

## Fastener Tightening Specifications

| Application   | Ref No. | Quantity | Size         | Specification |           |
|---|---------|----------|--------------|---------------|-----------|
|   |         |          |              | Metric        | English   |
| A/Trans Case Cover Bolt   | 18      | 10       | M6x1.0x30    | 14 N·m        | 124 lb in |
| A/Trans Fluid Pump Bolt   | 1       | 3        | M6x1.0x25    | 12 N·m        | 106 lb in |
| A/Trans Fluid Trough Bolt   | 11      | 1        | M6x1.0x25    | 12 N·m        | 106 lb in |
| Control Valve Body Assembly (Complete) Bolt                       | 19, 21  | 3        | M6x1.0x55    | 12 N·m        | 106 lb in |
| Control Valve Body Assembly (Complete) Bolt                       | 20      | 3        | M6x1.0x35    | 12 N·m        | 106 lb in |
| Control Valve Body Assembly (Complete) Bolt                       | 22      | 5        | M6x1.0x65    | 12 N·m        | 106 lb in |
| Control Valve Body to Case  | 23      | 2        | M6x1.0x55    | 12 N·m        | 106 lb in |
| Control Valve Body to Case Bolt                                   | 24      | 8        | M6x1.0x65    | 12 N·m        | 106 lb in |
| Control Valve Assembly (w/TCM and Body) to Case Bolt              | 25      | 1        | M6x1.0x42    | 12 N·m        | 106 lb in |
| Control Valve Assembly (w/TCM and Body) to Case Bolt              | 26      | 1        | M6x1.0x55    | 12 N·m        | 106 lb in |
| Control Valve Assembly (w/TCM and Body) to Case Bolt              | 27      | 2        | M6x1.0x65    | 12 N·m        | 106 lb in |
| Control Valve Assembly (w/TCM and Body) to Case Bolt              | 28      | 4        | M6x1.0x80    | 12 N·m        | 106 lb in |
| Control Valve Assembly (w/TCM and Body) to Case Bolt              | 29      | 3        | M6x1.0x95    | 12 N·m        | 106 lb in |
| Control Valve Body Cover Bolt                                     | 30      | 12       | M6x1.0x30    | 12 N·m        | 106 lb in |
| Control Valve Body Cover Stud                                     | 31      | 2        | M6x1.0x30    | 12 N·m        | 106 lb in |
| Fluid Cooler Fitting at Radiator                                  | --      | --       | --           | 20 N·m        | 15 lb ft  |
| Fluid Cooler Outlet Hose Retainer Nut to Control Valve Body Cover | --      | --       | --           | 12 N·m        | 106 lb in |
| Fluid Cooler Pipe Nut   | --      | --       | --           | 22 N·m        | 16 lb ft  |
| Fluid Pressure Test Hole Plug                                     | 12      | 1        | 1/8"-27 NPTF | 12 N·m        | 106 lb in |
| Fluid Level Hole Plug   | 13      | 1        | 1/8"-27 NPTF | 12 N·m        | 106 lb in |
| Front Differential Carrier Baffle Bolt                            | 6       | 1        | M6x1.0x25    | 12 N·m        | 106 lb in |
| Front Differential Transfer Drive Gear Support Bolt               |         |          |              |               |           |
| First Pass  | 5       | 9        | M8x1.25x25   | 10 N·m        | 89 lb in  |
| Final Pass  | 5       | 9        | M8x1.25x25   | 50 degrees    |           |
| Input Shaft Support Bolt (Torx)                                   | N/A     | 3        | M6x1.0x50    | 12 N·m        | 106 lb in |
| Input Speed Sensor Bolt   | 17      | 1        | M6x1.0x25    | 9 N·m         | 80 lb in  |
| Output Speed Sensor Bolt  | 14      | 1        | M6x1.0x25    | 12 N·m        | 106 lb in |
| Park Pawl Actuator Bracket Bolt                                   | 10      | 2        | M6x1.0x25    | 12 N·m        | 106 lb in |

© 2010 General Motors Corporation. All rights reserved.

|  |    |    |              |        |           |
|--|----|----|--------------|--------|-----------|
| Shift Control Knob Retaining Screw   | -- | -- | --           | 4 N·m  | 35 lb in  |
| Support Fluid Passage Tube (Torx) Bolt   | 2  | 2  | M5x0.8x12    | 7 N·m  | 62 lb in  |
| Support Fluid Passage Tube Bolt  | 3  | 2  | M6x1.0x15    | 12 N·m | 106 lb in |
| Torque Converter and Differential Housing Bolt                                 | 8  | 14 | M8x1.25x35   | 36 N·m | 26 lb ft  |
| Torque Converter and Differential Housing Bolt                                 | 9  | 3  | M8x1.25x35   | 30 N·m | 22 lb ft  |
| Torque Converter to Flywheel Bolt  | -- | -- | --           | 62 N·m | 46 lb ft  |
| Transaxle Brace Bolts  | -- | -- | --           | 50 N·m | 37 lb ft  |
| Transaxle Mount Bracket Bolt - See Procedure                                   |    |    |              |        |           |
| Bolt No. 1   | -- | -- | --           | 60 N·m | 44 lb ft  |
| Bolt No. 2, 3  | -- | -- | --           | 90 N·m | 66 lb ft  |
| Transaxle Mount Nuts - Must use new nuts and threadlocker - See Procedure      |    |    |              |        |           |
| Nut No. 1  | -- | -- | --           | 60 N·m | 44 lb ft  |
| Nut No. 2  | -- | -- | --           | 75 N·m | 55 lb ft  |
| Transaxle Range Selector Cable Bracket Bolt                                    | -- | -- | --           | 25 N·m | 18 lb ft  |
| Transaxle Range Switch Lever Nut   | -- | -- | --           | 35 N·m | 26 lb ft  |
| Transaxle Shift Control Nut  | -- | -- | --           | 25 N·m | 18 lb ft  |
| Transaxle to Engine Bolt   | -- | -- | --           | 75 N·m | 55 lb ft  |
| Transmission Cooler Pipe (External Torx) Stud                                  | 15 | 2  | M8x1.25x30.5 | 12 N·m | 106 lb in |
| Transmission Fluid Cooler Pipe Quick Connect Fitting                           | -- | -- | --           | 38 N·m | 28 lb ft  |
| Transmission Fluid Cooler Pipe Mounting Nuts                                   | -- | -- | --           | 22 N·m | 16 lb ft  |
| Wiring Harness Retainer to Control Valve Body Cover Stud                       | -- | -- | --           | 12 N·m | 106 lb in |
| *Reference number refers to the component callout number in Disassembled Views |    |    |              |        |           |

## Transmission General Specifications

| Name   | 6T70/6T75   |
|--|---|
| RPO Codes  | MH2, MH4 / MY9, MH6                                     |
| Production Location  | Warren Michigan (USA)                                   |
| Transaxle Drive  | Front Wheel Drive, All Wheel Drive                      |
| Reverse Gear Ratio   | 2.88  |
| 1st Gear Ratio   | 4.484   |
| 2nd Gear Ratio   | 2.872   |
| 3rd Gear Ratio   | 1.842   |
| 4th Gear Ratio   | 1.414   |
| 5th Gear Ratio   | 1.000   |
| 6th Gear Ratio   | 0.742   |
| Effective Final Drive Gear Ratio                             | 2.77/3.16   |
| Torque Converter Size - Diameter of Torque Converter Turbine | 246 mm  |
| Pressure Taps  | Line Pressure   |
| Transaxle Fluid Type   | DEXRON VI®  |
| Transaxle Fluid Capacity                                     | 9.0 L/9.5 qts Quarts                                    |
| Transaxle Type: 6  | Six Forward Gears                                       |
| Transaxle Type: T  | Transverse Mount  |
| Transaxle Type: 70/75  | Product Series  |
| Position Quadrant  | P, R, N, D, * *(Refer to the applicable owner's manual) |
| Case Material  | Die Cast Aluminum                                       |
| Transaxle Net Weight   | 104 kg  |
| Maximum Trailer Towing Capacity                              | N/A   |
| Maximum Gross Vehicle Weight (GVW)                           | 4,000 lbs   |

## Fluid Capacity Specifications

| Application                                      | Specification  |                 |
|--|----------------|-----------------|
|  | Metric         | English         |
| Valve Body Cover Removal - Approximate Capacity  | 5.0-7.0 liters | 5.3-7.4 quarts  |
| Fluid Change - Drain Plug - Approximate Capacity | 4.0-6.0 liters | 4.2- 6.3 quarts |
| Overhaul - Approximate Capacity                  | 7.0-9.0 liters | 7.4-9.5 quarts  |

## Taper Bearing Preload Selective Specifications

### Front Differential Drive Pinion Gear and Differential Thrust Washer Selection Chart

| Thrust Washer O.D. Color Code | Washer Thickness |          |
|-------------------------------|------------------|----------|
|                               | Metric           | English  |
| Brown                         | 0.494 mm         | 0.020 in |
| Purple                        | 0.545 mm         | 0.022 in |
| Black                         | 0.596 mm         | 0.024 in |
| Pink                          | 0.647 mm         | 0.026 in |
| Dark Blue                     | 0.698 mm         | 0.028 in |
| Light Green                   | 0.749 mm         | 0.030 in |
| Plain                         | 0.800 mm         | 0.032 in |
| White                         | 0.851 mm         | 0.034 in |
| Light Blue                    | 0.902 mm         | 0.036 in |
| Orange                        | 0.953 mm         | 0.038 in |
| White/Black                   | 1.004 mm         | 0.040 in |
| White/Orange                  | 1.055 mm         | 0.042 in |
| White/Light Green             | 1.106 mm         | 0.044 in |

## Range Reference

### Range Reference Table

| Range                     | Park     | Reverse | Neutral  | Drive       |         |         |         |         |         |    |
|---------------------------|----------|---------|----------|-------------|---------|---------|---------|---------|---------|----|
|                           |          |         |          | 1st Braking | 1st     | 2nd     | 3rd     | 4th     | 5th     |    |
| 1-2-3-4 Clutch            | --       | --      | --       | Applied     | Applied | Applied | Applied | Applied | --      | -- |
| 3-5 Reverse Clutch        | --       | Applied | --       | --          | --      | --      | Applied | --      | Applied | -- |
| 4-5-6 Clutch              | --       | --      | --       | --          | --      | --      | --      | Applied | Applied | Ap |
| 2-6 Clutch                | --       | --      | --       | --          | --      | Applied | --      | --      | --      | Ap |
| Low and Reverse Clutch    | Applied* | Applied | Applied* | Applied     | --      | --      | --      | --      | --      | -- |
| Low Clutch Assembly (OWC) | --       | --      | --       | Holding     | Holding | --      | --      | --      | --      | -- |
| * = Applied with NO load  |          |         |          |             |         |         |         |         |         |    |

## Shift Solenoid Valve State and Gear Ratio

| Gear  | Shift SOL 1 | Shift SOL 2 | 1-2-3-4 CL PC SOL 5 N.L. | 2-6 CL PC SOL 4 N.L. | 3-5 REV CL PC SOL 2 N.H. | LOW REV 4-5-6 CL PC SOL 3 N.H. | Gear Ratio |
|---|-------------|-------------|--------------------------|----------------------|--------------------------|--------------------------------|------------|
| Park  | ON          | ON          | OFF                      | OFF                  | OFF                      | ON                             | --         |
| Reverse   | ON          | OFF         | OFF                      | OFF                  | ON                       | ON                             | 2.88       |
| Neutral   | ON          | ON          | OFF                      | OFF                  | OFF                      | ON                             | --         |
| 1st Braking   | ON          | ON          | ON                       | OFF                  | OFF                      | ON                             | 4.484      |
| 1st   | OFF         | ON          | ON                       | OFF                  | OFF                      | OFF                            | 4.484      |
| 2nd   | OFF         | ON          | ON                       | ON                   | OFF                      | OFF                            | 2.872      |
| 3rd   | OFF         | ON          | ON                       | OFF                  | ON                       | OFF                            | 1.842      |
| 4th   | OFF         | ON          | ON                       | OFF                  | OFF                      | ON                             | 1.414      |
| 5th   | OFF         | ON          | OFF                      | OFF                  | ON                       | ON                             | 1.000      |
| 6th   | OFF         | ON          | OFF                      | ON                   | OFF                      | ON                             | 0.742      |
| Effective Final Drive Ratio - 6T70/75 - 2.77/3.16   |             |             |                          |                      |                          |                                |            |
| For shift solenoids 1 and 2, "ON" = Solenoid Energized (Pressurized) "OFF" = Solenoid De-energized (No Pressure). |             |             |                          |                      |                          |                                |            |
| For pressure control solenoids, "ON" = Pressurized, "OFF" = No Pressure   |             |             |                          |                      |                          |                                |            |

## Shift Speed

Table 1: Shift Speed Variables

| Shift @ TP | km/h | mph  | OSS (RPM) |
|------------|------|------|-----------|
| 1-2 @ 12.5 | 13   | 8.1  | 283       |
| 2-3 @ 12.5 | 26   | 16.2 | 566       |
| 3-4 @ 12.5 | 40   | 24.9 | 870       |
| 4-5 @ 12.5 | 51.5 | 32.0 | 1120      |
| 5-6 @ 12.5 | 68.5 | 42.6 | 1490      |
| 6-5 @ 12.5 | 67   | 41.6 | 1457      |
| 5-4 @ 12.5 | 50   | 31.1 | 1088      |
| 4-3 @ 12.5 | 35   | 21.7 | 761       |
| 3-2 @ 12.5 | 23   | 14.3 | 500       |
| 2-1 @ 12.5 | 11   | 6.8  | 239       |
| 1-2 @ 25   | 26   | 16.2 | 566       |
| 2-3 @ 25   | 48   | 29.8 | 1044      |
| 3-4 @ 25   | 62   | 38.5 | 1349      |
| 4-5 @ 25   | 90   | 55.9 | 1958      |
| 5-6 @ 25   | 100  | 62.1 | 2175      |
| 6-5 @ 25   | 85   | 52.8 | 1849      |
| 5-4 @ 25   | 61   | 37.9 | 1327      |
| 4-3 @ 25   | 41   | 25.5 | 892       |
| 3-2 @ 25   | 23   | 14.3 | 500       |
| 2-1 @ 25   | 11   | 6.8  | 239       |

**Note:** Shift speed points are affected by many different vehicle and transmission operating conditions. The table above represents shift speed points calibrated at specific throttle angles during normal operating conditions and a temperature range between 0-130°C (32-266°F). These shift speed points are also based on an effective final drive ratio of 3.16, and assume a production-intent tire size. The table below illustrates a number of different variables that influence these shift speed points. Based on a given operating condition, these variables may override the normal shift speed points. To assist in monitoring the different variables, the respective scan tool data parameter is also listed.

### Shift Speed Variables

| Scan Tool Parameter     | Shift Speed Variables  |
|-------------------------|--|
| Calc. Throttle Position | Calc. Throttle Position (TP) is one of the most important inputs in the transmission shift pattern logic. A very low TP angle will impact the shift pattern by causing upshifts. A very high TP angle will impact the shift pattern by causing downshifts. |
|                         | Based on numerous inputs, the transmission control module (TCM) selects  |

© 2010 General Motors Corporation. All rights reserved.

|                         |  |
|-------------------------|--|
| Commanded Gear          | the optimum gear. Once the TCM commands a gear, the pressure control solenoids are activated to hydraulically control engagement of the proper clutch.   |
| Cruise                  | When cruise control is activated, the shift pattern is altered to reduce excessive shifting.   |
| ECT                     | Shift speed points may be offset to enhance engine coolant temperature (ECT) warm-up. Also, operating the vehicle at higher engine speeds will reduce the time to warm the ECT and the TFT.  |
| Engine Speed            | To protect against an over speed condition, engine speed is monitored. If the engine speed becomes too high, an upshift will occur.  |
| Engine Torque           | Engine torque is used to predict vehicle operating conditions, in order to determine the optimum gear and provide for a smoother ride.   |
| IMS                     | The internal mode switch (IMS) indicates the position of the transmission manual valve. The operator controls this valve by moving the gear range selector. Therefore, the possible gears may be limited by this valve position.   |
| TCC PC Sol. Duty Cycle  | The torque converter clutch (TCC) pressure control (PC) solenoid duty cycle indicates when the TCC has been engaged.   |
| TCC Slip Speed          | The TCC Slip Speed indicates the difference between engine speed and transmission input speed. The TCC is locked when slip speed is at or near zero, and may be controlling slip when at lower slip speeds.  |
| TFP Switch 1, 3, 4 or 5 | The transmission fluid pressure (TFP) switch is used to indicate if fluid pressure to a specific clutch has been applied or released.  |
| Trans. Fluid Temp.      | A lower TFT will extend shift speeds, a higher TFT, or hot mode condition, will invoke shorter shift speeds in order to establish a shift pattern required to cool the TFT.  |
| Transmission Hot Mode   | If the TFT becomes too hot, a hot mode shift pattern is used. The hot mode shift pattern will invoke lower shift speed points to establish a shift pattern necessary to cool the TFT.  |
| Transmission OSS        | The transmission output speed sensor (OSS) is one of the most important inputs into the transmission shift pattern logic. A very low transmission output speed will impact the shift pattern by causing downshifts. A very high transmission output speed will impact the shift pattern by causing upshifts. |

## Transmission Internal Mode Switch Logic

| Gear Selector Position | Signal A | Signal B | Signal C | Signal P |
|------------------------|----------|----------|----------|----------|
| Park                   | LOW      | HI       | HI       | LOW      |
| Park/Reverse           | LOW      | LOW      | HI       | LOW      |
| Reverse                | LOW      | LOW      | HI       | HI       |
| Reverse/Neutral        | HI       | LOW      | HI       | HI       |
| Neutral                | HI       | LOW      | HI       | LOW      |
| Neutral/Drive 6        | HI       | LOW      | LOW      | LOW      |
| Drive 6                | HI       | LOW      | LOW      | HI       |
| Drive 6/Drive 4        | LOW      | LOW      | LOW      | HI       |
| Drive 4                | LOW      | LOW      | LOW      | LOW      |
| Drive 4/Drive 3        | LOW      | HI       | LOW      | LOW      |
| Drive 3                | LOW      | HI       | LOW      | HI       |
| Drive 3/Drive 2        | HI       | HI       | LOW      | HI       |
| Drive 2                | HI       | HI       | LOW      | LOW      |
| Open                   | HI       | HI       | HI       | HI       |
| Invalid                | HI       | HI       | HI       | LOW      |
| Invalid                | LOW      | HI       | HI       | HI       |

HI = Ignition voltage  
 LOW = 0 volts

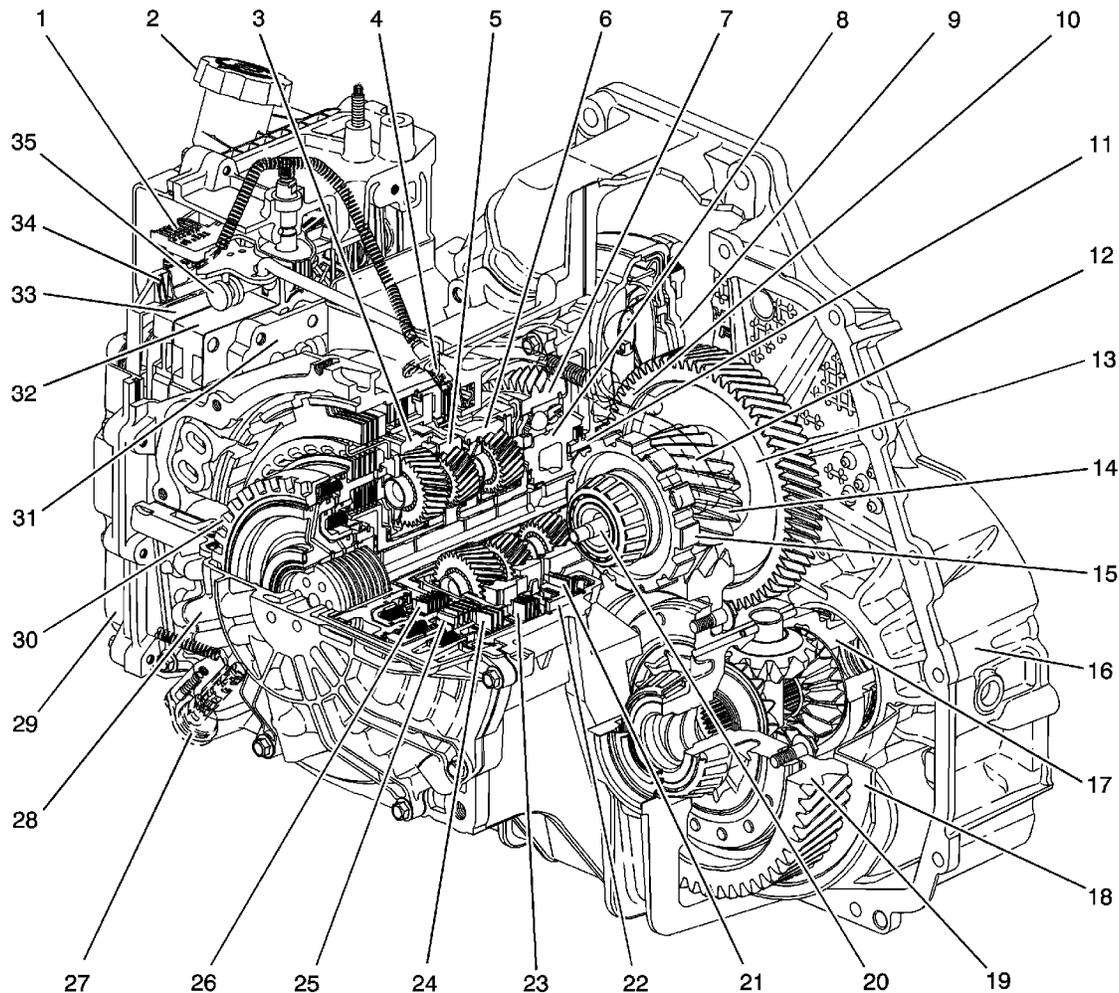
## Solenoid Valve Pressure

### Line PC Solenoid Valve Pressure

| Requested Pressure (kPa) | Actual Pressure |             |
|--------------------------|-----------------|-------------|
|                          | Metric          | English     |
| None                     | 345-550 kPa     | 50-80 psi   |
| 200                      | 690-900 kPa     | 100-130 psi |
| 400                      | 1100-1310 kPa   | 160-190 psi |
| 600                      | 1520-1725 kPa   | 220-250 psi |
| 800                      | 1860-2070 kPa   | 270-300 psi |
| 1000                     | 1860-2070 kPa   | 270-300 psi |
| 1200                     | 1860-2070 kPa   | 270-300 psi |
| 1400                     | 1860-2070 kPa   | 270-300 psi |
| 1600                     | 1860-2070 kPa   | 270-300 psi |
| 1800                     | 1860-2070 kPa   | 270-300 psi |
| 2000                     | 1860-2070 kPa   | 270-300 psi |

## Component Location

### Component Locations



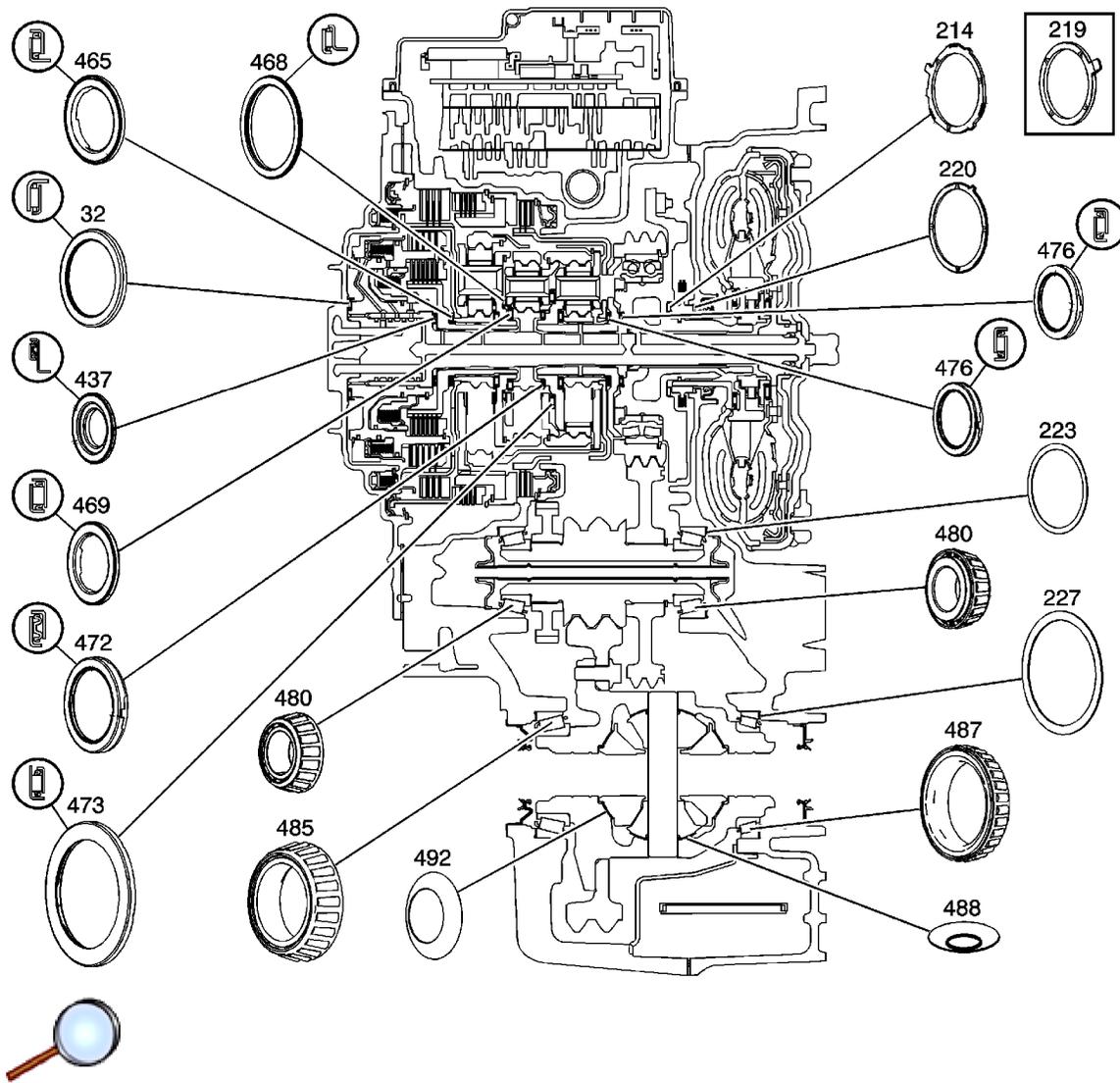
- (1) Manual Shift Detent Lever Assembly (w/Shaft Position Switch)
- (2) Trans Fluid Level Indicator
- (3) Reaction Carrier Assembly
- (4) Output Speed Sensor
- (5) Input Carrier Assembly
- (6) Output Carrier Assembly
- (7) Front Differential Transfer Drive Gear
- (8) Front Differential Transfer Drive Gear Support Assembly
- (9) Torque Converter Assembly
- (10) Park Pawl Actuator Assembly

© 2010 General Motors Corporation. All rights reserved.

- (11) Fluid Pump Drive Link Assembly
- (12) Park Pawl
- (13) Front Differential Transfer Driven Gear
- (14) Front Differential Drive Pinion Gear
- (15) Park Gear
- (16) Torque Converter and Support and Fluid Pump Housing Assembly
- (17) Front Differential Carrier Assembly
- (18) Front Differential Carrier Baffle
- (19) Front Differential Ring Gear
- (20) Front Differential Drive Pinion Gear Lube Tube
- (21) 1-2-3-4 Clutch Assembly
- (22) Low and Reverse Clutch Assembly (OWC)
- (23) Low and Reverse Clutch
- (24) 2-6 Clutch Assembly
- (25) 3-5-Reverse Clutch Assembly
- (26) 4-5-6 Clutch Assembly
- (27) Input Speed Sensor
- (28) Case Cover Assembly
- (29) Control Valve Body Cover
- (30) Input Shaft Speed Sensor Reluctor Wheel
- (31) Control Valve Lower Body Assembly
- (32) Control Valve Upper Body Assembly
- (33) Control Valve Channel Plate Assembly
- (34) Control Solenoid Valve Assembly (w/Body and TCM)
- (35) Manual Valve

## Bushing, Bearing, and Washer Locations

### Bushing and Bearing Locations

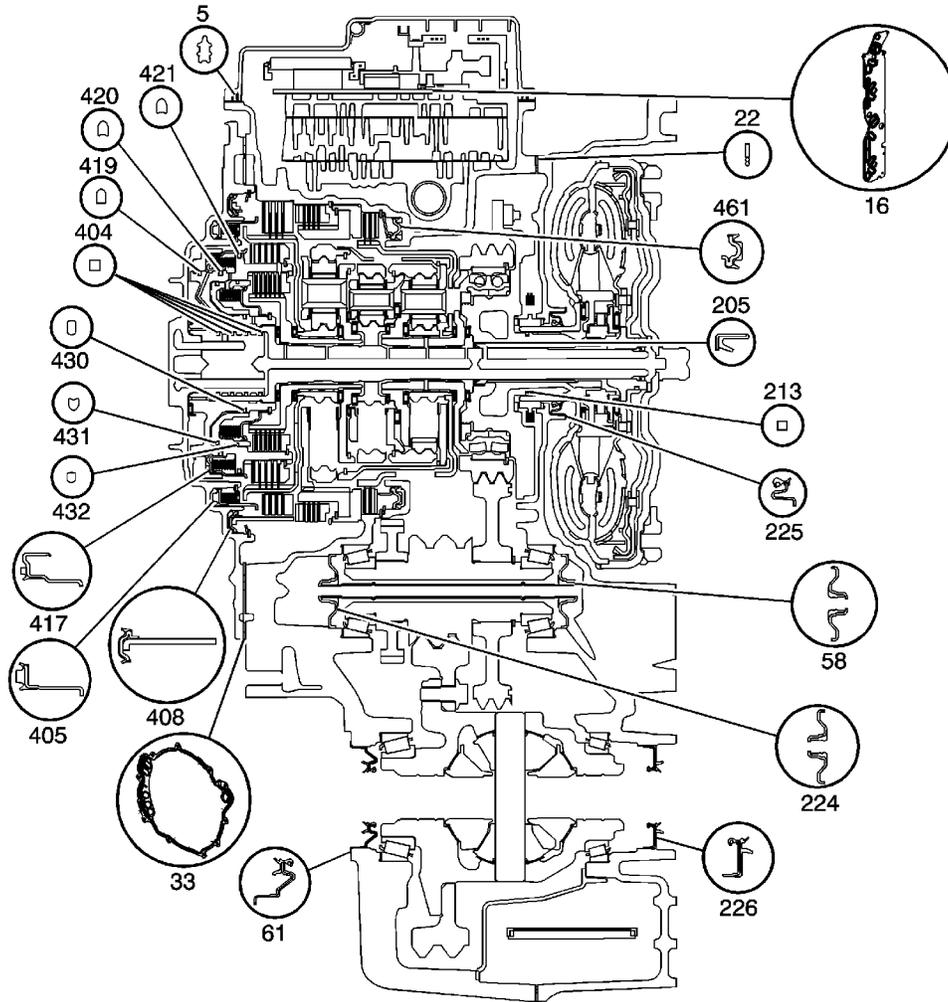


- (32) Input Shaft Thrust Bearing Assembly
- (214) Drive Sprocket Thrust Washer
- (219) Drive Sprocket Thrust Washer
- (220) Drive Sprocket Thrust Washer
- (223) Front Differential Drive Pinion Gear Bearing Thrust Washer
- (227) Front Differential Bearing Thrust Washer
- (437) 4-5-6 Clutch Hub Thrust Bearing Assembly
- (465) 2-6 Clutch Hub Thrust Bearing
- (468) Input Carrier Thrust Bearing Assembly
- (469) Input Sun Gear Thrust Bearing Assembly

© 2010 General Motors Corporation. All rights reserved.

- (472) Output Carrier Thrust Bearing Assembly
- (473) Output Carrier Thrust Bearing Assembly
- (476) Front Differential Transfer Drive Gear Input Hub Bearing Assembly
- (480) Front Differential Drive Pinion Gear Bearing Assembly
- (485) Front Differential Carrier Bearing Assembly
- (487) Front Differential Carrier Bearing Assembly
- (488) Front Differential Carrier Thrust Washer
- (492) Front Differential Side Gear Thrust Washer

## Seal Locations #1

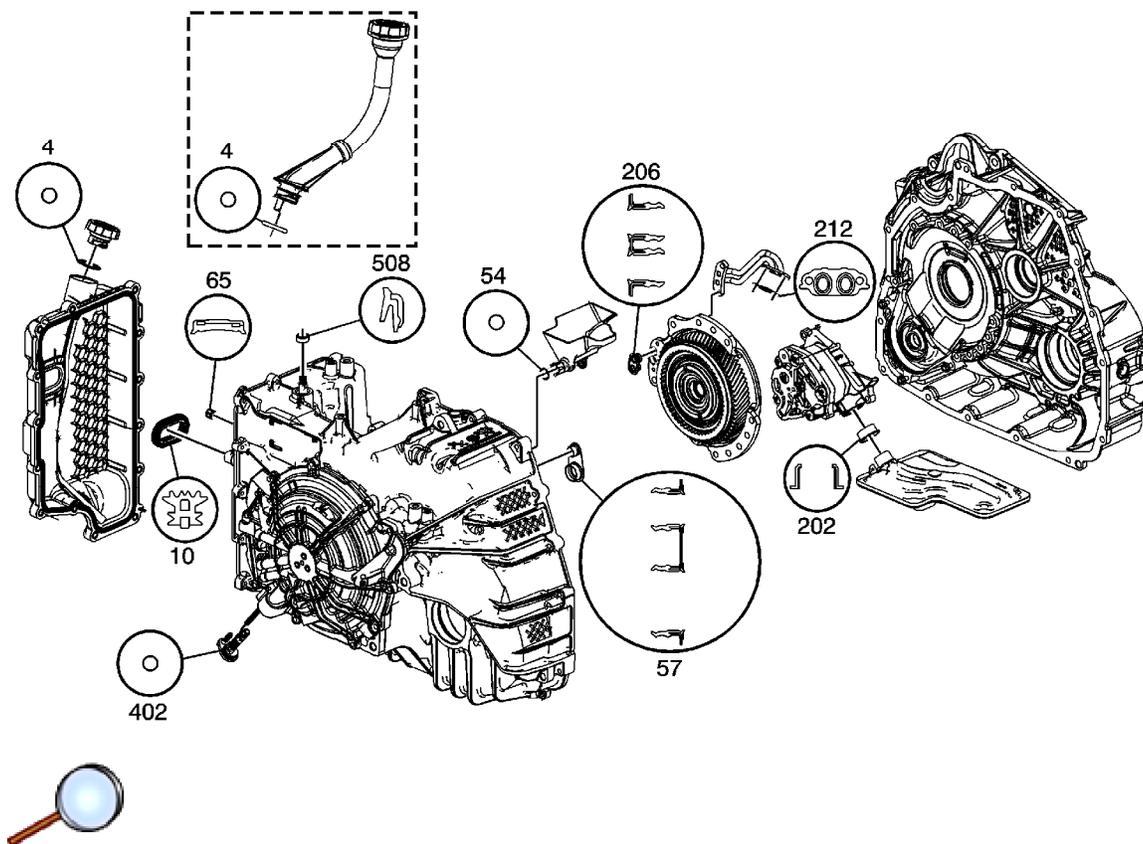


- (5) Control Valve Body Cover Assembly Gasket
- (16) Control Solenoid (w/Body and TCM) Filter Plate Assembly
- (22) Torque Converter Housing Outer Seal
- (33) A/Trans Case Cover Gasket
- (58) Front Differential Drive Pinion Gear Lube Dam
- (61) Front Wheel Drive Shaft Oil Seal Assembly
- (205) Front Differential Transfer Drive Gear Support Seal Assembly
- (213) Front Differential Transfer Drive Gear Support Seal
- (224) Front Differential Drive Pinion Gear Lube Dam
- (225) Torque Converter Fluid Seal Assembly
- (226) Front Wheel Drive Shaft Oil Seal Assembly

© 2010 General Motors Corporation. All rights reserved.

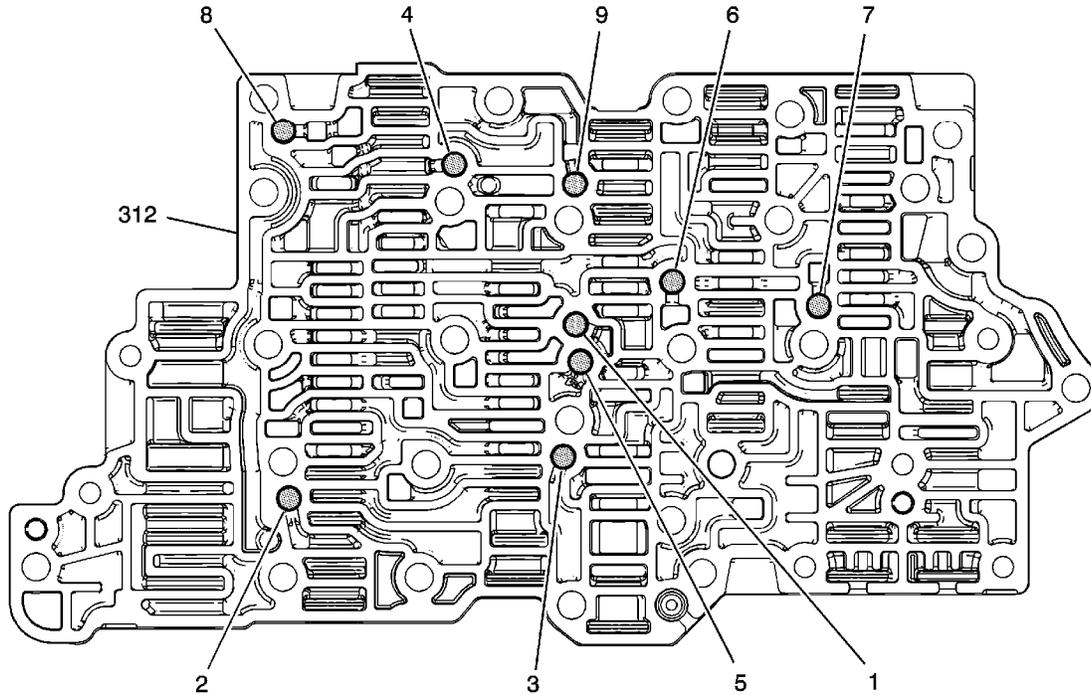
- (404) 3-5-Reverse and 4-5-6 Clutch Fluid Seal Ring
- (405) 2-6 Clutch Piston
- (408) Low and Reverse Clutch Piston Assembly
- (417) 3-5-Reverse Clutch Piston
- (419) 3-5-Reverse Clutch Piston Inner Seal
- (420) 3-5-Reverse Clutch Piston Inner Seal
- (421) 3-5-Reverse Clutch Piston Dam Seal
- (430) 4-5-6 Clutch Piston Inner Seal
- (431) 4-5-6 Clutch Piston Outer Seal
- (432) 4-5-6 Clutch Piston Outer Seal
- (461) 1-2-3-4 Clutch Piston

## Seal Locations #2



- (4) Fluid Level Indicator Tube Seal - Model Dependent
- (10) Control Valve Body Cover Wiring Connector Hole Seal
- (54) A/Trans Fluid Trough O-Ring Seal
- (57) A/Trans Pump Fluid Outlet Seal Assembly
- (65) 1-2-3-4 Clutch Fluid Passage Seal
- (202) Filter Neck Seal
- (206) Front Differential Transfer Drive Gear Support Torque Converter Fluid Seal Assembly
- (212) Front Differential Transfer Drive Gear Support Fluid Passage Tube Gasket
- (402) ISS O-Ring Seal
- (508) Manual Shift Shaft Seal

## Ball Check Valve Locations



| I.D. | Input Oil         | Input Oil | Output Oil          |
|------|-------------------|-----------|---------------------|
| 1    | Drive 1-6         | DRV B     | 26/1234 CL Feed     |
| 2    | Solenoid 1        | Reverse   | CSV2 Enable         |
| 3    | Solenoid 2        | 456       | CSV3 Enable         |
| 4    | PS4               | 456       | CSV2 Latch          |
| 5    | Drive 1-6         | 35 Rev FD | 35 Rev Supply       |
| 6    | 2-6/1234          | --        | 1234 Clutch Feed    |
| 7    | 35R Supply        | --        | 35R Clutch Feed     |
| 8    | Low/Rev Supply    | --        | Low/Rev Clutch Feed |
| 9    | 456 Clutch Supply | --        | 456 Clutch Feed     |