



## **Dynamic Racing Transmissions C4 Reverse Manual Valve Body w LBA**

1970-81

### **Parts List**

Modified Valve Body

The Dynamic Racing Transmissions Reverse Manual Valve Body has been designed to provide full manual shift function of the transmission, while giving you full manual control regardless of rpm when you want it. This unit has engine braking in first gear only.

It requires a reverse pattern shifter, so we highly recommend you have a reverse lockout feature on your shifter.

### **SAFETY WARNING**

**With this valve body you have the ability to shift into ANY gear at ANY speed. This can pose a hazard if not used properly. Driver must assume full responsibility for these risks.**

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. At this time you can choose to remove the kickdown lever from the shift arm. You can plug the hole in the shift arm using RTV sealer
3. Place the valve body assembly into the case and align the manual valve with the selector pin.
4. Now install the previously removed bolts to hold your valve body to the case. Torque bolts to 80-100 inch pounds.
5. Operate the selector lever through its travel to ensure that the manual valve moves correctly.
6. 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

The vacuum modulator valve and pin must remain in its stock location. Do not hook up the vacuum modulator.

If the unit is apart, you can discard the governor tubes and aluminum governor from the output shaft as they are no longer used.

### Operation

This is a full manually shifted valve body. The new gear range is as follows: P-R-N-1-2-3. There is engine braking in first gear.

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