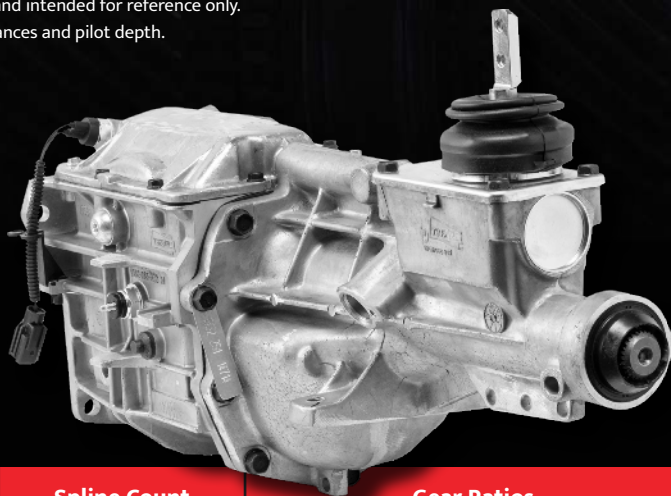


Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions					Bellhousing
	A	B	C	C1	D	
1352-000-251	19.519	7.14	14.47	3.030	31.6	Many
MD-552-0251-05	Remote	7.88	16.62	4.300	26.3	S197 4.0L
MD-552-0251-94	19.519	7.88	14.47	3.03	32.23	SN95

Note: Dimensions are approximate and intended for reference only.
Dimensions will vary based on tolerances and pilot depth.



TREMEC T5

Clutch Type	Speedo type	Spline Count		Gear Ratios						
		Input	Output	1st	2nd	3rd	4th	5th	6th	Rev
Mechanical	Mechanical	10	28	2.95	1.94	1.34	1	.63	n/a	2.76
Mechanical	Electrical	10	Flange	2.95	1.94	1.34	1	.63	n/a	2.76
Hydraulic	Mechanical	10	28	2.95	1.94	1.34	1	.63	n/a	2.76



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T5 FRONT SHIFT, FSF & FSR

CUSTOM T-5 5-SPEED

For years, MDL has produced custom T-5 transmissions to meet the needs of our customers. From custom input shafts and gear swaps to swapping the tail shaft housing to provide custom shift positions, MDL has been working with T-5 for almost 30 years. There was a clear need to offer a front shift T-5 for street rods, V8 Ranger conversions, Falcons, and any other vehicle requiring the shifter on top or just behind the transmission main case. Born from need comes our Ford WC V8 front shift T-5.



FSR

Front Shift Rear position is excellent for 60-65 Falcon to clear the floor support, Kit cars, Shelby Cobras are prime candidates. In this position, the stock Mustang shifter is retained.



FSF

Front Shift Front position is ideal for replacing vintage transmissions behind a Ford Flathead where the shifter is located on the main case. When using a 2" forward offset shifter stub, the shift lever is placed very close to the OEM transmissions.



YFS

Y-block Front Shift Front this model was designed with a longer input shaft for Y-block equipped Ford pickups using our MD-401-2105 adapter plate. The additional input shaft length allows for the deeper truck bellhousing without modifications.

Part Number	Application	Model	Torque Capacity (lb.-ft.)	RPM Rating	Includes Clutch Housing
MD-552-0251-FSF	Ford	Many	330	6,700	No
MD-552-0251-FSR	Ford	Many	330	6,700	No
MD-552-0251-YFSF	Ford	Y-Block	330	6,700	No
MD-552-0251-YFSR	Ford	Y-Block	330	6,700	No
MD-552-0251-RSF	Ford	Many	330	6,700	No

RSF

RSF - Rear Shift Front Use the same shifter options developed for the front shift front, the same shifter configuration can be found in the standard Mustang T-5. This allows the shifter stub to be moved up to 3.75" forward of the standard T-5 position or 15.75".



Application	Installation Dimensions					Bellhousing
	A	B	C	C1	D	
MD-552-0251-FSF	11.75	7.14	14.47	3.03	31.6	Many
MD-552-0251-FSR	13	7.14	16	3.03	31.6	Many
MD-552-0251-YFSF	11.75	7.88	16	3.03	32.23	Y-Block w/adapter
MD-552-0251-YFSR	13	7.88	16	3.03	32.23	Y-Block w/adapter
MD-552-0251-RSF	18.25	7.14	16	3.03	31.6	Many



- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
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Clutch Type	Speedo type	Spline Count		Gear Ratios						
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TKX 5-SPEED



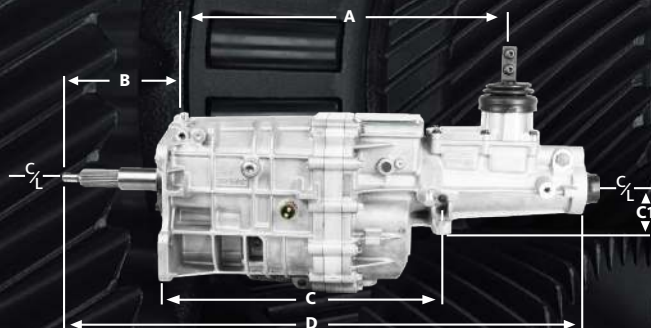
Tremec's Newest 5-speed, the TKX, was designed and is manufactured specifically for the aftermarket. The TKX features an end-loaded design, offering structural stiffness, and a ribbed 3-piece aluminum housing that provides a perfect solution for a variety of applications with minimal-to-no floor pan modifications. Superior shiftability and smooth shifts at high RPMs are accomplished through the use of multicone synchronizers and hybrid synchronizer rings. Noise, vibration, and harshness (NVH) are optimized through

a gear layout that best controls stress levels. Available in either GM or Ford style 4-speed bolt patterns, the TKX easily retrofits into a wide range of classic and custom vehicle applications.

- 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 RPM 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.



Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	C1	D	
GM	12.68/16.57/19.52	6.71	22.1	2.24	30.78	OE. 4-SPEED MOST
FORD	12.68/16.57/19.52	7.21	22.1	2.24	31.28	MANY



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	3.00

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



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SCAN ME

CUSTOM TKX 5-SPEED

Modern Driveline has taken the TKX five-speed to another level of customization. Everything you expect from the TKX with the fitment you have been looking for. It is designed with a sealed wet shift box that retains the positive shift gating you expect from a TKX. With nearly 100 model combinations, we have one for you!



SIDE SHIFT TKX

The perfect solution to retain the OEM 4-speed shift position in cars like C1-C3 Corvettes, 64-67 Chevelle, GTO, Sunbeam Tiger, and many others without having to alter the shifter opening. Our compact design allows the shifter to remain below the floor while placing the shift lever squarely in the center of the console bezel. Key features include a low-profile compact shifter that retains its sealed positive short-throw shift action. Shifter is available in two shift positions with an optional offset shifter stub that can reach up to an additional 2.3" in any one direction.

TIGER, GALAXIE, FAIRLANE, COMET

You know we did this right if we can get a TKX to fit the Sunbeam Tiger. Designed to replace the Ford toploader, the side shift TKX places the shifter forward and to the right, which is commonly found in many mid-sixties Ford. Looking to retain your OEM Ford shift lever? We can do that.



C1-C3 CORVETTE

Looking to add an overdrive to your C1, C2, C3 Corvette without altering the shift position, MDL offers several different TKX to meet your needs. Designed to slide in place of the stock three or four-speed, the TKX can be used with the stock bellhousing without modifications to the transmission tunnel. No one needs to know you have a five-speed with the side shift TKX.



GM A-BODY

Have you been wanting to install a five-speed overdrive transmission in your early GM A-body and been told you have to cut the car up, no more? 64-67 Chevelles and GTOs all benefit from the slender main case and compact side shifter design to retain the stock console and factory look.

FRONT SHIFT

Driving a truck or building an early hotrod? Look to our front shift TKX, placing the shifter only 10" from the back of the bellhousing. This places the shifter ahead of a bench seat for a clean factory look and feel. Available in both short and super short throw action, depending on the length of the shifter lever you select to pair with the TKX. Front shifted TKXs are perfect for both two- and four-wheel-drive trucks with a divorced transfer case. Add some more gears and have fun!





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TR4050 - 5-SPEED TRANSMISSION

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 TR4050 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 600 lb.-ft on a working GCVW 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.

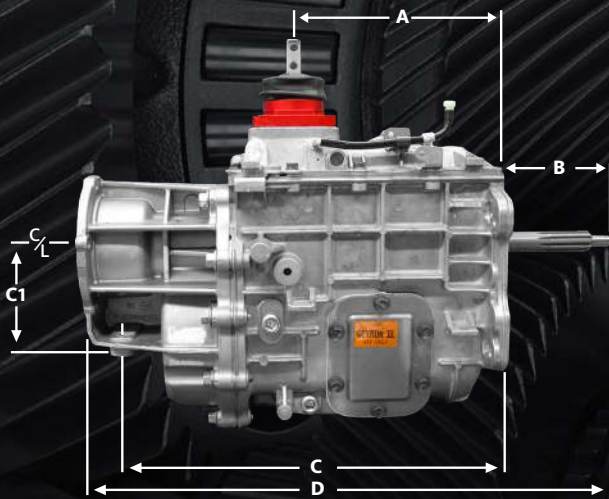
GET THE JOB DONE WITH THE TREMEC TR4050 5-SPEED FROM MDL

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

TREMEC TR4050



4050 2WD		Gear Ratios					Spline Count	
Item#		1st	2nd	3rd	4th	5th	Input	Output
TDET17341		6.16	3.11	1.71	1.00	0.76	10	23
40504WD		Gear Ratios					Spline Count	
Item#		1st	2nd	3rd	4th	5th	Input	Output
TDET18576		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
TDET18574		6.16	2.94	1.61	1.00	0.77	10	Yoke



Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions					Bellhousing
	A	B	C	C1	D	
4WD TDET17341	9.500	6.700	17.750	4.875	26.530	Many
GM 2WD TDET18574	9.500	7.94	23 & 24.5	4.875	32.31	Many
Ford 2WD TDET18576	9.500	6.700	17.312	2.375	28.950	Ford Modular

FEATURES

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



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SCAN ME

MAGNUM 6-SPEED

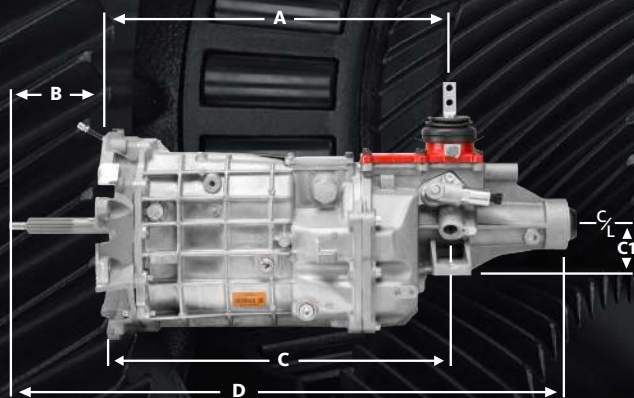


The kingpin of TREMEC's high-performance line-up, the Magnum double-overdrive 6-speed transmission takes the very best from TREMEC's current OEM technologies and pairs it with the most popular features of the time-tested TKO 5-speed.

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
TUET11009	GM	LS	700	7,800	No
TUET16885	GM	LS	700	7,800	No
TUET11012	GM	LS	700	7,800	No
TUET11010	Ford	Modular	700	7,800	No
TUET16884	Ford	Modular	700	7,800	No
TUET11011	Ford	Modular	700	7,800	No
TUET16362	GM F-CAR	LS	700	7,800	No
TUET16363	GM F-CAR	LS	700	7,800	No



Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	C1	D	
GM LS (Hyd)	13.25 / 17.53 / 21.05	6.52	20.99	3.08	34.85	Many
Ford Modular	13.25 / 17.53 / 21.05	5.7	20.99	3.08	34.03	Many



6 SPEED MAGNUM

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



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MAGNUM F 6-SPEED



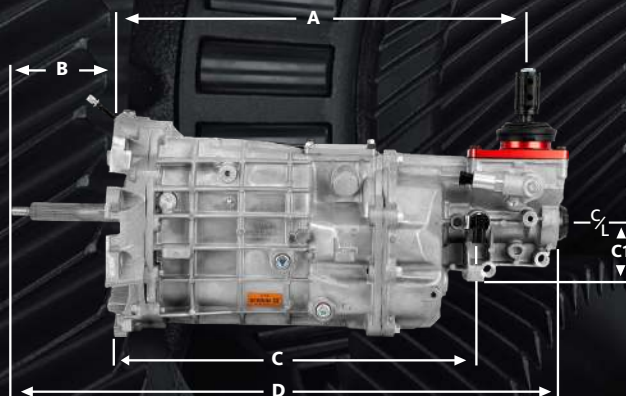
Designed to replace T56 transmissions in 1998-2002 GM F-bodies, the Magnum Leverages TREMEC's TR-6060/Magnum architecture to provide fourth-gen enthusiasts significantly improved performance and relief from a shrinking pool of quality T56 replacement parts.

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.



Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	C1	D	
GM	13.25 / 23.89	6.46	21.06	3.37	32.46	1386-1212-1005

6 SPEED MAGNUM F



GM - LS	Spline Count		Gear Ratios					
Part Number	Input	Output	1st	2nd	3rd	4th	5th	Rev
TUET16362	26	31	2.66	1.78	1.30	1.00	0.80	2.90
TUET16363	26	31	2.97	2.10	1.46	1.00	0.80	2.90
TUET17638	26	31	2.97	2.10	1.46	1.00	0.72	2.90

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



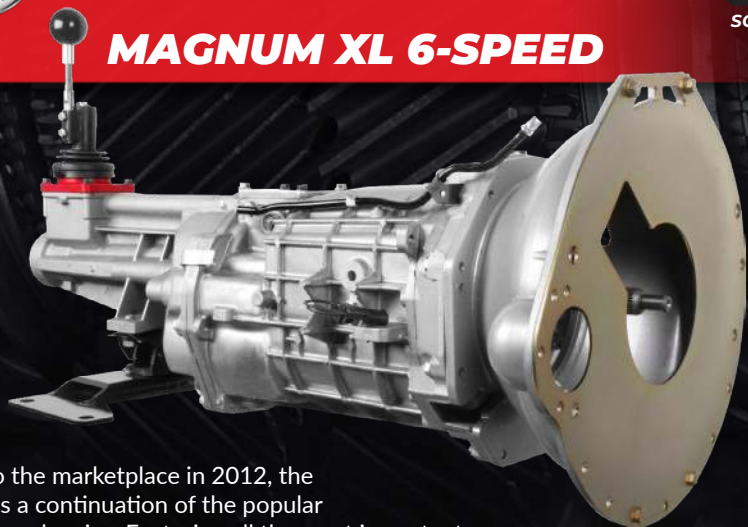
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SCAN ME

MAGNUM XL 6-SPEED



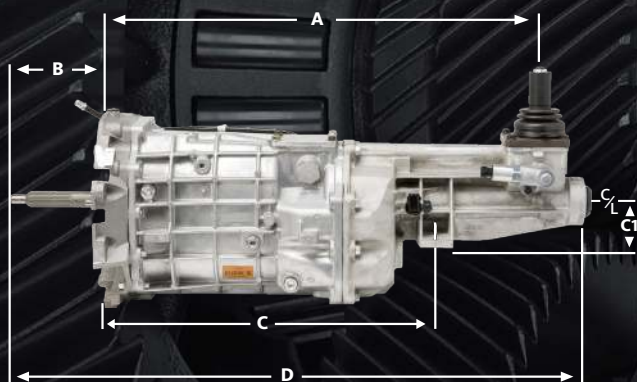
Introduced to the marketplace in 2012, the Magnum XL is a continuation of the popular Magnum 6-speed series. Featuring all the most important content from the original Magnum, the XL retains its brute strength and sophistication but eliminates its multiple shifter locations and dual speedo outputs.

Refinements include an 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, 2015-2017 S550, and now 2019-up 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 a bellhousing, crossmember, 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
TUET16886	Non-Specific	Any	700	7,800	Yes
TUET11940	Non-Specific	Any	700	7,800	Yes
*TUKT16901	05-18 Mustang	Modular	700	7,800	Yes
*TUKT12021	05-18 Mustang	Modular	700	7,800	Yes
*TUKT19778	19-UP Mustang	Modular	700	7,800	Yes

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.



Dimensions will vary based on tolerances and pilot depth.

- A** Shifter Location from Front of Trans. Case
- B** Input Shaft Length from Front of Case to End of Pilot
- C** Front of Case to Transmission Mount
- C1** Crossmember mount surface from Centerline
- D** Overall Length

Application	Installation Dimensions (Inches)					Bellhousing
	A	B	C	C1	D	
S197 Mustang	13.25 / 28.46	6.56	21.68	2.75	38.41	N/A (Included)

6 SPEED MAGNUM XL



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



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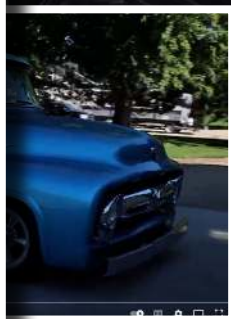
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OUR STORY

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.



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TRANSMISSION & PARTS SERVICE

BORGWARNER OR TREMEC 5 & 6-SPEED

A SUPERIOR CLUTCH FOR SUPERIOR PERFORMANCE

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 BorgWarner 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.





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

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