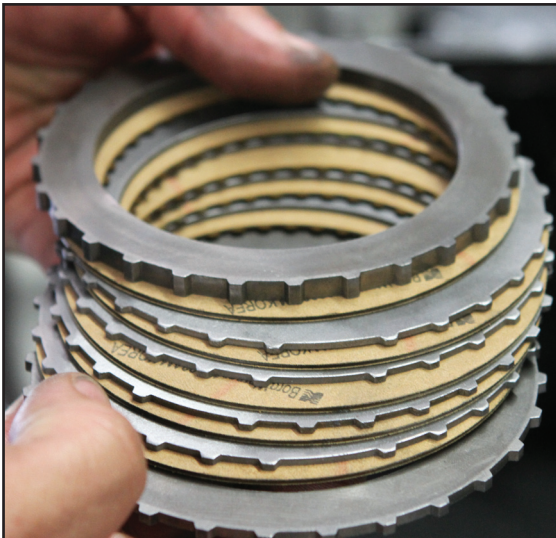
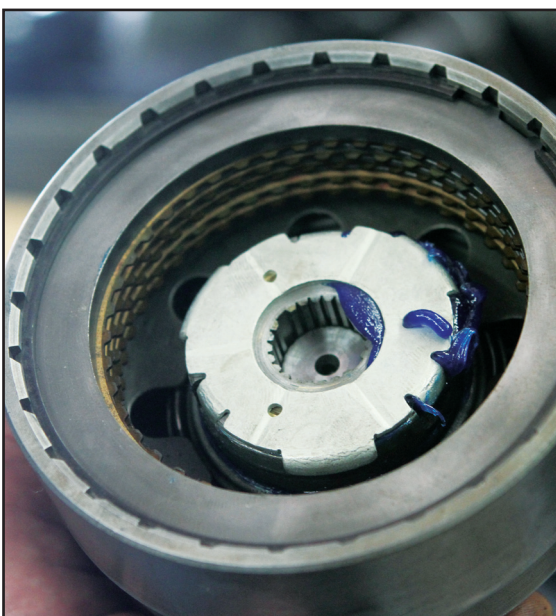


[mighty mite m2 and tct converter]



>> The forward drum uses Borg Warner clutches and OEM steel plates. The reason is, that once these clutches are applied, they stay applied. Apuzzo told us that it isn't like these are shifting clutches that get beat up since they remain applied all the time.

handle extreme rpm levels, up to 10,000 rpm in some cases. According to JR Miller, getting the transmission to live at that rpm level was difficult but they worked hard with Alto clutches to develop a package to hold it. The biggest hurdle to leap with the high rpm package was the C4's small surface area on the clutches. But a special Alto Red Eagle clutch pack and kolene steel plates makes it happen. Another neat upgrade from Dynamic is the 2.20 First-gear to help calm down the aggressive launch in certain applications. Today most people don't even think twice about adding a C4 to their heavy street cars with an overabundance of torque—just be sure to thank the Renegade field for fueling the development behind these transmissions.

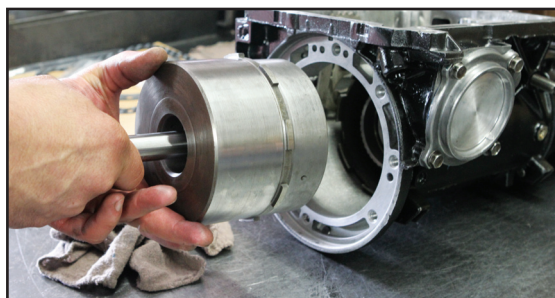


>> The clutch clearance in both drums can be adjusted using different thickness snap rings. Apuzzo runs the forward drum with zero clearance as this helps prevent the Bellville spring from flipping over.



>> Dynamic has found success relying on the OEM direct drum applied piston (right) in most applications so that is what they install as standard equipment. For those combinations that run high rpm—like over 8,000 and even as high as 10,000 rpm, Dynamic designed a custom drum applied piston (left). It has 25 springs that help return the piston once it releases the clutches. The OEM piston has a single coil and has issues at returning the piston under high rpm situations. The upgrade can be used in any application and is recommended for those combinations that go over 8,000 rpm.

Our goal is to have the right balance between the car's strip antics and street-worthy attitude.



>> Apuzzo installs the forward drum and input shaft, as the transmission's belly is almost full.

Our 1989 Mustang notchback project car, though not officially nicknamed, is beginning to take shape at Dez Racing and it has come time to make a decision in the transmission department. Given our desire to hit the drag strip often and also log serious street miles, we felt our best course of action was to turn to a C4 automatic. The three gears will give the car a nice feel on the street and a full manual valvebody—found in most serious automatic transmissions—makes street driving fun. Our goal is to have the right balance between the car's strip antics and street-worthy attitude. Dynamic's Mighty Mite M2 transmission caught our attention as we embark on a mission to build a gnarly street/strip machine on these pages.

The goal is to hit the track running quickly thanks to a 363ci engine with Edelbrock heads and intake manifold, custom Dez Racing hydraulic roller camshaft, and a ProCharger D-1SC intercooled centrifugal supercharger system. The suspension fore and aft has been modified with UPR parts and pieces. The fuel system has been upgraded with the latest Aeromotive Stealth system that comes complete with massive fuel lines and an Eliminator fuel pump. Running a Dynamic Mighty Mite M2 C4 behind this package will definitely give us the reliability and performance to achieve our goals. The Mighty Mite M2 is rated to over 1,100 horsepower and it is most commonly found in combinations that run in the deep into the eights. That is significantly quicker than our high nine-second target but it is always good to overbuild in most cases.

The Mighty Mite M2 holds that kind of power thanks to a unique set of upgrades that starts with a fully rollerized front



>> A Kevlar band for the forward drum is standard and a Redline version is optional.