



## Thank you for trusting us with your new or rebuilt Tremec Transmission!

With proper installation, quality clutch components (and some common sense) your transmission is capable of surviving many years of abuse. Faulty or improperly adjusted clutch hydraulics are the number one cause for warranty claims, not excessive torque. If your clutch isn't fully disengaging, the fork pads and blocker rings will wear quickly and shifting will be notchy. Shifting at higher rpms can be almost impossible when there are issues with the clutch/hydraulic system.

With any synchronized "street" transmission, shifting at 7000+RPM can be a challenge regardless of the clutch or hydraulic system. Power shifting or full throttle shifting can also be difficult to master even when your clutch/hydraulic system is in perfect working order. If the clutch isn't properly disengaged or the driver's coordination is off a bit, power shifting your new or rebuilt synchronized transmission could result in a cracked blocker ring, broken keys, or a damaged gear or synchronizer. We honor our warranty regardless of how you treat your transmission, but some common sense and careful driving will prevent warranty claims and down time for you.

For the ultimate in high RPM shifts, faceplating offers exceptional strength and smoothness. The lack of keys and blocker rings along with huge gear lugs rather than small engagement teeth will prevent failure in extreme race applications. However, faceplating is not street friendly for most due to additional noise as well as difficulty downshifting – not to mention, it's very expensive.

### Save yourself a headache! During this install, we suggest you...

- Replace your pilot bearing, as failure will result in damage to the input shaft.
- If using an aftermarket clutch in Ford vehicles, make sure you have the correct clutch quadrant for the intended clutch. Some clutches such as McLeod work better with certain quadrants due to differences in design/ratio. Adjustable clutch cables and firewall adjusters are also a good idea, however with these components the clutch adjustment must be maintained to prevent damage or premature wear to the transmission and clutch assembly. Consult the manufacturer of the clutch assembly for the proper quadrant to use with their components.
- For vehicles that use a fork to release the clutch, check the fork and pivot ball for excessive wear and replace if necessary. Grease the pivot points.
- Replace your slave cylinder. Properly functioning hydraulics are the key to long transmission life. For GM vehicles, use only GM cylinders (do not use AC Delco or other aftermarket alternatives.) C5 Corvette slave cylinders have a restriction in the line where it attaches to the slave cylinder, which can be drilled out with a 1/8" bit to increase the flow capability of the hydraulic system.
- If you're installing this transmission into a GM vehicle, measure for the proper clearance between the throw out bearing and the pressure plate fingers. A shim may be necessary for proper function of the hydraulics. See section below titled "Does YOUR Clutch Setup Need a Shim?"
- If installing a new clutch, check to be sure that it slides freely on the splines of the input shaft.
- With aftermarket clutch installs on GM vehicles we HIGHLY recommend the use of our adjustable clutch master cylinder. Many aftermarket (and some stock) clutches will not achieve the proper amount of disengagement with the factory master cylinder. Ours will provide this additional movement due to its increased bore size. Call us for more information.



106 Performance Rd  
 Mooresville, NC 28115  
 USA

PHONE (704) 660-5843  
 FAX (704) 746-3184  
 WEB SITE <http://www.tickperformance.com>

- On Corvette transmission installs, be sure to properly adjust the shifter box where it attaches to the torque tube. This is done to center the shift rail with the box where the shifter mounts. If the box is adjusted incorrectly, the shifter may not engage the gears properly. This can cause the transmission to "pop" out of gear which may crack the outer portion of the blocker ring.
- On all vehicles using an aftermarket shifter, be sure that the stops are adjusted properly or simply back them out completely. If the stops are adjusted in too far the transmission can "pop" out of gear which may crack the blocker ring.
- If using an aftermarket rear, or if using a custom driveshaft be sure that the shaft goes into the tail housing as far as possible. If the yoke doesn't go into the bushing completely, premature wear will occur or the bushing could even "walk" out of the tail housing resulting in damage to the tail housing, a vibration and a fluid leak.
- **Transmissions are shipped dry.** Fill the transmission with ~4qts of Dexron®-III Mercon® ATF found at your local auto parts store (brand doesn't matter.) Syncromesh can be used in warmer weather and should be used in faceplated transmissions. Viper transmissions should use the recommended Chrysler fluid. While we suggest you avoid synthetic fluid all together, we specifically ask that you do not use Mobil One Synthetic ATF in any situation.

### GM Guys - Does YOUR Clutch Setup Need a Shim?

During each and every clutch install you perform on a newer GM vehicle, you must measure to see if a shim is necessary for proper installation. This is done by taking two simple measurements (see worksheet):

1. Measurement "A" is the distance between the surface of the bellhousing that meets the transmission to the tip of the pressure plate fingers. To get an accurate measurement, the clutch must be torqued properly.
2. Measurement "B" is the distance between the throwout bearing surface to the transmission surface that meets the bellhousing. To get an accurate measurement, the slave spring must be removed and the bearing must be fully seated at the bottom of it's travel; resting on the slave's base.

Once you've got your two measurements, make sure that measurement "B" is ~1/16" to 1/8" LESS than measurement "A". If you come up with more than 1/8", add an appropriately sized shim between the slave cylinder and the transmission in order to get the measurements where they need to be. Your "A minus B" measurement should be 0.125 to 0.200 for adequate bearing travel and to allow for clutch wear.

If there is no difference between the two measurements, or if "B" is greater than "A", there could be a problem with clutch engagement which could result in premature clutch slip and eventually a total failure. Contact your clutch manufacturer before proceeding with the install.

### Break In & Warranty Information

Upon proper installation of your new or rebuilt Tremec Transmission from Tick Performance, make sure you've filled the unit with ~4qts of Dexron®-III Mercon® ATF and proceed with your break-in period of 400 driving miles under normal traffic conditions. Aggressive shifting isn't recommended during break-in.

For Rebuilt T56 transmissions, we warrant that our labor performed on your transmission is done correctly and was checked and rechecked before we cleared your transmission for shipping back to you. Since our T56 rebuild packages are designed for use in high horsepower drag racing applications, **our warranty covers our labor to disassemble and reassemble your transmission only.** Our warranty does not include broken or damaged parts, costs to remove transmission from and reinstall transmission into your vehicle, fluids, or shipping either to or from our location. Faceplated transmissions are not warranted.



**FREE SHIPPING**  
**AVAILABLE ON ORDERS**  
**OVER \$100.00 (USA)**

**Tick Performance, Inc. Invoice for Order #34537**

179 Thunder Rd  
 Mount Airy NC 27030-2545

**Billing Details**

**Derek Davis**  
 510 Witherspoon Court  
 Boiling Springs, South Carolina 29316  
 United States

Year, Make, Model

Phone: 864-978-6035  
 Email: derekd7987@gmail.com

**Order:** #34537  
**Payment Method:** N/A (\$2,259.95)

**Shipping Details**

**Derek Davis**  
 510 Witherspoon Court  
 Boiling Springs, South Carolina 29316  
 United States

Year, Make, Model

Phone: 864-978-6035

**Order Date:** 12th Oct 2015  
**Shipping Method:** None

**Order Items**

Qty	Code/SKU	Product Name	Price	Total
1	TICKL2YB	Tick Performance Level 2 Upgraded T56 Rebuild (600RWTQ) for 1997-2007 Corvette & Z06 New Bearings: Yes (+\$169.99) Output Shaft Splines: 27 spline Paint or Powdercoat: No, standard degrease only	\$2,069.98 USD	\$2,069.98 USD
1	1386-590-008	Tremec #30 1st/2nd Synchronizer Assembly (Corvette & GTO & CTS-V & SSR)	\$124.99 USD	\$124.99 USD
1	1386-590-007	Tremec #117 5th/6th Synchronizer Assembly (Corvette & GTO & CTS-V & SSR)	\$99.99 USD	\$99.99 USD
1	1386-590-006	Tremec #14 3rd/4th Synchronizer Assembly (Corvette & GTO & CTS-V & SSR)	\$114.99 USD	\$114.99 USD

Subtotal:	\$2,409.95 USD
Discount:	-\$150.00 USD
Shipping:	\$0.00 USD
<b>Grand Total:</b>	<b>\$2,259.95 USD</b>

**Comments**

The 1/2, 3/4 and 5/6 synchronizers have damaged engagement teeth and need replacing. Fifth gear has damaged engagement teeth and needs replacing.  
 PAID IN FULL VIA CC.

# TICK PERFORMANCE

## HYDRAULIC SLAVE/ BEARING INSTALLATION POSITION CHECK WORK SHEET

THIS INFORMATION APPLIES TO  
SINGLE AND DUAL DISC INSTALLATIONS.

MEASURE AND RECORD "A"  
DISTANCE FROM TRANSMISSION  
MOUNTING SURFACE TO INSTALLED  
CLUTCH FINGER TIP.

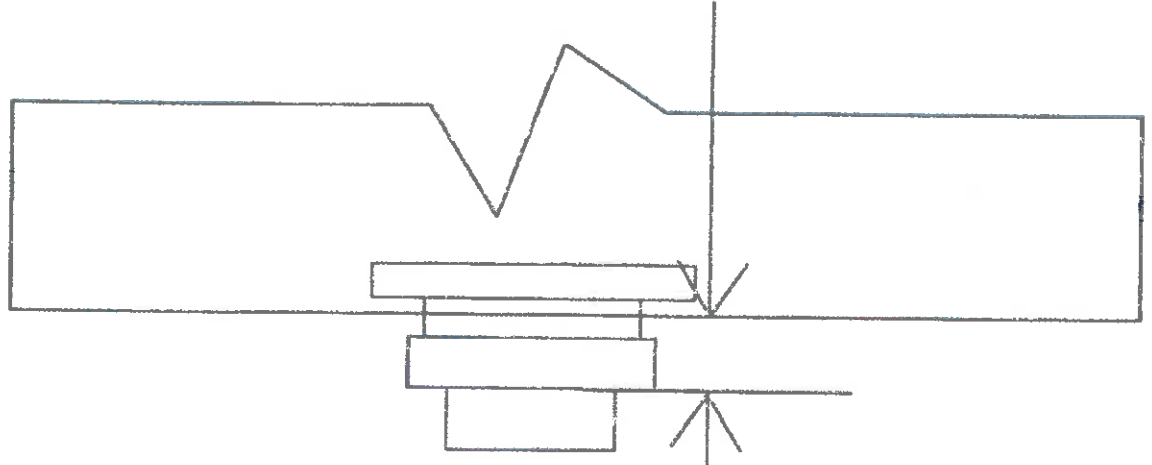
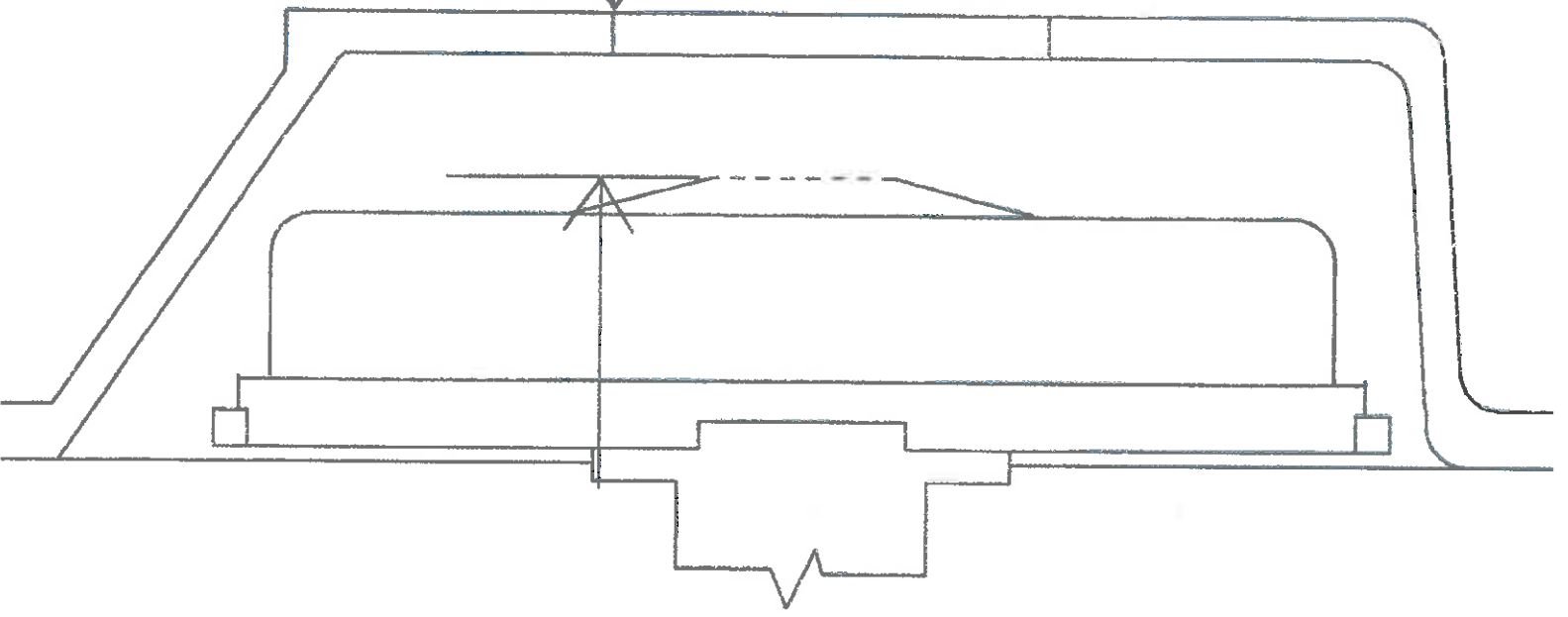
"A"

WITH THE BEARING FULLY RETRACTED  
MEASURE AND RECORD "B"  
DISTANCE FROM BEARING FACE  
TO MOUNTING FACE OF TRANSMISSION.

"B"

"A" MINUS "B"

MINUS DIMENSION "B"  
EQUALS BEARING  
CLEARANCE DISTANCE



# SALES RECEIPT

*Everyone needs a touch of evil*

DATE: 4/10/2015

Thomas Keevill jr  
 249 Woodbridge road,  
 Clifton Heights, pa ,19018  
 Phone 6109317384  
 Yokomo01@aol.com

SOLD TO Derek Davis  
 819 Affirmed Drive  
 Boiling Springs, SC 29316  
 Derekd7987@gmail.com  
 (864) 978-6035  
 Customer ID

PAYMENT METHOD	CHECK NO.	JOB
paypal	na	Fully built differential zr1 internals

QTY	ITEM #	DESCRIPTION	UNIT PRICE	DISCOUNT	LINE TOTAL
2		Hd clutch springs	14.04		28.08
2		Hd clutches	100		200
2		Axle seal o-rings	25		50
2		Side cover seals	42.66		85.32
1		Updated rear cover seal	11.34		11.34
1		Zr1 axle lh	150		150
1		Zr1 axle rh	150		150
1		oem cross pin			0
1		410 metal polish gearset	300		300
1		oem side cover			0
1		Hd c6z06 pinion support	200		200
1		Ring gear spacer	150		150
<b>TOTAL SHIPPING FROM VENDERS</b>					25.00
<b>SUBTOTAL FOR PARTS ONLY</b>					1324.74
<b>SHIPPING</b>					65.00
<b>CORE</b>					450
<b>LABOR</b>					135.26
<b>TOTAL COST FOR DIFF</b>					2,000.00

THANK YOU FOR YOUR BUSINESS!

# Hawks Third Generation, LLC

937 Pelzer Hwy  
Easley, SC 29642

# Estimate

Date	Estimate #
6/10/2016	EST061016-1

Name / Address
Derek Davis 864-978-6035

Ship To
Derek Davis 864-978-6035

P.O. No.	Terms	Due Date	Rep	Project	Year/Model
	Quote	6/10/2016	Bruce		99 Corvette

Item	Description	Qty	Rate	Total
New Part	Alky Control Kit	1	580.00	580.00
Shipping	Shipping/Handling Alky Kit	1	20.00	20.00
Labor	Labor - Alky Kit	3	70.00	210.00
Labor	Labor - Blower Kit	1	800.00	800.00
Labor	Labor - Gauge Pod	3	70.00	210.00
Labor	Labor - Methanol Kit	6	70.00	420.00
Labor	Labor - Fuel Injectors	1.5	70.00	105.00
Dyno Tune	Dyno Tune w/Wide Band 02	1	500.00	500.00
New Part	IAT Bung	1	10.00	10.00
12592525	MAP Sensor LSA	1	24.00	24.00
Fluids	Fluids- Power Steering	1	8.00	8.00
Supply	Electrical Supplies	1	15.00	15.00
Sales Tax	Sales Tax	1	45.99	45.99
	Subtotal			2,947.99

*Gates K080922HD*

			<b>Total</b>	\$2,947.99
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Phone #	Fax #	E-mail	Web Site
864-855-2694	864-306-1939	sales@hawksthirdgenparts.com	www.hawksthirdgenparts.com

A&A Corvette Performance Ltd.

Oxnard, CA 93036

# Invoice

Date	Invoice #
5/17/2016	14752

<b>Bill To</b>
Derek Davis 510 WITHERSPOON CT BOILING SPRINGS SC 29316-6151

<b>Ship To</b>
201 Nobel Rd Easley, sc 29640

P.O. No.	Terms	Ship Date	Ship Via
	VISA	5/17/2016	

Qty	Item	Description	Rate	Amount
1	PULLEY	8 RIB ALT PULLEY	105.00	105.00T
1	PULLEY	8 RIB P/S PULLEY	175.00	175.00T
1	Non-inventory part	SMOOTH IDLER KIT	45.00	45.00T
1	FREIGHT	3 DAY SAVER	22.17	22.17

<b>Subtotal</b>		\$347.17
<b>Sales Tax</b>		\$0.00
<b>Total</b>		\$347.17
<b>Payments/Credits</b>		\$0.00
<b>Balance Due</b>		\$347.17

<b>Phone #</b>	<b>Fax #</b>	<b>E-mail</b>
805-278-4107	805-278-4108	melissa@aacorvette.com