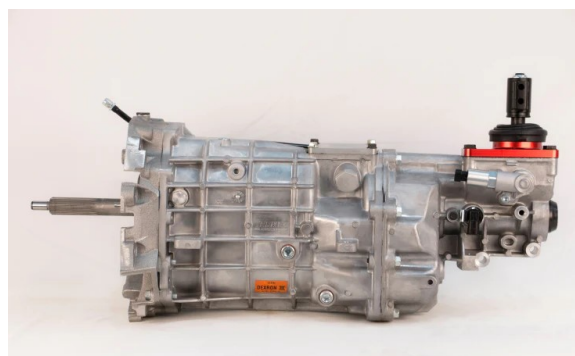


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MAGNUM-F Transmission 6-speed TUET16363 - Wide Ratio 2.97 first gear



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**Tremec T56  
MAGNUM-F  
Transmission  
6-speed  
TUET16363 – Wide  
Ratio 2.97 first  
gear**

\$ 3,395.00

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Quantity

1

\$ 3,395.00

ADD TO CART

**MAGNUM** 

OPTION	LS	LS	LS	LS
Capacity <sup>1</sup>	700	700	700	700
Weight <sup>2</sup>	7800	7800	7800	7800
Clutch Housing	No	No	No	No
Release Type <sup>3</sup>	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Shifter Type <sup>4</sup>	Electronic	Electronic	Electronic	Electronic
Shifter Pulses <sup>5</sup>	177	177	177	177
Splines <sup>6</sup>	26	26	26	26
Splines <sup>7</sup>	31	31	31	31
1st Ratio	2.66	2.66	2.97	2.97
2nd Ratio	1.78	1.78	2.10	2.10
3rd Ratio	1.30	1.30	1.46	1.46
4th Ratio	1.00	1.00	1.00	1.00
5th Ratio	0.80	0.74	0.74	0.80
6th Ratio	0.63	0.50	0.50	0.63
1st Gear Ratio	2.90	2.90	2.90	2.90

<b>IMPORTANT NOTES</b>	
	Uses stock ratios for "M6" 1994-2002 Camaro/Firebird. 1993 Camaro/Firebird ratios unavailable.
	Direct replacement for 1998-2002 Camaro/Firebird with exception of output spline. See Note 6.
	Direct fit when installed behind LS1/LS2 with factory T-56 bellhousing. LS engines require pilot bearing change.
	Performance may vary based on factors such as use, weight, driveline configuration, peripheral parts selection, and quality of installation.
	Accepts factory internal slave cylinder from 1998-2002 Camaro/Firebird. compatible with 1993-1997 external slave configuration.
	Same as OEM in 1993-2002 Camaro/Firebird.
	Require change of driveshaft slip yoke in 1993-2002 Camaro/Firebird. OE 27-spline.

<b>LS &amp; MEASURES</b>	
Location from Rear Face of Block/Front Face of Housing (inch/cm)	29.4 in/74.6 cm
Shaft Length from Front Face of Trans (inch/cm)	6.46 in/16.4 cm
Shifter Mounting Location from Rear Block/Front Face of Bellhousing (inch/cm)	26.6 in/67.5 cm
Length (inch/cm)	31.8 in/80.9 cm
Shifter Mounting Location from Mainshaft Centerline (in)	3.4 in/8.5 cm
Weight	128 lbs.
Oil Weight	146 lbs.
Capacity (quarts/liters)	Approx. 4.0 Qt / 3.8 L
Recommended Fluid	TREMEC HP-MTF, Dexron-III, or Mobil 1 ATF

<b>OPTIONAL NOTES</b>	
Shifter arrangement	Advance tooth 2nd speed with hybrid rings. Traditional non-advance sync with sintered bronze rings in all other gears.
bearing type	Straight roller and axial bearing.



**THE \*\*\*NEW\*\*\* MAGNUM-F JUST RELEASED!!!**  
**IN STOCK, READY TO SHIP TODAY!!!**

Tremec TUET16363 T-56 MAGNUM-F 6-speed manual performance transmission for the GM applications. This is a bolt-in swap for your 4th-gen Camaro or Firebird. This is the strongest torque/power rating of any 6-Speed transmission ever produced! Rated at a whopping 700 lb-ft of torque capacity.

**THIS IS THE WIDE RATIO UNIT**

2.97, 2.10, 1.46, 1:1, .80, .63

The MAGNUMF is also available in 2.66 First gear "CLOSE RATIO" TUET16362 (</collections/transmissions/products/tremec-t56-magnum-f-close-ratio-6-speed-transmission-tuet16362-2-66-first-gear>)

These transmissions are the strongest 6speed manuals ever built. They can withstand up to 700 ft.-lbs. of torque, with gears featuring substantially increased face widths and 2-piece laser-beam welded construction, allowing for greater control of the tooth angles, pitch, and alignment.

**Part #:** TUET16363

**Input Shaft:** 26

**Spline Output Shaft:** 31

**Ratios:** 1st:2.97, 2nd:2.10, 3rd:1.46, 4th:1.00, 5th:0.80, 6th:0.63

**Shifter location:** Uses the "fbody" tailcase so it is a direct swap for the old Borg Warner or "LS T56" transmissions

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(mailto:info@grannasracing.com?Subject=Tremec  
T56 MAGNUM-F Transmission 6-speed TUET16363 -  
Wide Ratio 2.97 first gear)

## !!!! Factory Tremec 1 Year Warranty !!!!

Consider Your Old F-Car T-56 Obsolete!

*TREMEC releases the Magnum-F™ 6-speed  
for fourth-generation Camaros and  
Firebirds.*

The long-awaited and highly-  
anticipated *F-car-specific* version of  
TREMEC's popular Magnum 6-speed has  
finally arrived! Designed to replace T-56  
transmissions in 1998-2002 GM F-bodies, the  
Magnum-F leverages TREMEC's pervasive  
TR-6060/Magnum architecture in order to  
provide fourth-gen enthusiasts significantly  
improved performance and relief from a  
shrinking pool of quality T-56 replacement  
parts.

Born in the vacuum created by the release  
of the original T-56 Magnum (now known  
simply as 'Magnum') back in 2009, the  
Magnum-F fills a longstanding void in the  
overall Magnum line with regard to shifter  
locations; addressing not only LS1-powered  
'98-02 F-bodies, but several 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 T-56, the Magnum-F  
boast increased face-width on all gears, a  
robust combination of double and triple

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cone synchronizers, enhanced webbing in the main case, provisions for a cooler circuit and more! TREMEC also took the opportunity to upgrade the shifter to an isolator type unit, like that found on its Magnum XL. The shifter reduces in-cabin noise and vibrations while at the same time providing the precise and communicative shift feel that all Magnums are known for. And like all TREMEC aftermarket transmissions, the Magnum-F is made from 100% brand-new OEM-quality content.

Magnum Close Ratio 6-Speed for GM 4th Gen F-body, 700ft-lb constant load rated, unmodified, 26-spline input shaft, 4616 chromoly gears and shafts, one-piece counter shaft, triple cone synchros,

1st:2.97, 2nd:2.10, 3rd:1.46, 4th:1.00, 5th:0.80, 6th:0.63 "WIDE" Ratio

Close Ratio version for high performance street and road racing  
700 lb-ft. of torque capacity  
Reasonably light at 135 lbs. dry  
Choice of two different gear ratio sets with unique double overdrive ratios  
Incredibly short, extremely low-effort shift throws, with crisp, precise engagement

Modern OE supercar technology for the ultimate pro-tourers, road-racers and more.

This is the same transmission included in most of my "GR700" bolt-in kits ([/pages/transmission-swap-kits](#)).

\*\*\*\*\*

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