

Dedicated Harness Sets: **12X203**

SOLENOID TEST: (Engine off)				
Solenoid	TranX Setting	Output Channel	AMPS Cold-Hot	Resistance Cold-Hot
UnderDrive Solenoid	Gear 1	1	1.5 - 0.9	3.2 - 4.1 Ω
OverDrive Solenoid	Gear 2	2	1.5 - 0.9	3.2 - 4.1 Ω
Low/Reverse Solenoid	Gear 3	3	1.5 - 0.9	3.2 - 4.1 Ω
2nd Clutch Solenoid	Gear 4	4	1.5 - 0.9	3.2 - 4.1 Ω
Lockup (DCC) Solenoid	Gear 8	8	0 - (1.6 - 1.1) Duty MIN - MAX	3.2 - 4.1 Ω

NOTE:
Shift Solenoids Pulsed at 50% Duty cycle. Resistance measured in Solenoid Test will read 2x actual resistance.

CAUTION:
Always come to a COMPLETE STOP & TURN ENGINE OFF before changing test modes

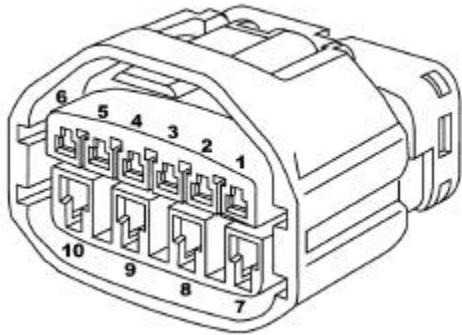
SHIFT/MONITOR TEST					
GEAR	UD Solenoid (pulsed)	OD Solenoid (pulsed)	L/R Solenoid (pulsed)	2nd Clutch Solenoid (pulsed)	DCC Solenoid (pulsed) Lockup
1st	OFF	ON	OFF	ON	OFF
2nd	OFF	ON	ON	OFF	ON/OFF*
3rd	OFF	OFF	ON	ON	ON/OFF*
4th	ON	OFF	ON	OFF	ON/OFF*

Notes:

- ◆ **Lock Up** is normally activated in 2nd, 3rd and 4th Gears.
- ◆ See other side for **connector diagram and wiring chart**.
- ◆ Polarity = Common **Positive**

Transmission: **Mitsubishi/Hyundai F4A**

CONNECTOR:
(Looking into harness connector)



TOT Sensor Testing

Connect Multimeter to Sensor Module
Test Points 5 & 6

Resistance	Temperature
16.7K - 20.5K Ω	32° F
7.3K - 8.9K Ω	68° F
3.4K - 4.2K Ω	104° F
1.9K - 2.2K Ω	140° F
1.0K - 1.2K Ω	176° F
0.57K - 0.69K Ω	212° F

Wiring Chart

Case Connector Pin Number	TranX 2000 Harness Wire	Vehicle Function	TranX 2000 Output Location	TranX 2000 25 Way Pin
1	Red/Blue	TOT Sensor	Sensor 5 Test Point	19
2	White/Red	TOT Sensor Return	Sensor 6 Test Point	20
3	Blue	UD Solenoid	Channel 1	7
4	Red/Green	2nd Clutch Solenoid	Channel 4	6
5	Dark Green	OD Solenoid	Channel 2	8
6	Purple	L/R Solenoid	Channel 3	5
7	Gray	Lockup (DCC) Solenoid	Channel 8	2
8	Brown	Not Used in F4A		4
9	Red	12V Power to Solenoids		12
10	Red/Brown	12V Power to Solenoids		13