

TORQUE CONVERTER LOCK UP MANUAL CONTROL KIT SUITABLE FOR:

**TOYOTA PRADO 120 SERIES
4 SPEED A343F**

**1KZ-TE 3.0L TURBO DIESEL
09/2002—07/2006**

**1GR-FE - 4.0L V6 PETROL
01/2003 - 07/2004**

**3RZ-FE - 2.7L PETROL
09/2002—07/2004**



**Please read all instructions before
commencing work. If you feel
instructions are not clear, STOP
and call for advice on 03 9762 8004**

Wholesale
AUTOMATIC TRANSMISSIONS
03-9762 8004

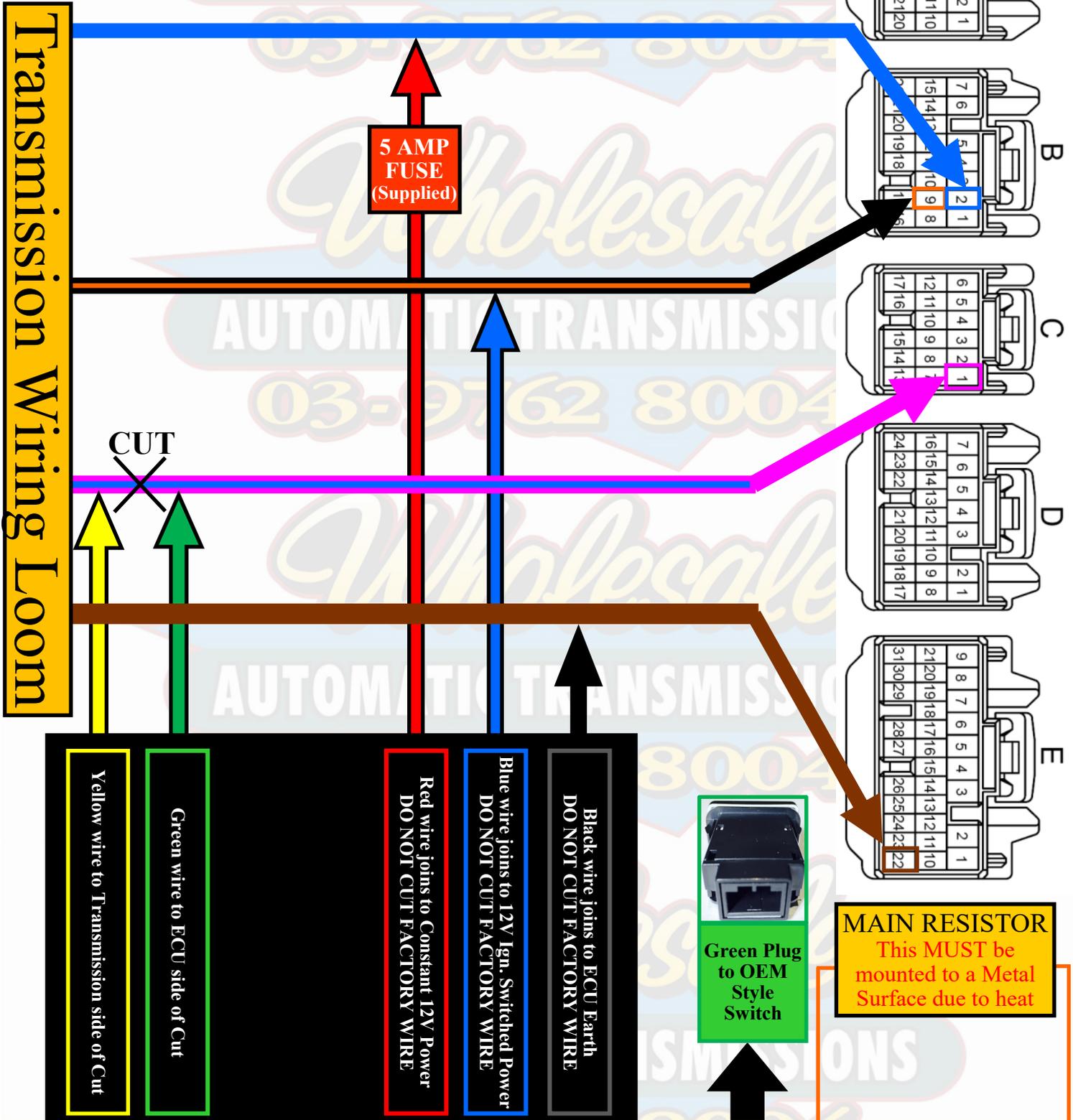
TOY4SP LOOM

1KD-FTV Diesel Wiring Diagram

The Transmission ECU is located behind the Glove box on the passenger side. You will need to remove the shroud behind the glove box to access the

ECU. On the ECU you will need to locate:

- PIN C1 — Solenoid Wire — Pink/Blue Stripe Wire
- PIN B2 — Constant 12V+ — Blue Wire
- PIN B9 — Ignition Switched 12V+ — Black/Orange Stripe Wire
- PIN E22 — Earth/Ground — Solid Brown Wire



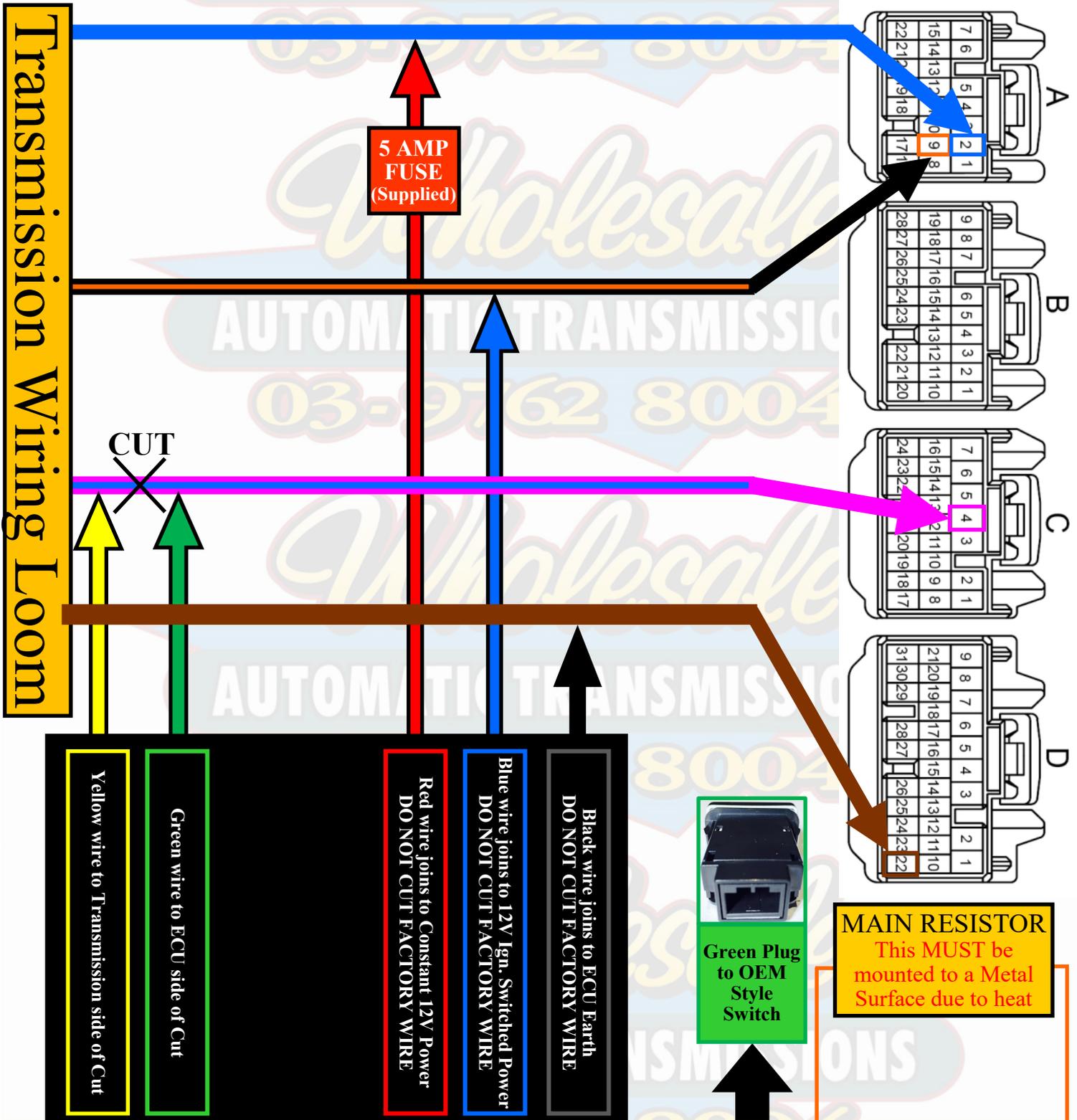
From Lockup Multi Pin Plug

1KZ-TE Diesel Wiring Diagram

The Transmission ECU is located behind the Glove box on the passenger side. You will need to remove the shroud behind the glove box to access the ECU.

On the ECU you will need to locate:

- PIN C4 — Solenoid Wire — Pink/Blue Stripe Wire
- PIN A2 — Constant 12V+ — Blue Wire
- PIN A9 — Ignition Switched 12V+ — Black/Orange Stripe Wire
- PIN D22 — Earth/Ground — Solid Brown Wire



1GR-FE V6 Petrol - Variation 1

The Transmission ECU is located behind the Glove box on the passenger side. You will need to remove the shroud behind the glove box to access the ECU.

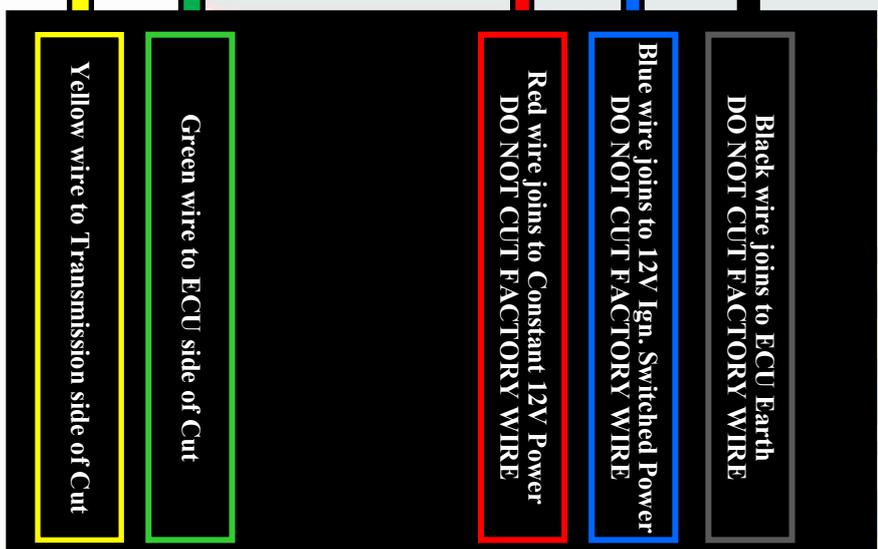
On the ECU you will need to locate:

- PIN D15 — Solenoid Wire — Solid Green Wire
- PIN B3 — Constant 12V+ — Blue Wire
- PIN B9 — Ignition Switched 12V+ — Black/Orange Stripe Wire
- PIN E1 — Earth/Ground — Solid Brown Wire

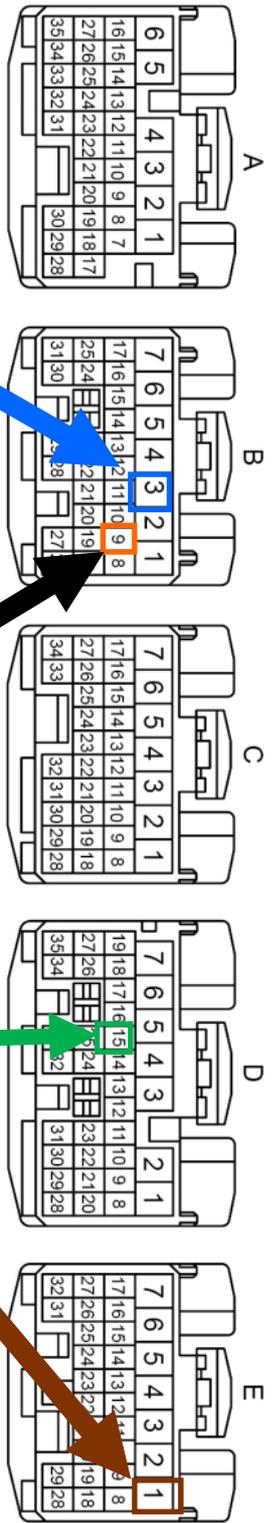
Transmission Wiring Loom

5 AMP FUSE (Supplied)

CUT



MAIN RESISTOR
This MUST be mounted to a Metal Surface due to heat



Confirm Wire Colors and Pin Locations before you Start

From Lockup Multi Pin Plug

1GR-FE V6 Petrol - Variation 2

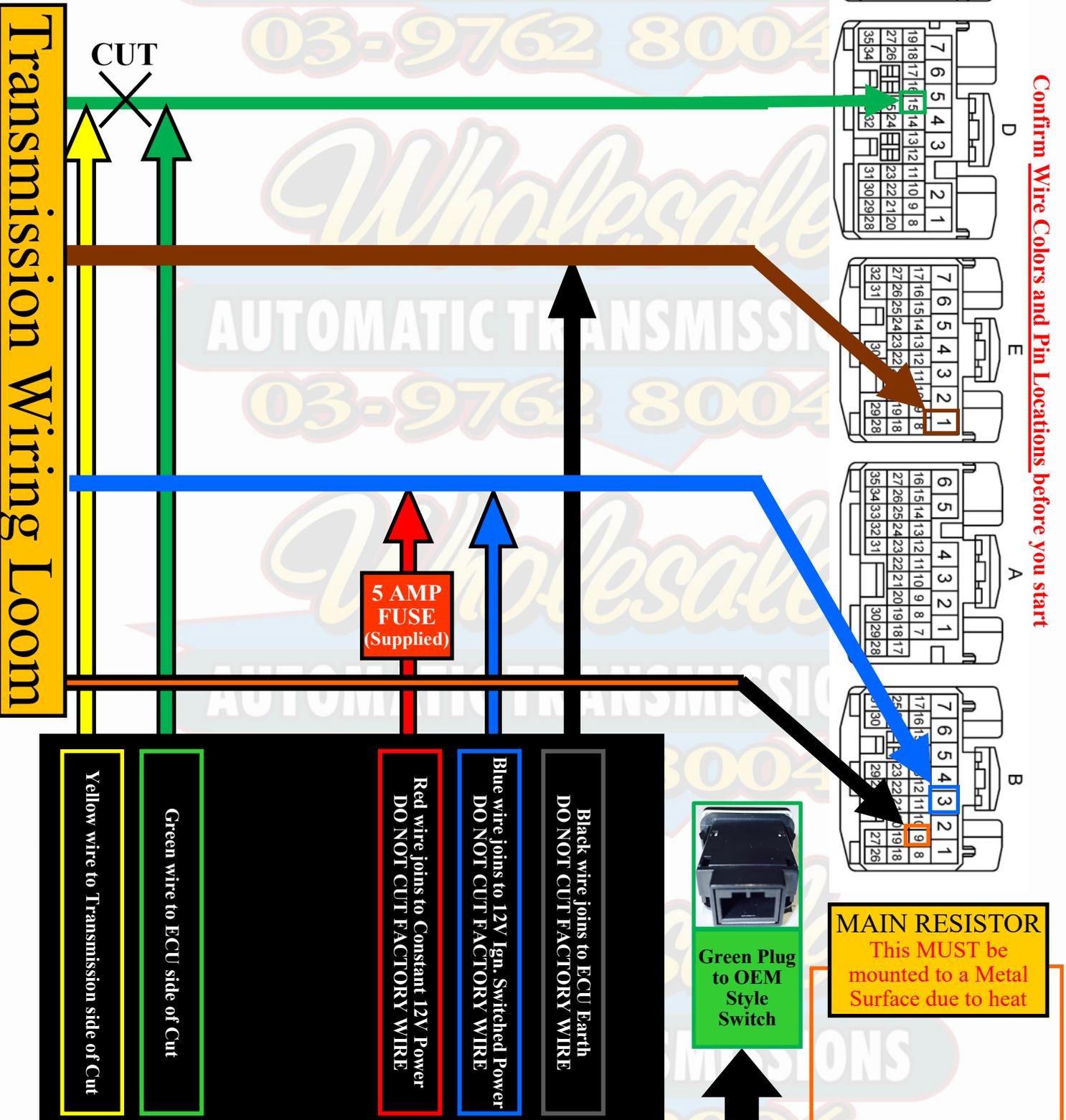
The Transmission ECU is located behind the Glove box on the passenger side. You will need to remove the shroud behind the glove box to access the ECU.

On the ECU you will need to locate:

- PIN D15 — Solenoid Wire — Solid Green Wire
- PIN B3 — Constant 12V+ — Blue Wire
- PIN B9 — Ignition Switched 12V+ — Black/Orange Stripe Wire
- PIN E1 — Earth/Ground — Solid Brown Wire

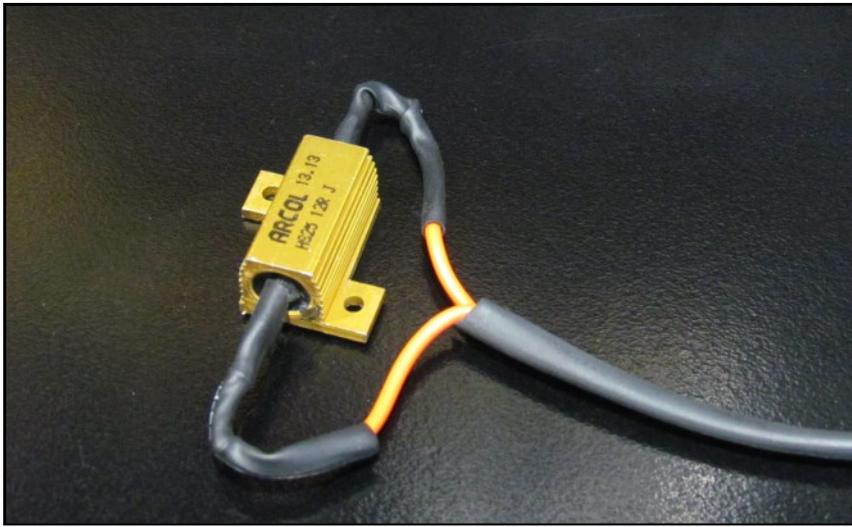
Transmission Wiring Loom

CUT



Confirm Wire Colors and Pin Locations before you start

From Lockup Multi Pin Plug



This resistor gets hot. Be sure to mount on a metal surface and be sure to mount in a location that isn't in contact with plastic or wiring

NOTE: The use of scotch locks, quick connects or other wire connection devices MUST NOT BE USED.

All wire connections must be soldered and protected with tape or heat shrink.

Control Module Installation and Diagnostics Ver 2.5i

INSTALL THE CONTROL MODULE AND RESISTOR INSIDE CABIN OF VEHICLE DO NOT USE A TEST LIGHT ON THE LOOM WHILE PLUGGED IN AND POWERED.

On the Control Module there is a group of lights. Below is a table of their meanings.

Light	With Lock-Up Switch On	With Lock-Up Switch Off
	Control Module is Engaged	No Light
	Not used on this system	Not used on this system
	System Ready to Operate	System Ready to Operate

Switch Installation and Diagnostics

THESE SWITCHES ARE CUSTOM BUILT FOR OUR GENII LOCKUP SYSTEM. DO NOT USE STANDARD SWITCHES. PLEASE CHECK THE GREEN SWITCH PLUG IS INSERTED CORRECT WAY UP BY LINING UP THE GUIDES AS SHOWN



The switch has two lights: one red (LOCK UP) and one green (TCC) that replicate the red and the green lights on the control module. The green light (TCC) will flash twice on start up to indicate system checks are complete and no fault found. The red light (LOCK UP) will only light up when the GENII Lockup System is engaged.

If the switch has been left on or has been activated accidentally before vehicle is started, the green light (TCC) on the switch and the module will flash indicating that it is in safety mode and will not engage the torque converter until the switch is turned off. You may then continue to use the lockup system as usual.



Please take care when installing this unit as incorrect wiring may result in damage to the micro processor controller. Incorrect installation is not covered under warranty.

The Wiring looms are Vehicle Specific, if there are discrepancies DO NOT Install, call for Advice on 03 9762 8004



Torque Converter Lock-Up Manual Control Kit - Recommended Use

On Road:

- For Towing Only, If you are not towing then you will simply not need to use the Lock-Up Manual Control.
- Perfect for Towing where you cannot maintain enough speed for the factory lock-up to stay engaged or the extra weight has a side effect of blocking the lock-up function completely.
- The Lock-Up Manual Control can be used as an aid to improve engine braking down steep descent's while changing down through the gears manually. This can be used when towing also.

Off Road:

- The Lock-Up Manual Control can be used to gain 100% engine braking, eliminating all torque converter runaway for steep downhill descent's in "both" low and high range.
- The Lock-Up Manual Control can also be used for beach work where the sand is firm and you are not going fast enough to have reached a speed that the factory lock-up would normally work. This would aid in keeping your transmissions temperature low and also may help with fuel economy.
- Perfect for the never-ending corrugated roads where once again you cannot maintain enough speed for the factory lock-up to be maintained. Using your Lock-Up Manual Control under these circumstances would once again prove to be the best way of keeping your transmission temperature down and aid in improving your fuel economy.

DO NOT's

- Do not use the Lock-Up Control for crawling over rough terrain
- Do not use the Lock-Up Control for uphill climbs or overtaking
- Do not use the Lock-Up Control with more than 50% throttle
- Do not use the Lock-Up Control on soft sand or mud

The use of the Lock-Up Control under these applications prevents the Torque Converter from doing it's job of multiplying the torque of the engine and from absorbing the shock from the drive train under heavy throttle.

Please remember that if you have the Lock-Up Control engaged and you come to a complete stop, the vehicle could stall. Always remember to disengage the Lock-Up Control as you are coming to a stop.

Please Contact Us:

As every situation is unique we cannot account for every circumstance you may come up with without obtaining more information from you. If you have any inquiries or wish to discuss specific circumstances the lock-up kit maybe useful for, please do not hesitate to contact Wholesale Automatics on 03- 97628004.

Factory Vehicle Warranty:

If you have any questions about how this kit will impact any factory warranty you may have please contact the vehicle manufacturer.

Wholesale Automatic Transmissions Pty Ltd

Factory 2 / 4 Melrich Road
Bayswater, VIC 3153
info@askorto.com.au

