

“Single pan ECAT”

**1997 & UP Escort
Mazda Protégé UP to 1998**

Dedicated Harness Set:

04X210

SOLENOID TEST: (Engine off)				
Solenoid	TranX Setting	Output Channel	AMPS Cold-Hot	Resistance Cold-Hot
1-2 Solenoid	Gear 1	1	1.1 - 0.4	11 - 27 Ω
2-3 Solenoid	Gear 2	2	1.1 - 0.4	11 - 27 Ω
3-4 Solenoid	Gear 3	3	1.1 - 0.4	11 - 27 Ω
Lock-Up Solenoid	Gear 6	6	1.1 - 0.4	11 - 27 Ω
EPC Solenoid (pulsed)	Gear 7 select duty	7	0 - (0.8 - 1.5) Duty MIN - MAX	9 - 13 Ω

CAUTION:

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

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

Notes:

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

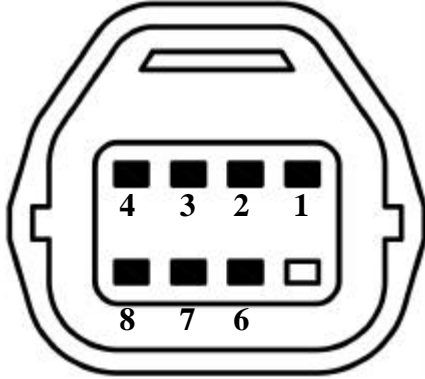
Transmission: **Ford F4EAT (F4A-EL)**

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CONNECTOR:

(Looking into harness connector)



TOT Sensor Testing

Connect Multimeter to Sensor Module
Test Points 5 & 6

Resistance	Temperature
5.45K - 2.44 Ω	32° - 68° F
2.44K - 1.19 Ω	68° - 104° F
1.19K - 628 Ω	104° - 140° F
628 - 352 Ω	140° - 176° F
352 - 209 Ω	176° - 212° F
209 - 130 Ω	212° - 248° F
130 - 104 Ω	248° - 266° F

Wiring Chart

Case Connector Pin Number	TranX 2000 Harness Wire	Vehicle Function	TranX 2000 Output Location	TranX 2000 25 Way Pin
1	Yellow	EPC	Channel 7	1
2	Red/Blue Stripe	TOT Sensor	Sensor 5 Test Point	19
3	Pink	3-4 Shift Solenoid	Channel 3	5
4	Blue	1-2 Shift Solenoid	Channel 1	7
5	NOT USED	NOT USED	NOT USED	NOT USED
6	White/Red Stripe	TOT Sensor	Sensor 6 Test Point	20
7	Violet	Lock Up Solenoid	Channel 6	4
8	Green	2-3 Shift Solenoid	Channel 2	8