



## **Dynamic Racing Transmissions C6 Reverse Manual Valve Body**

### **Parts List** Modified Valve Body

The Dynamic Racing Transmissions Reverse Manual Valve Body has been designed to eliminate the automatic shift function of the transmission, giving you full manual control regardless of rpm.

It requires a reverse pattern (P-R-N-1-2-3) shifter, so we highly recommend you have a reverse lockout feature on your shifter.

This valve body retains engine braking in 1st gear

#### **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 8 hex bolts.
3. Drop the valve body down and prepare for the installation of the new valve body.
4. The downshift lever can be removed and discarded if desired. A rubber plug or RTV sealant can be used to seal the bore where the lever was removed.

#### **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.
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.
5. Install filter, and reinstall the pan.

#### **Band Adjustments**

1. Adjust the intermediate band by tightening the square center pin to 120 in/lbs, then back out 1-½ to 2 turns. Tighten outer nut

### 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.
5. It is recommended that the trans be disassembled and the Forward clutch clearance set to .020-.035" . The Direct clutches should be set to .050-.060" .
6. Set the Low/Reverse clutch clearance to .060-.100"
7. Drill a .030" hole through the Low/Reverse piston 180 degrees from the checkball. Make sure the hole is facing the top of the case when installing it.

### **Vacuum Modulator and Governor**

The vacuum modulator and governor can be removed. We recommend disconnecting the vacuum line and capping it.

### **Servo**

Do Not modify the servo in any way. Use both seals on the piston. An aftermarket servo can be used if needed.

### **Operation**

This is a full manually shifted valve body. You must start out in first gear, lowest shifter position, then shift to second then third as you accelerate.

Every time you come to a stop, you must shift back to first gear, the transmission will no longer do it for you.

DO NOT DOWNSHIFT AT EXCESSIVE SPEEDS! This will cause internal damage to the unit.

**Dynamic Racing Transmissions LLC**

203-315-0138

[www.dynamicracetrans.com](http://www.dynamicracetrans.com)