



## **Dynamic Racing Transmissions C4 Forward Brake Valve Body**

1970- Up

### **Parts List**

-Modified Valve Body  
-Solenoid

-Brake Valve with spring  
-Solenoid Mounting kit

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

It Does not require you to change from the stock pattern shifter. 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.
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.
5. We highly recommend the use of a "A" or "B" servo for best performance. We do not recommend using a billet servo with this brake design.

### **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, Selector Spring and reinstall the pan.

### **Band Adjustments**

1. Adjust the front band by tightening the square center pin hand tight, then back out 1-½ turns for coarse threaded adjuster, 2-½ for fine thread.. Tighten outer nut
2. Adjust the rear band by tightening the square center pin hand tight, then back out 2-1/2 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.

### **Vacuum Modulator and Governor**

The governor and tubes can be removed as the valve body deletes their function.

The modulator can be left in place and not be connected to the engine vacuum. It no longer is used.

### **Solenoid Block Mounting**

- Install the supplied Solenoid Mounting Block over the adjusting screw of the rear band adjuster.
- Re-install the locknut and tighten while holding the screw from rotating.
- Install the supplied spring, valve, solenoid and retainer bracket to the case using the 5/16" bolt to attach the bracket to the block installed previously.

### **Wiring Solenoid**

- One wire from the solenoid goes to your switch and the other must be grounded to the chassis for a quality ground. Failure to ground correctly is one of the most common tech calls we receive when the brake doesn't work.
- We recommend using a high quality switch like Dynamic's Launchstick for proper operation

### **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.

To activate the transbrake, Stage your car in the lights, Place the shifter in 1st gear and hold down the transbrake button.

Release your footbrake and depress the accelerator pedal.

Release the button on the last yellow bulb for Bracket tree or flash of yellow on a pro tree.

Upshift as required.

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