



The Dynamic Racing Transmission's Forward Manual Valve Body has been designed to allow you to have full manual control over all transmission shifts regardless of rpm.

This unit eliminates any automatic shifting functions. It enables you to retain the stock pattern shifter, so we highly recommend that you have a reverse lockout feature on your shifter.

Installation can be accomplished in a couple of hours using basic hand tools.

Kit Contents

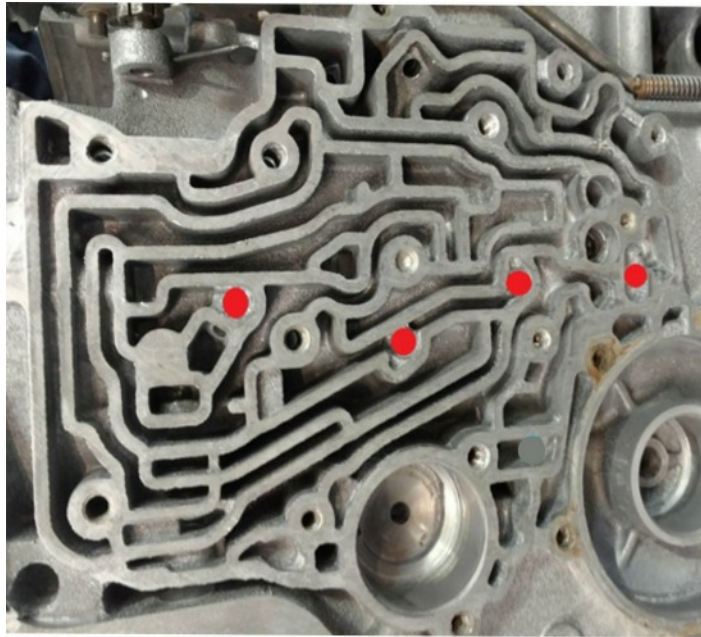
- Modified Valve Body
- Modified Separator Plate
- Upper & Lower Gaskets

Directions for Installing Dynamic's TH400 Forward Manual Valve Body

1. Remove the transmission pan from the case, being careful to catch the fluid that it holds with a suitable container.
2. Note the position of the detent guide plate, detent roller assembly, detent spring and all linkage.
3. Remove the valve body and the existing separator plate. Catch the steel checkballs to reuse later.
4. Clean the case surface, removing any bits of old gasket.
5. GOVERNOR ASSEMBLY: Remove the (4) 1/2" bolts on the side of the transmission holding the governor cover to the transmission. Remove the governor assembly by pulling out and turning 1/8 turn counterclockwise. Discard governor assembly. Also discard oil supply tubes from the valve body to the case

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6. Leave the electric kickdown solenoid in place, but disconnect the wire to the bulkhead plug.
7. Using the picture below as a reference, install four steel checkballs into the case where the red dots are. You can use bearing grease or Vaseline to hold them in place.



8. Install the Manual Valve into the valve body casting at this time. The end with the red arrow in the picture goes toward the shift selector.



9. Sandwich the new separator plate between the two supplied gaskets and place on top of the new valve body assembly. Make sure to line up the holes with the plate, gaskets and casting.

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9. Install the Valve Body to the case. Make sure the manual valve is engaged with the inner selector lever pin.
10. Install all valve body retaining bolts and torque to 10 ft. lbs. Also install detent roller at this time.
11. Install the plastic filter tube if you removed it, and install the filter.
12. Remove any pieces of old pan gasket from the transmission case and oil pan. Clean the oil pan and install using a new pan gasket. Secure all pan bolts evenly and then torque them to 150 in/lbs or 12 ft/lbs. If you have removed a drain plug, install it now and tighten securely.
13. You must retain the Modulator valve that is under the Vacuum Modulator on the side of the case. You do not need to hook the modulator to engine vacuum. A special aluminum plug is available for purchase from Dynamic to replace the vacuum modulator if need be.
14. Always check shifter adjustment after installation. Never adjust the shifter linkage or cable in "PARK" position. Always start adjustment / alignment with the shifter and the transmission in high gear. After setting the cable or linkage in high gear, make sure that your linkage or cable aligns perfectly with the transmission lever in all other gear positions.

Proper shifter adjustment is vital and critical to proper operation of the transmission. Do not operate without verifying proper shifter adjustment! Secure your linkage or cable appropriately when finished.

15 Lower the vehicle. Keep the rear wheels off the ground if possible. Pour in four (4) quarts of automatic transmission fluid. Dynamic recommends using a quality brand of Dexron fluid. Start the engine with the transmission in NEUTRAL. Check the fluid level with the dipstick and continue adding until it has reached the ADD mark on the dipstick. With the brakes on, select each gear position for several seconds each in order to fill all oil circuits. Select the neutral position again and recheck the fluid level. If the level is at the ADD mark when the fluid is cold, it will probable reach the FULL mark after the transmission has reached operating temperature. DO NOT OVERFILL!

REMEMBER

DO NOT OPERATE WITHOUT VERIFYING PROPER SHIFTER ADJUSTMENT.

NEVER TRY TO NEUTRAL THE TRANSMISSION DURING A SHUT DOWN.

KEEP THE TRANSMISSION IN HIGH GEAR WHILE SLOWING THE CAR.

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