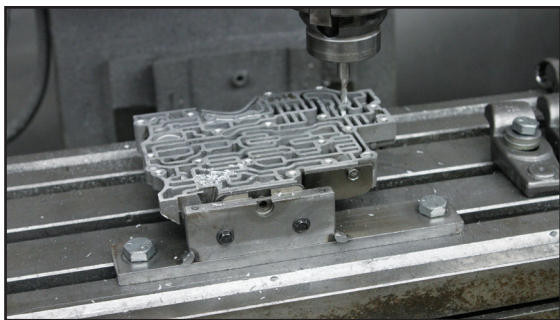


[mighty mite m2 and tct converter]

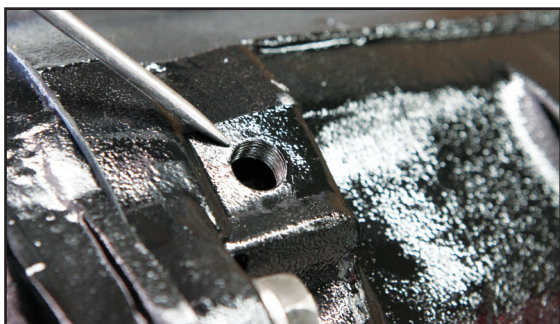
planetary. From there Dynamic adds a six-clutch direct-drum Power Pack, Solid Strength Forward Drum, Vasco input shaft, extensive lathe work to convert all thrust bearings to roller bearings, lightened drive shell, aluminum pan with deep sump and fins for cooling, and we chose to upgrade to the Pro-transbrake over the standard Mighty Mite 'brake. All told, the transmission package—with SFI bell housing—will set you back around \$2,550. The “X6” is a bit pricier and the Street/Strip and Comp models are significantly lower so there are packages to fit most budgets. That’s a small price to pay for reliability and confidence when let go of the transbrake and send our estimated 850 hp to through a transmission that was originally designed in the 1960s. The Dynamic mods make the Mighty Mite M2 handle more than 1,100-plus horsepower giving us some room to grow. ■



>> Dynamic modifies the valvebodies in-house as the modifications are very specific for their application.



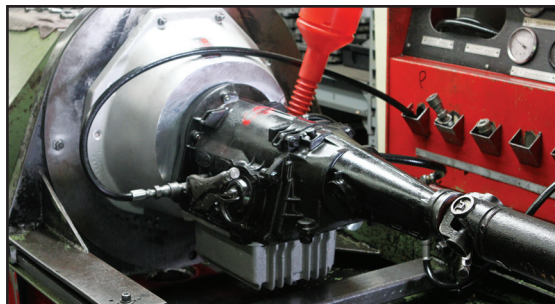
>> A deep trans oil pan is standard on the Mighty Mite M2 and Dynamic recommends filling it with the company’s proprietary synthetic transmission fluid. It worked with a major oil manufacturer to develop a blend of fluid that withstands severe temperatures and Dynamic recommends its use in the C4.



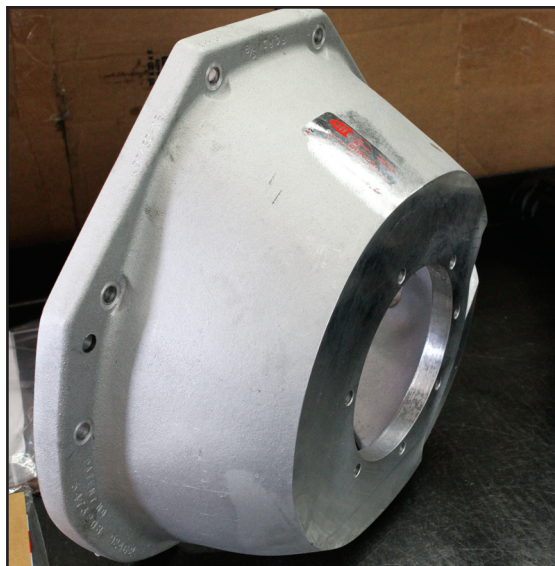
>> Apuzzo added a thread hole to the vent on our Mighty Mite M2 so we can run a catch can to prevent spillage during wheelies.



>> The stator supports are modified by Dynamic for constant lube and put in the lathe to be smoothed and trued. We’d also like to note that Teflon sealing rings are used on all C4 transmission pump supports no matter which level unit you purchase. Any unit that runs a constant line pressure requires a better seal otherwise the standard seals blow from the pressure.

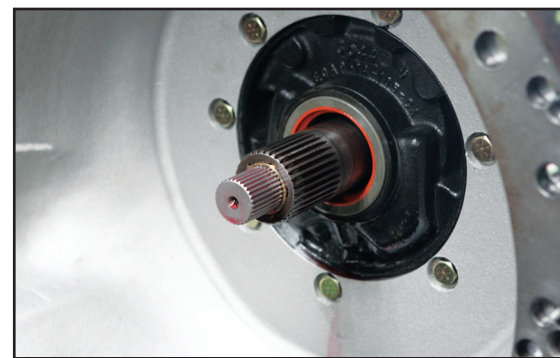


>> All transmissions are run on the dyno before being shipped to the customer. This allows Dynamic to ensure the unit is up to their strict standards of quality.



>> We want to go nines, so a SFI certified bell housing is required, Dynamic uses JW for all of its bell housings and transmission cases.

That’s a small price to pay for reliability and confidence when let go of the transbrake and send our estimated 850 hp to through a transmission that was originally designed in the 1960s.



>> The Mighty Mite and Mighty Mite M2 transmissions come standard with a Vasco input shaft, which is optional in the Street/Strip and Comp models. Pictured here is the X6 input shaft, which is a C6 input shaft and the only one that can withstand the torture of Renegade drag racing. The X6 input shaft is rated to over 1,300 hp.

source

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