

Dedicated Harness Set:

04X202

SOLENOID TEST: (Engine off)				
Solenoid	TranX Setting	Output Channel	AMPS Cold-Hot	Resistance Cold-Hot
Shift Solenoid 1	Gear 1	1	1.0 - 0.6	13 - 17 Ω
Shift Solenoid 2	Gear 2	2	1.0 - 0.6	13 - 17 Ω
Shift Solenoid 3	Gear 3	3	1.0 - 0.6	13 - 17 Ω
Lock Up Solenoid (pulsed)	Gear 5**	5	0 - (0.8 - 2.3) Duty MIN - 50%	3 - 7 Ω
EPC Solenoid	Gear 7	7	0 - (0.8 - 1.8) Duty MIN - MAX	3 - 7 Ω

**** Set Function % Duty no higher than 50% to test Lock Up.**

CAUTION:

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

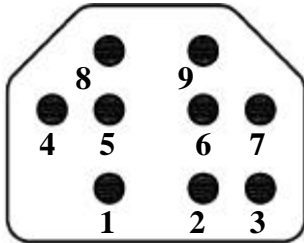
SHIFT/MONITOR TEST					
GEAR	Shift Solenoid 1	Shift Solenoid 2	Shift Solenoid 3	Lock-Up Solenoid	EPC (pulsed)
1st	OFF	ON	OFF	OFF	Select Duty
2nd	OFF	OFF	OFF	ON/OFF	Select Duty
3rd	ON	OFF	ON	ON/OFF	Select Duty
4th	ON	ON	ON	ON/OFF	Select Duty

Notes:

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

Transmission: **Ford AX4N**

CONNECTOR:
(Looking into harness connector)



TOT Sensor Testing	
Connect Multimeter to Sensor Module Test Points 5 & 6	
Resistance	Temperature
33.5K - 107K Ω	32° - 58° F
14.5K - 33.5K Ω	59° - 104° F
5K - 14.5K Ω	105° - 158° F
2.5K - 5K Ω	159° - 194° F
1.5K - 2.5K Ω	195° - 230° F
0.8K - 1.5K Ω	231° - 266° F

Wiring Chart				
Case Connector Pin Number	TranX 2000 Harness Wire	Vehicle Function	TranX 2000 Output Location	TranX 2000 25 Way Pin
1	Purple	Lock Up Solenoid	Channel 5	3
2	Red	Power to Shift Solenoids		12 or 13
3	Blue	Shift Solenoid 1	Channel 1	7
4	Pink	Shift Solenoid 3	Channel 3	5
5	Red/Brown Stripe	Power to EPC, Lockup		12 or 13
6	Green	Shift Solenoid 2	Channel 2	8
7	Red/Blue Stripe	TOT Sensor	Sensor 5 Test Point	19
8	Yellow	EPC Ground	Channel 7	1
9	White/Red Stripe	TOT Sensor	Sensor 6 Test Point	20