

Dedicated Harness Sets:

**06X204**

<b>SOLENOID TEST: (Engine off)</b>				
Solenoid	TranX Setting	Output Channel	AMPS Cold-Hot	Resistance Cold-Hot
Shift Solenoid A	Gear 1	1	0.7 - 0.4	20 - 40 Ω
Shift Solenoid B	Gear 2	2	0.7 - 0.4	20 - 40 Ω
Lock-Up "Feel" (pulsed)	Gear 5 select duty	5	0 - (0.5 - 1.3) Duty MIN - MAX	10 - 20 Ω
Lock-Up On/Off	Gear 6	6	0.7 - 0.4	20 - 40 Ω
EPC Solenoid	Gear 7 select duty	7	0 - (1.2 - 2.0) Duty MIN - MAX	2.3 - 5.5 Ω
Overrun Clutch	Gear 8 select duty	8	0.0 - 0.5 Duty MIN - MAX	20 - 40 Ω

**CAUTION:**

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

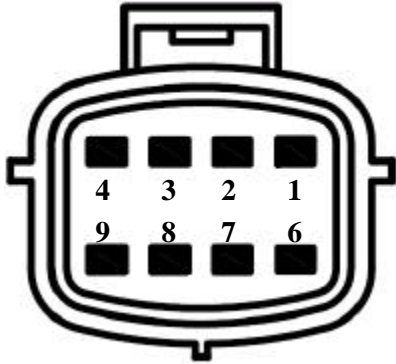
<b>SHIFT/MONITOR TEST</b>						
GEAR	Shift Solenoid A	Shift Solenoid B	Lockup Feel (pulsed)	Lockup (Function 3)	Overrun Clutch (Function 1)	EPC Solenoid (pulsed)
1st	ON	ON	OFF	OFF	ON/OFF	Select Duty
2nd	OFF	ON	ON/OFF	ON/OFF	ON/OFF	Select Duty
3rd	OFF	OFF	ON/OFF	ON/OFF	ON/OFF	Select Duty
4th	ON	OFF	ON/OFF	ON/OFF	ON	Select Duty

**Notes:**

- ◆ **Overrun Clutch** provides engine braking in lower gears when off.
- ◆ **Lock Up** is normally activated in 3rd and 4th Gears.
- ◆ See other side for **connector diagram**.
- ◆ Polarity = Common **Negative**

Transmission: **Mazda R4-AEL, R4AXEL (929)**

**CONNECTOR:**  
**(Looking into harness connector)**



<b>Wiring Chart</b>				
<b>Case Connector Pin Number</b>	<b>TranX 2000 Harness Wire</b>	<b>Vehicle Function</b>	<b>TranX 2000 Output Location</b>	<b>TranX 2000 25 Way Pin</b>
1	Red/Black	TOT Sensor	Sensor 5 Test Point	19
2	Yellow	EPC Solenoid	Channel 7	1
3	Green	Shift Solenoid B	Channel 2	8
4	Brown	Lockup Solenoid	Channel 6	4
5	Red/White	TOT Sensor Return	Sensor 6 Test Point	20
6	Purple	Lockup Feel Solenoid	Channel 5	3
7	Grey	Coast Clutch Solenoid	Channel 8	2
8	Blue	Shift Solenoid A	Channel 1	7