

Dedicated Harness Sets: **12X201** Early (Round)
12X202 Late (Square)

SOLENOID TEST: (Engine off)				
Solenoid	TranX Setting	Output Channel	Current Cold-Hot	Resistance Cold-Hot
Shift A	Gear 1	1	0.7 - 0.4	19 - 26 Ω
Shift B	Gear 2	2	0.7 - 0.4	19 - 26 Ω
Lock Up	Gear 5 select duty	5	0.9 - 0.6 (@ 20% duty)	2.8 - 3.3 Ω
EPC	Gear 7 select duty	7	2.5 - 1.7 (@ 50% duty)	2.3 - 3.5 Ω

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

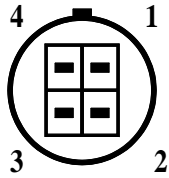
SHIFT/MONITOR TEST				
GEAR	Shift Solenoid A	Shift Solenoid B	Lock Up Solenoid (pulsed)	EPC (pulsed)
1st	ON	ON	OFF	Select Duty
2nd	OFF	ON	ON/OFF	Select Duty
3rd	OFF	OFF	ON/OFF	Select Duty
4th	ON	OFF	ON/OFF	Select Duty

Notes:

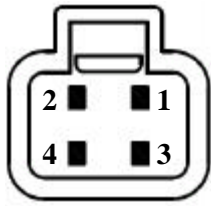
- ◆ EPC is pulsed on shift changes.
- ◆ Lock Up is normally activated in 2nd, 3rd and 4th Gears.
- ◆ See other side for **connector diagram**.
- ◆ Polarity = Common **Negative**

CONNECTORS:

(Looking into harness connectors)



Early



Late

Wiring Chart					
Case Connector Pin Number	Pin Number	TranX 2000 Harness Wire	Vehicle Function	TranX 2000 Output Location	TranX 2000 25 Way Pin
Early	Late				
4	1	Yellow	EPC	Channel 7	1
3	2	Purple	Lock Up Solenoid	Channel 5	3
2	3	Blue	Shift Solenoid A	Channel 1	7
1	4	Green	Shift Solenoid B	Channel 2	8