



The Dynamic Racing Transmission's C4 Governor Weight Modification Kit has been designed to allow you to tailor the WOT (wide open throttle) shift points on your full automatic transmission. This kit will not work with any valve body that has removed governor function. Installation can be accomplished in a couple of hours using basic hand tools.

Kit Contents

- Refurbished Governor Casting (w/Med Wgt valve installed)
- Light Wgt Valve (Yellow)
- Heavy Wgt Valve (Red)
- 1/4" Steel Checkball

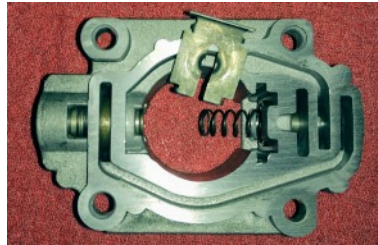
Installation

1. Raise the vehicle to a comfortable working height and support on jack stands
2. Remove the driveshaft. A small container is necessary to collect fluid that may come out once removed.
3. Disconnect the speedo cable and loosen the bolts retaining the rear tailhousing.
4. Support the transmission under the pan using a floor jack and a block of wood to disperse the weight.
5. Remove the transmission mount bolts and the rear tailhousing bolts
6. Slide the tailhousing rearward until it has cleared the end of the output shaft. Now would be a good time to change the rear bushing and seal.
7. Loosen and remove the four bolts holding the existing governor casting.



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8. Mark the Steel mating flange for the governor casting in relation to the open end of the casting. You will need this as reference when installing the new casting.
9. Slide the existing governor off the output shaft.
10. Clean the surface of the steel mating flange for the governor on the transmission. It will have soot and oil. Also check the governor filter to make sure it is clean.
11. The supplied new governor casting has already been lubed and assembled with the Medium weight. If you choose to change the weight follow the instructions below.
 - A. With the governor on a flat surface, slide the metal retaining clip off.



- B. Now remove the spring.



- C. Remove the valve. The Medium weight valve has a Green color code.



- D. Select the replacement valve and reinstall in reverse order. A 1/4" steel checkball has been provided to be installed inside the spring after the valve goes in. It has been found to be effective in keeping the small valve from sticking when the vehicle has sat for a while.

The "rattling" of the ball on the initial movement of the vehicle is usually enough to free a stuck valve.

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12. Now slide the new governor casting assembly over the output shaft and align the open side with the mark made previously on the steel mating flange.
13. Install the four bolts and tighten to 15 ft lbs.
14. Reinstall the tailshaft housing, transmission mount, speedo cable and driveshaft .
15. Tighten all bolts to proper spec and lower the vehicle to the ground.
16. Be sure to check the fluid level with the vehicle warm and running in Park.

Proper Secondary Weight Selection

The Medium, green weight that is pre installed in the new governor is designed after the 289 HiPo valve offered by Ford in the late 60's. It's weight was determined based on the standard 19 gram weight found in most passenger vehicle C4 governors.

It should provide wide open throttle shifts in the area of 5800 rpm. If you want to shift higher, we have provided the Yellow weight . This will give you an additional 200 rpms over the Green valve. The Red valve will reduce the rpms 200 from the Green valve rating.

The supplied spring is a stock rate spring. The large valve is 48 grams and has been found to be consistent in all the governors we have examined.

Custom secondary valves can be ordered by calling 203-315-0138.

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