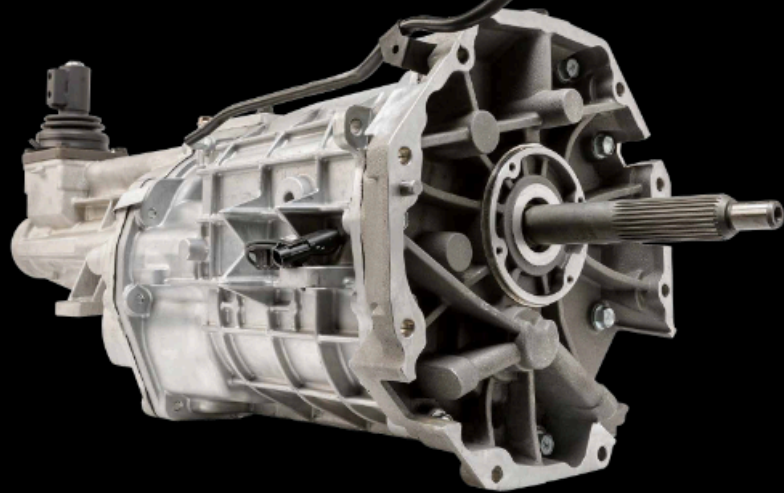


MAGNUM XL 6-SPEED



ABOUT

For those that need the shifter even further back than the Magnum-F offers, we give you the Magnum XL—the longest aftermarket transmission we make! The XL is an 'extended length' version of the original Magnum, intended to work in late-model applications that normally use remote-mounted shifters to achieve a far rearward shifter locations. The advantage is radically improved shift feel and overall shift performance—although in vehicles originally equipped with remote shifters, this performance-oriented solution will also increase in-cabin noise & vibration. The Magnum XL can also be used to achieve modern ergonomics in earlier applications where driver comfort is prioritized over original appearance. NOTE: "TUKT" models listed below are 'kits' for 2005-up Mustangs, while others are universal fit.

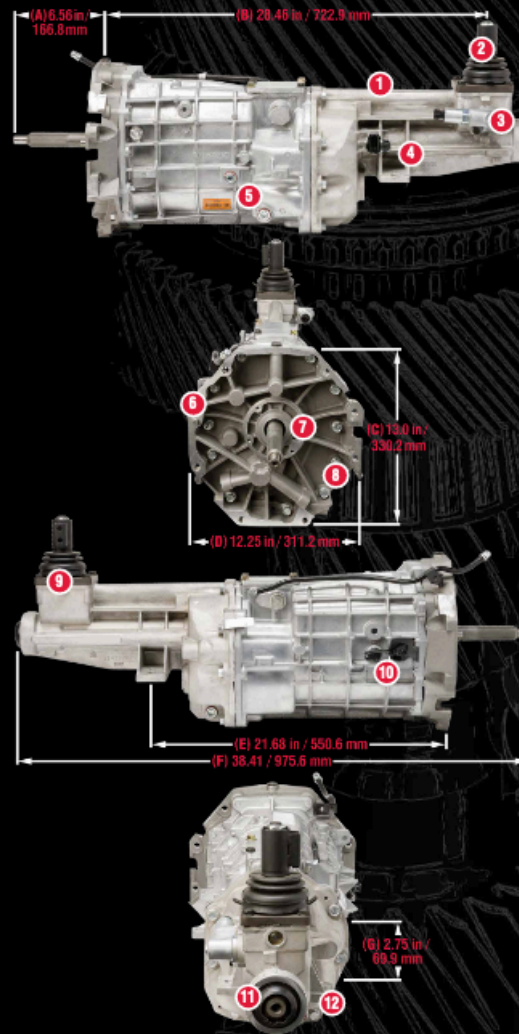
QUICK SPECS

Forward Gears	6
Shifter Positions	1
Torque Capacity	Up to 700 lb.-ft. / 949 N-m
Max Rated RPM	7800
Overdrive	Double
Input Splines	26
Output Splines	31
Release Type	Hydraulic
Speedo Output	Electronic
Dry Weight	150 lbs / 68 kg
Fluid Capacity	3.4 qt / 3.2 ltr ¹

AVAILABLE MODELS

Part Number	Application	Gear Ratios						
		1st	2nd	3rd	4th	5th	6th	Rev
TUET16886	Non-Specific	2.66	1.78	1.30	1.00	.80	.63	2.90
TUET11940	Non-Specific	2.97	2.10	1.46	1.00	.80	.63	2.90
*TUKT16901	'05-Up Mustang	2.66	1.78	1.30	1.00	.80	.63	2.90
*TUKT12021	'05-Up Mustang	2.97	2.10	1.46	1.00	.80	.63	2.90

1 - TREMEC recommends TREMEC HP-MTF™ or Dexron III ATF in Magnum-series transmissions.



FEATURES & DIMENSIONS

- Extended-length (XL) extension housing
 - Shifter location that mimics several late-model applications
 - Reverse inhibitor solenoid
 - Electronic speedometer output
 - Fluid fill & drain ports
 - Common 'T-56' style bolt pattern
 - Mounting pad for OEM style hydraulic slave or aftermarket guide tube
 - Standard Magnum clutch fork exit window
 - Unique isolator-style shifter for reduced noise, vibration & harshness (NVH)
 - Reverse light switch
 - Slip yoke output
 - Trans mount location
- A. Input shaft length from front face of trans
 B. Shifter location from front face of trans
 C. Height at trans face
 D. Width at trans face
 E. Transmission mount pad from face of trans
 F. Overall length
 G. Transmission mount pad from mainshaft centerline

SCORECARD

See how the Magnum-XL compares to other TREMEC models!

Cost	★★★★★
Features	★★★★☆
Refinement	★★★★★
Torque Capacity	★★★★★
RPM Capacity	★★★★★
Packaging	★★★☆☆

SUMMARY

- An 'extended-length' version of the original Magnum 6-speed
- Intended for use in late-model applications that typically use quiet, but poor performing 'semi-remote' shifters
- Can also be used to add modern ergonomics to early muscle car or hot rod applications
- Available in kit form for 2005-up Mustangs (includes shifter, handle, crossmember and SFI-approved bellhousing)^{1, 2}

1 - Also requires 26-spline clutch and 1-piece driveshaft with slip yoke. Not included. See dealer for details.
 2 - 2011-up models also require recalibration of speedometer due to different signal from transmission.