

TOPICS

- **DSM Automatic Transmission Tech**
 - **Basic Weak Points**
- **DSM Automatic Transmission Race-Only Valvebody Mods**
 - **Newly Public Info**
- **4g63 Intake / Header Tuning and Port Pressures**
- **Open floor / Q & A**

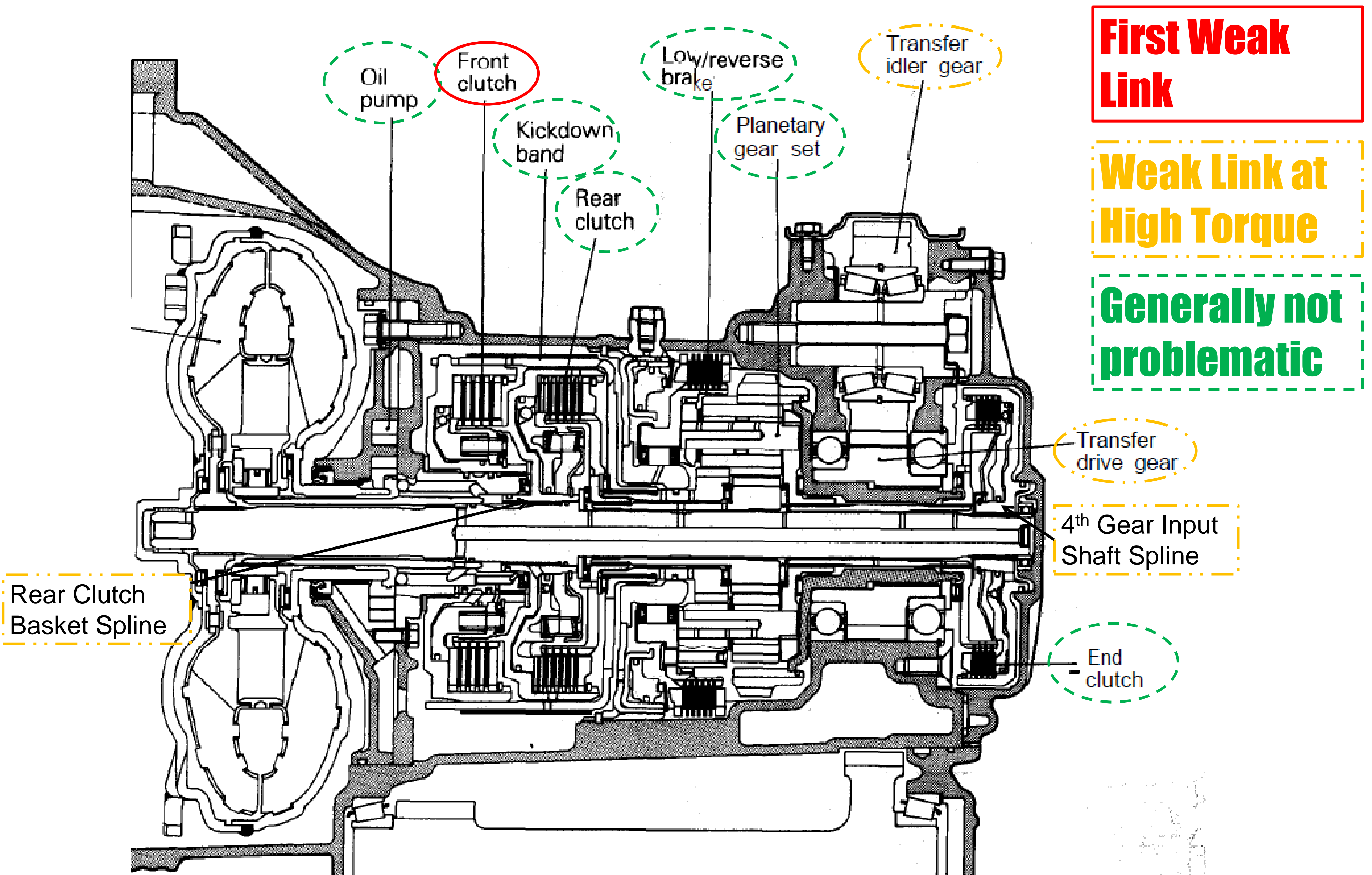
Kiggly Racing

EVO



DSM

AUTO DRAG RACING



- **This transmission is relatively reliable with minimum modifications**
- **First update is the front clutch**
 - **5-friction used in street and drag cars**
 - **Lives with proper valvebody mods down into mid-8's**
 - **6-friction new for 2015, tailored for drag applications**
- **Removed 2 clutches from low/rev brake (4 vs 6)**
 - **Only a primary clutch in reverse**
 - **Spins in 2nd and 3rd gears**
 - **Minimizes drag**

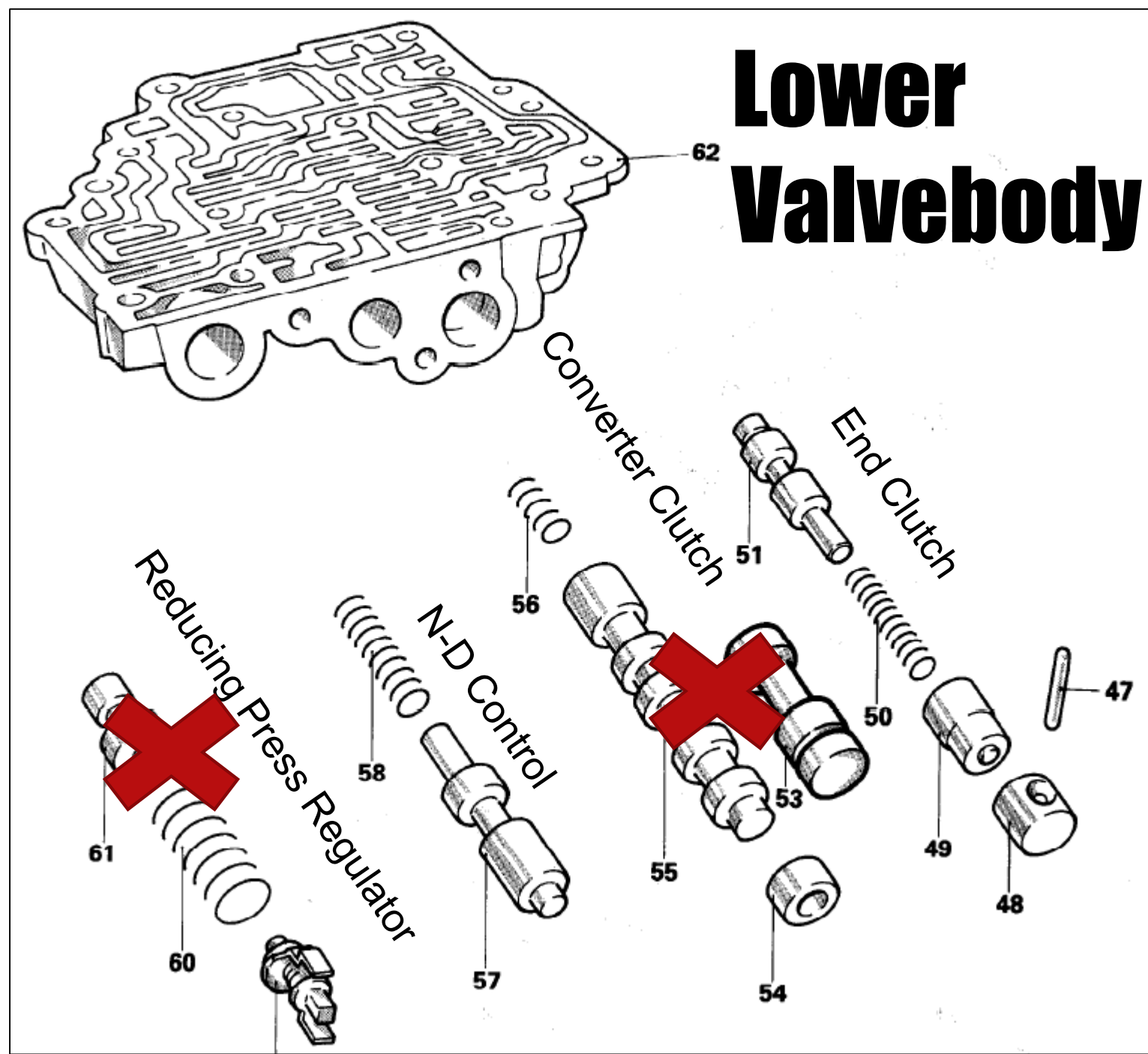
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RACING VB & MODS



X = blocked / disabled

- **Valves blocked that aren't supposed to move in 1-2-3 drag app.**

- **Replace PCSV and DCC Solenoids with plugs**

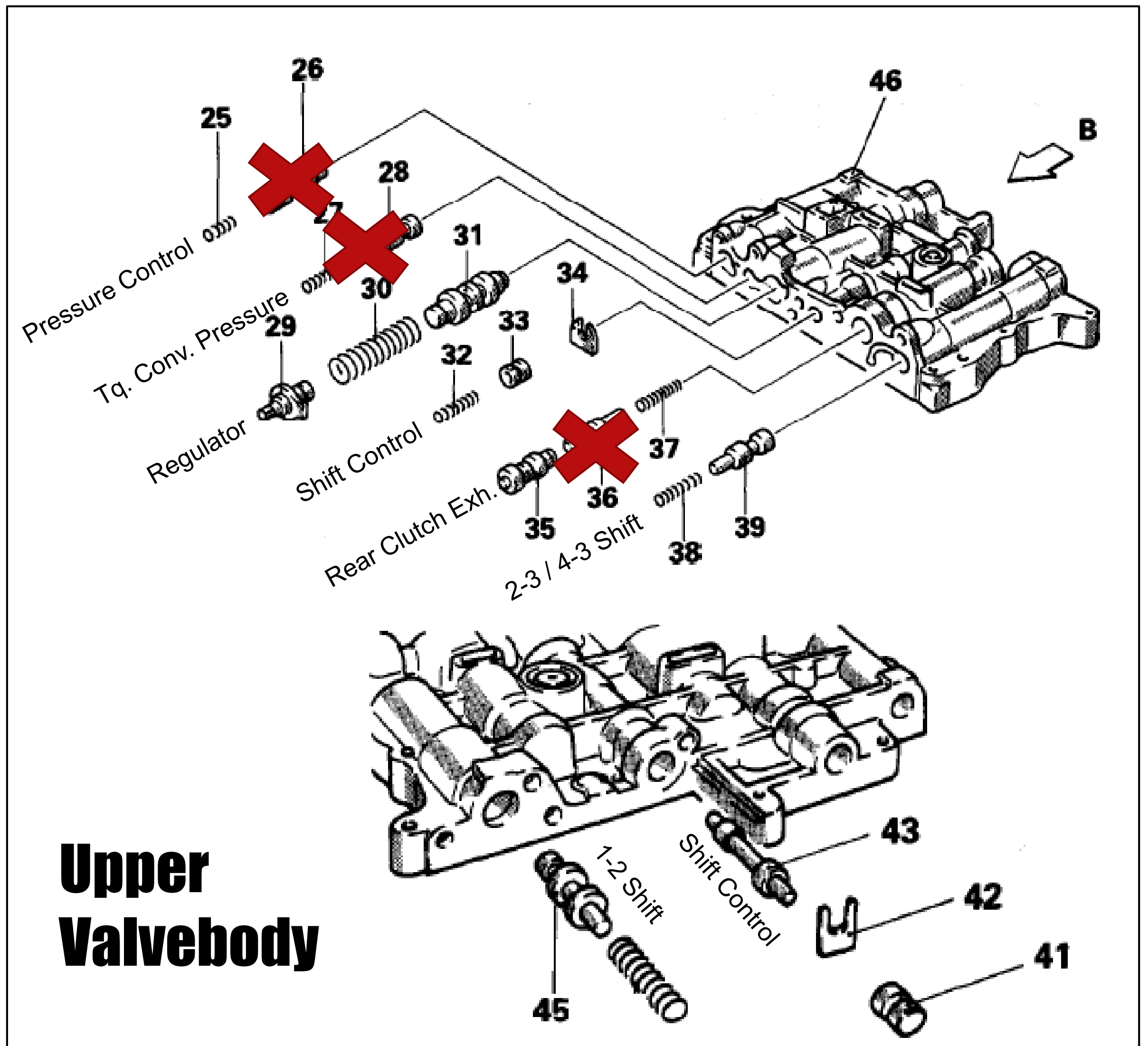
- **Can weld OEM units shut**

- **Added 0.067" restrictor to band apply**

- **Minimizes 1-2 shift binding**

- **Less abusive to rear clutch splines**

Drill hole out larger, slide in aluminum slug, hammer to swage into place and drill 0.067" feed hole



Chamfered to clear the new plug and restrictor



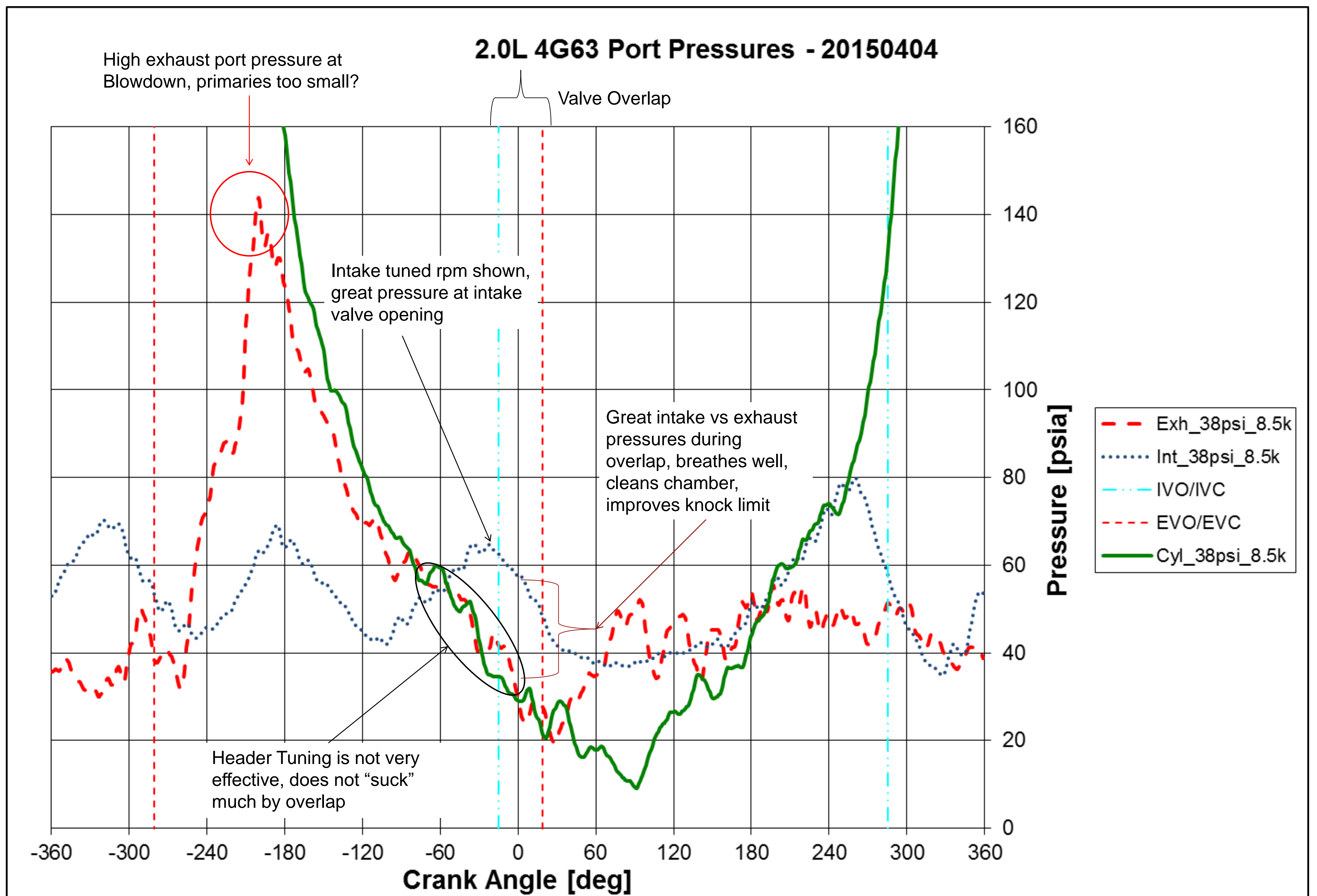
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PORT PRESSURES



- **Data obtained on Kiggly Racing drag car with high speed data acquisition system (60kHz)**
- **Intake and exhaust port pressures are measured about 50mm from the valve face**
- **Data shown is 8500rpm, which is the best operating point on the Kiggly Racing drag car**
 - **Great intake vs exhaust pressure at overlap clears the chamber and has good knock resistance**

Kiggly Racing

EVO



DSM