



SILVER SPORT

Transmissions



TR-4050

INSTALLATION GENERAL GUIDELINES

Before installing the transmission into the vehicle, make sure that the transmission turns freely. Simply turn the input shaft by hand and attempt to shift the transmission into each gear. Make sure the output shaft does **not** turn with the input shaft when the transmission is in Neutral. If you are unable to turn or shift the transmission, slide the clutch disk onto the input shaft and jerk it side to side in order to break it free. If you cannot turn the input shaft or shift it into all 5 gears and Reverse or if the output shaft turns with the input shaft when the transmission is in neutral, please contact Silver Sport Transmissions' Customer Service at **888-609-0094** for further instructions.

Oil

CAUTION! THERE IS NO OIL IN THE TRANSMISSION. Tremec **H**igh **P**erformance **M**anual **T**ransmission **F**luid is endorsed by Tremec for use in all aftermarket high performance Tremec brand manual transmissions. Dexron III Automatic Transmission Fluid (ATF) is optional for all T56 Magnum transmissions. The transmission should be filled through the fill plug located on the driver's side of the transmission. The proper fill level is achieved when the oil reaches the fill plug hole (approximately 3.7 quarts).

Clutch Disk

All TR-4050 transmissions use a GM 10 spline by 1-1/8" clutch disk. Proper clutch alignment is necessary. Usually an "air gap" of between 0.030 to 0.085 inches is required (please see clutch manufacturer's recommendation). The clutch disk must have this "air gap" to break torque in order to make a clash-free shift and to prevent damage to the transmission. An adjustable clutch cable with a solid mount at the firewall or a hydraulic system is desirable.

Driveshaft

It is extremely important to maintain the original driveline angle and proper driveshaft operating angles. Excessive driveline angle could result in improper driveshaft operating angles that will cause vibrations, shorten U-joint life, and may damage the transmission. All T56 Magnum transmissions use a standard, Ford 31-spline slip yoke, which is available from Silver Sport Transmissions. When installing the slip yoke, be careful not to damage the rear seal as this will result in oil leakage. There is a plastic plug on the output shaft that is used to prevent any remaining oil in the transmission from leaking during shipment. This plug must be removed before inserting the slip yoke. The slip yoke must be able to stroke freely on the transmission's output shaft without bottoming out while maintaining maximum spline contact. Therefore, the proper driveshaft length is critical.

Electronic Connector

There is one electronic connector on the TR-4050:

- 1) The reverse light switch

The reverse light switch is on the top of the transmission case and is an open circuit until the transmission is shifted into reverse.

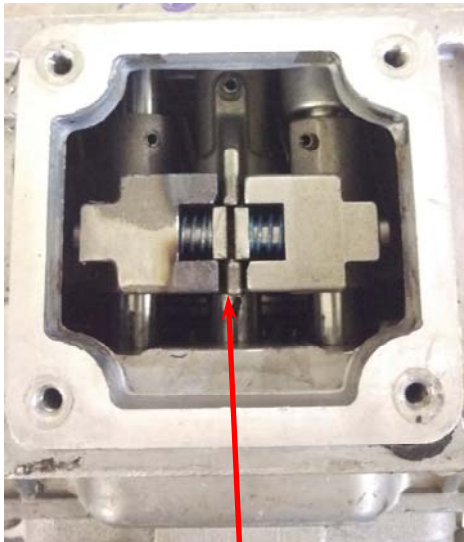
Maintenance

Recommended oil change intervals should be based on specific usage. In most cases, a 30,000 mile fluid change is adequate, while in severe applications (such as racing) a more frequent fluid change should be prescribed. Excessive heat will cause transmission fluid to break down and ultimately cause damage to the transmission.

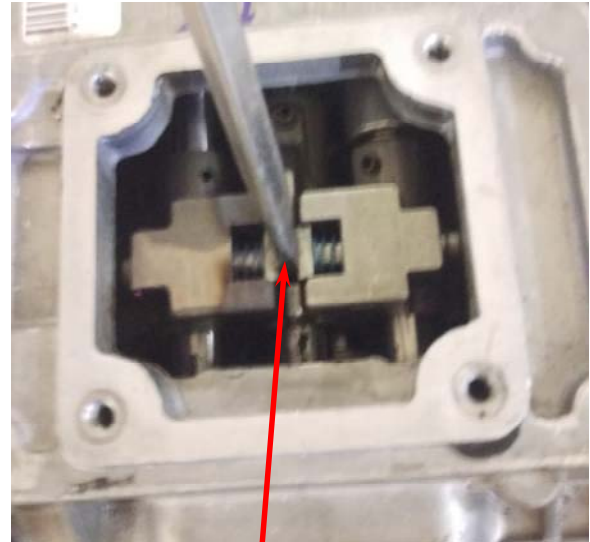
Shifter removal and installation

If you need to remove the shifter place the transmission into 3rd or 4th gear before removal. This will make reinstallation much easier.

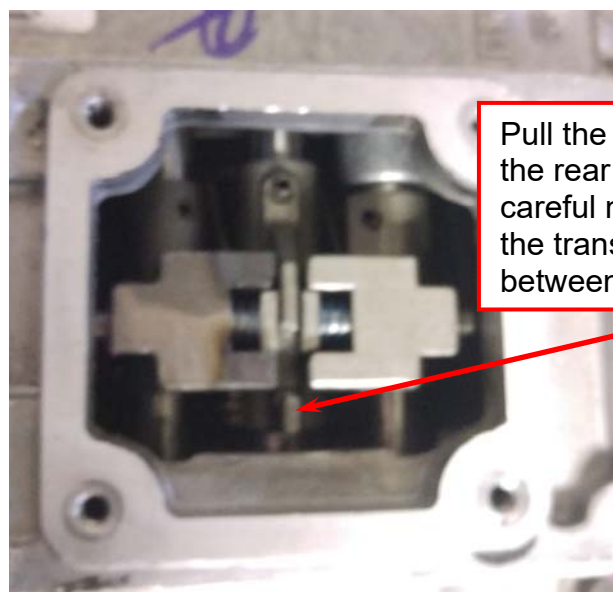
If you did not remember to put the transmission in 3rd or 4th gear before taking the shifter off, then follow the directions here;



Locate the center shift rail



Insert a long flat blade screwdriver in between the outside rail interlocks



Pull the screwdriver back towards the rear of the transmission. Be careful not to move the other rails, the transmission could jam in between gears.

Driving Techniques

A 500 mile break-in period will prevent premature wear and possible damage to the transmission. During this break-in period, you must avoid high RPM shifts and drag starts. The clutch must be fully disengaged to shift the transmission. **Do not use excessive force when shifting the transmission.** If you experience clashing shifts (grinding), check the travel of the release bearing to ensure proper clutch disengagement. Another possible cause of clash shifting is improper transmission installation (i.e. excessive driveline angle, resulting in poor driveline alignment). **Do not attempt to shift the transmission when the engine speed is above 6500 RPM's. Do not hold the transmission in gear by applying force to the shifter handle.** This will damage the pads on the shift forks and may result in significant damage to the transmission. With 4LO engaged and in second gear, come to a full stop before shifting back into first gear.

Warranty

See Silver Sport Transmissions' warranty policy for specific information on the TR-4050 transmission warranty.

FLUID CAPACITY: 3.7 QUARTS, (3.5 liters)

DO NOT EXCEED MAXIMUM
INPUT TORQUE:

- TR-4050: 425 lb.-ft. in 4th gear

GEAR RATIOS:

▪ 1 ST	6.16
▪ 2 ND	3.11
▪ 3 RD	1.71
▪ 4 TH	1.00
▪ 5 TH	0.76
▪ REV.	6.03

CONTACT INFORMATION

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SILVER SPORT TRANSMISSIONS IS DEDICATED TO YOUR SATISFACTION AND ENJOYMENT OF THIS PRODUCT. PLEASE SEND US PICTURES OF YOUR CAR ALONG WITH A TESTIMONIAL OF HOW YOU RATE THIS PRODUCT. WE WILL BE POSTING MANY CUSTOMER FEEDBACK LETTERS AND PICTURES ON OUR WEBSITE AND BROCHURES.

**ENJOY YOUR SILVER SPORT
TRANSMISSION SYSTEM!**