



## **Dynamic Racing Transmissions C4 Street Performance Valve Body**

1965-66

### **Parts List**

Modified Valve Body

The Dynamic Racing Transmissions Street Performance Valve Body is a “Green Dot” unit that has been designed to provide full automatic shift function of the transmission while retaining the original shift characteristics.

It allows you to retain the stock pattern shifter, so we highly recommend you have a reverse lockout feature on your shifter.

### **TRANS OPERATION**

**P-R-N-D2-D1-L**

**D2 Starts in 2nd gear, then shifts to 3rd. It will kickdown to 2nd but not first.**

**D1 Starts in 1st and shifts 1-2 & 2-3, Kicks down to 2nd or 1st depending on speed**

**L Starts off and stays in Low gear (1st)**

#### **Installation:**

1. Remove the transmission pan from the case being careful to catch the fluid in a suitable container.
2. Remove the old valve body by loosening the hex bolts.
3. Drop the valve body down and prepare for the installation of the new valve body.

#### **Install Valve Body to Case**

1. Ensure that the mounting surface of the case is flat. A large fine tooth flat file can be used to carefully remove any high spots.
2. Place the valve body assembly into the case and align the manual valve with the selector pin. Also rotate the kickdown lever so that it engages the kickdown pin on the valve body
3. Now install the previously removed bolts to hold your valve body to the case. Torque bolts to 80-100 inch pounds.
4. Operate the selector lever through its travel to ensure that the manual valve moves correctly and that the kickdown springs back when applied.
5. Install filter, and reinstall the pan.

### Band Adjustments

1. Adjust the front band by tightening the square center pin hand tight, then back out 1-¼ turns. Tighten outer nut
2. Adjust the rear band by tightening the square center pin hand tight, then back out 3 turns. Tighten outer nut.  
If there is a momentary bind up on the 1-2 shift, back out the rear band adjustment one additional turn.

### Additional Notes

1. Shifter cables should only be attached at the shifter housing and the transmission pan. Do not attach the shifter cable to any body or chassis components. The shifter must be adjusted in all positions. Shifter adjustment is critical and must not be overlooked. Any misalignment in the shifter adjustment can cause transmission failure.
2. A deep cast aluminum pan is recommended to stiffen the lower part of the case and add additional fluid capacity.
3. A brass screen filter is recommended to enhance fluid flow.
4. A transmission cooler is recommended due to the increased heat generated by the use of the manual valve body.

### Vacuum Modulator and Governor

For proper operation during street usage, the vacuum modulator must be retained and hooked to a manifold vacuum source. We recommend an adjustable modulator connected to full manifold vacuum.

Now is a good time to disassemble the governor from the back of the trans and make sure the valves inside move freely.

A Performance Governor Weight Kit is available from Dynamic, P/N D4GWK, to allow for higher automatic shifts in vehicles desiring them.

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