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23/02/2020 à 14:13


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By **RANDY BOLIG** ([HTTPS://WWW.CHEVYHARDCORE.COM/AUTHOR/RANDYBOLIG/](https://www.chevyhardcore.com/author/randybolig/))
| DECEMBER 11, 2019


If you've been following along with my C10 Cheyenne upgrades, you know that our last installment saw a Moser Engineering 12-bolt (https://www.chevyhardcore.com/tech-stories/drivetrain/12-bolt-rearend-guide/) get stabbed under the frame. If you are interested, you can see the install by clicking here (https://www.chevyhardcore.com/tech-stories/drivetrain/12-bolt-upgrade-you-can-do-yourself/).

As I stated in that article, I knew the 3.73 gears were a little steep for a daily-driver truck. However, I was planning ahead for the impending install of an overdrive transmission. The hydraulic gear changer of choice for me? A TCI Auto (http://tciauto.com) StreetFighter 700R4. The time arrived, and the transmission is now installed.






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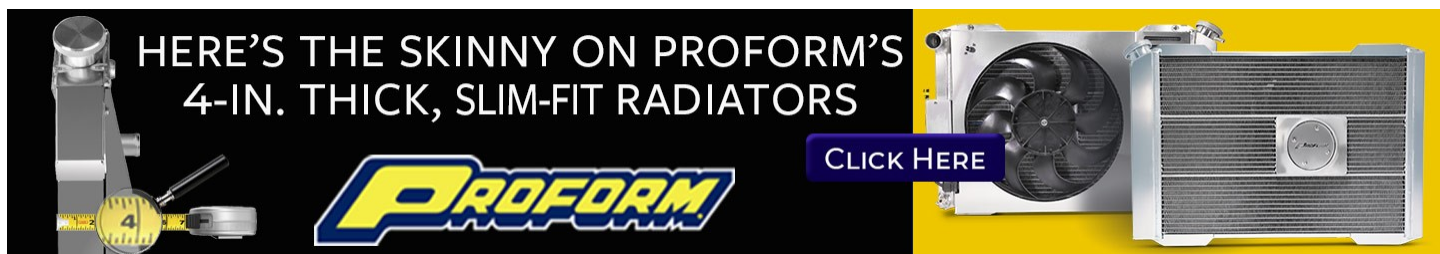
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Your Driveway (http://www.chevyhardcore.com/tech-stories/drivetrain/12-bolt-upgrade-you-can-do-yourself/)



By **RANDY BOLIG** ([HTTPS://WWW.CHEVYHARDCORE.COM/AUTHOR/RANDYBOLIG/](https://www.chevyhardcore.com/author/randybolig/))
| NOVEMBER 16, 2019

Muscle Paks from Moser Engineering



If you've been following along with my C10 Cheyenne (<https://www.chevyhardcore.com/?s=Cheyenne>) upgrades, then you know I'm in the process of building a cool street truck that can hold its



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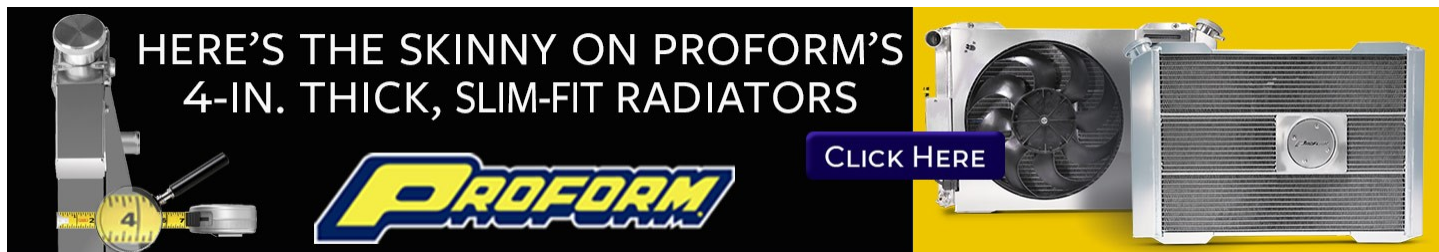
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Transmission Controller (https://www.chevyhardcore.com/news/total-control-tcis-new-wireless-bluetooth-transmission-controller/)

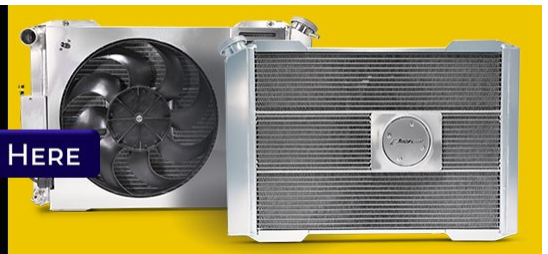
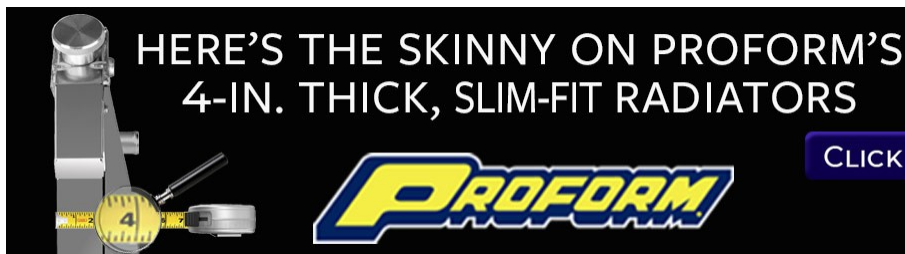


By **BRIAN HAVINS** ([HTTPS://WWW.CHEVYHARDCORE.COM/AUTHOR/BRIANHAVINS/](https://www.chevyhardcore.com/author/brianhavins/))
| OCTOBER 25, 2019

Generally speaking, technology is a beautiful thing. It allows tasks that were hard or even impossible for the average person to become achievable. As technology advances in the automotive industry, it has shifted two-fold. What was once a simple design has now become a mass of wires, solenoids, and circuits. Transmissions are a great example.

The General Motors Powerglide transmission was released back in 1950 and can still be found in drag cars today. This unit is still popular due to its light weight, compact size, and its ability to hold tons of horsepower. Even with its technological advancements over the years, the 2-speed design is still inefficient for most applications. So, GM abandoned the 2-speed creating 3-speed units, then 4-speeds, 6-speeds, 8-speeds, and today, 10-speed transmissions are not uncommon sites.





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Transmission Control Refined: The TCU 2.0 Transmission Controller

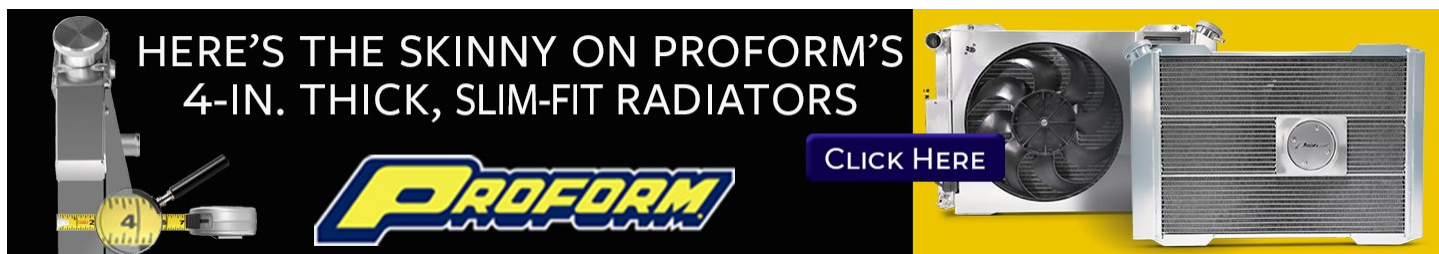
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Into The Tremec T-56

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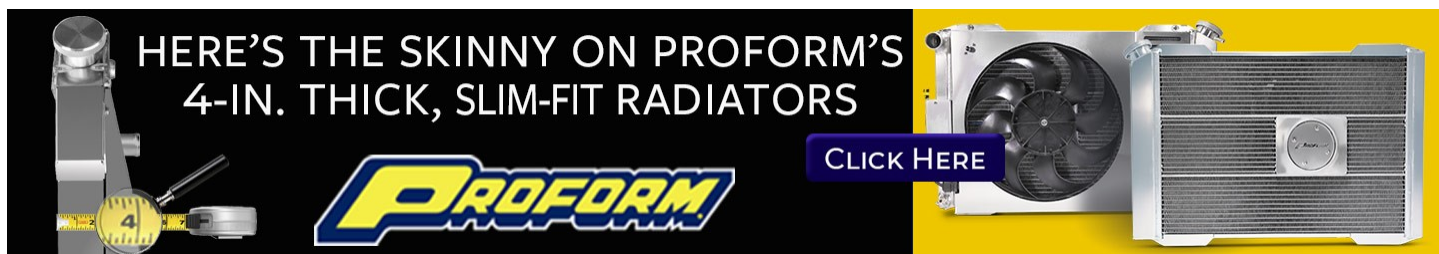
rockland-standard-gear-breathes-new-life-into-the-tremec-t-56/)



By **BRADLEY IGER** ([HTTPS://WWW.CHEVYHARDCORE.COM/AUTHOR/BRADLEYIGER/](https://www.chevyhardcore.com/author/bradleyiger/))
| OCTOBER 14, 2019

Tremec's six-speed gearboxes have been the standard-bearers for manual transmissions in high-performance domestic applications for decades, and for good reason. In factory-stock applications, these transmissions have proven to have both the strength and refinement to provide the three-pedal faithful with many years of trouble-free service, despite the abuse they're typically subjected to. And that's one of the reasons that manual transmissions are often overlooked in the pursuit of better performance.

"In a stock state, the T-56 was basically flawless," says George Krepplein of Rockland Standard Gear (<https://www.rsgear.com/>) in Sloatsburg, New York. "They sold a lot of them, and they really did hold up well." It's a good thing, too, because that transmission can be found in everything from the fourth-gen F-bodies to the first three generations of the Dodge Viper — along with plenty of other high-performance models across the automotive landscape.

A promotional banner for ProForm radiators. On the left, a close-up of a radiator core with a yellow measuring tape showing 4 inches. In the center, the text "HERE'S THE SKINNY ON PROFORM'S 4-IN. THICK, SLIM-FIT RADIATORS" is displayed in white on a black background, with the ProForm logo below it. On the right, a complete radiator unit with a fan is shown against a yellow background. A blue button with the text "CLICK HERE" is positioned between the text and the radiator image.

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