



Installation Guide

GO-SHIFT

Electronic Transmission Control

1/29/19



For GM 4L60E and 4L80E
GO-SHIFT Electronic Transmission Control
PN: 20010

Congratulations on your purchase of a FiTech EFI GO-SHIFT Electronic Transmission Control. Every FiTech system is meticulously tested for functionality before it leaves our Riverside, California facility.

If you experience any technical difficulties or need assistance, please feel free to contact our technical support department at (951) 340-2624 Monday-Friday 7:00am - 5:00pm PST and Saturday at 8:00am -12:00pm PST or email us at techmail@fitechefi.com.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov.

FiTech EFI GO-SHIFT Electronic Transmission Control Installation Guide

WARNING!

This installation guide must be read and fully understood before beginning installation.

If the installation guide is not fully understood, do not attempt to start this installation. Failure to follow this installation guide can possibly result in system failure and potentially serious personal injury and/or property damage. Please keep this installation guide. For the safety and protection of you, your vehicle, and others, only a trained and FiTech approved mechanic with adequate experience should perform the installation, adjustment, and repair.

Caution must be observed when installing any product . Work in a well ventilated area with an approved fire extinguisher readily available. Eye protection and other safety apparel should be worn to protect against debris and sprayed gasoline. Ensure to disconnect the negative terminal of the battery before beginning. We recommend having this installation performed by an experienced, qualified, and FiTech approved automotive technician. Lastly, ensure the engine has had sufficient time to cool! Engine may still be hot. Disregarding any of this information can result in serious property damage, injury, and/or death.

If this installation guide is not followed, any component damaged will not be covered by FiTech's warranty. Should any one component fail, it will not constitute or justify a warranty of the entire FiTech EFI system. Replacement and accessory items are available for purchase from FiTech EFI. If assistance is required or if you need further warranty clarification, please call FiTech EFI (951) 340-2624 or email warranty@fitechefi.com.

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System Requirements

This installation guide is designed to get you up and running with your FiTech EFI GO-SHIFT Electronic Transmission Control. The FiTech EFI GO-SHIFT Electronic Transmission Control #20010 is a transmission controller designed for electronically controlled transmissions such as GM's 4L60E, 4L65E, 4L80E, and 4L85E. These transmissions have solenoids that control which gears are activated, and an electronically controlled transmission fluid pressure system, that can regulate shift firmness and clutch holding ability. These transmissions are also equipped with electronically controlled torque converter clutches, which can lock up the torque converter to provide a direct connection between the engine and transmission for improved fuel economy, and the FiTech EFI GO-SHIFT Electronic Transmission Control can manage this system seamlessly. FiTech EFI GO-SHIFT Electronic Transmission Control allows these transmissions to be used in a variety of applications without having to reprogram or retrofit an OEM engine/drivetrain management system or transmission control system. The FiTech EFI GO-SHIFT Electronic Transmission Control is simple to install and setup and has enough adjustment ability to custom tailor the performance to suit the application. Please read the full instruction manual before beginning your installation. For technical assistance with your FiTech EFI GO-SHIFT Electronic Transmission Control call (951)-340-2624, go online to www.fitechefi.com under "tech center", or email us at techmail@fitechefi.com

Tools required for installation

- Factory Service manual for you vehicle
- Digital Voltmeter





Dimensions




- ECU to the transmission plug 5'10"

Kit Contents

- (1) Main Harness
- (1) VSS Sub Harness
- (1) Transmission Sub Harness
- (1) TCU
- (1) Handheld Controller w/ billet case
- (1) Data Com Cable
- (1) Mini USB handheld cable
- (1) 8 gigabyte SD Card (Installed in Controller)
- (1) Windshield mount
- (1) Instruction Booklet

Noted: mounting hardware for the TCU are not included

P/N	Image	Name	Quantity	Description
20010-2		Main Harness	1	<ul style="list-style-type: none"> Main Harness for the FiTech EFI GO-SHIFT Electronic Transmission Control
20010-3		VSS Sub Harness	1	<ul style="list-style-type: none"> Vehicle Speed Sensor Connects from the main harness to the transmission VSS For a 4L80 ensure to connect the VSS to the rear VSS plug
70050-5		Trans Sub Harness	1	<ul style="list-style-type: none"> Connect from the main harness transmission plug to the vehicles transmission For a 4L80 connect to the drivers side For a 4L60 connect to the passenger side
60015		Mini USB Handheld Cable	1	<ul style="list-style-type: none"> Used to plug the handheld into a USB connection Can be used if you need to adjust something in the handheld with your laptop

P/N	Image	Name	Quantity	Description
60014		Handheld Cable	1	<ul style="list-style-type: none"> Cable connects the handheld and the system
60016		Windshield Mount	1	<ul style="list-style-type: none"> Self-explanatory
60013		Handheld Controller	1	<ul style="list-style-type: none"> Highly advanced, joy stick and touch screen controller

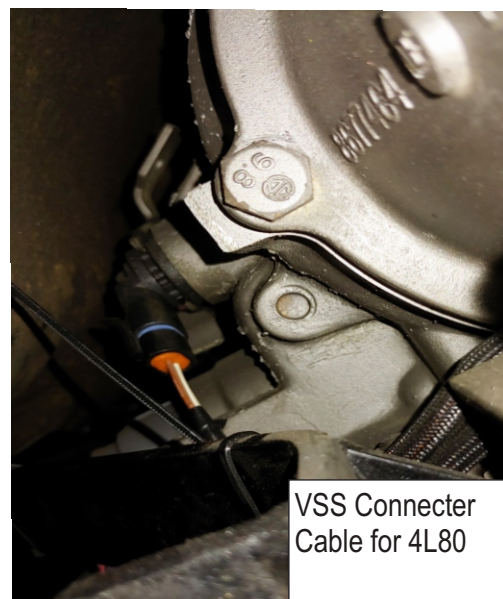
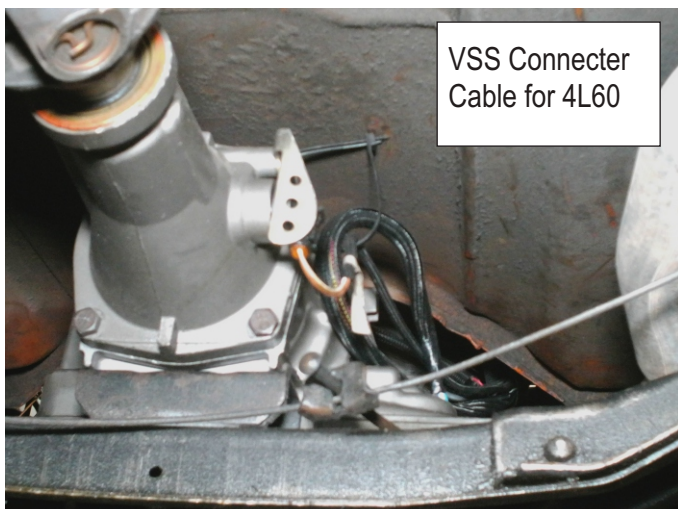
Installation

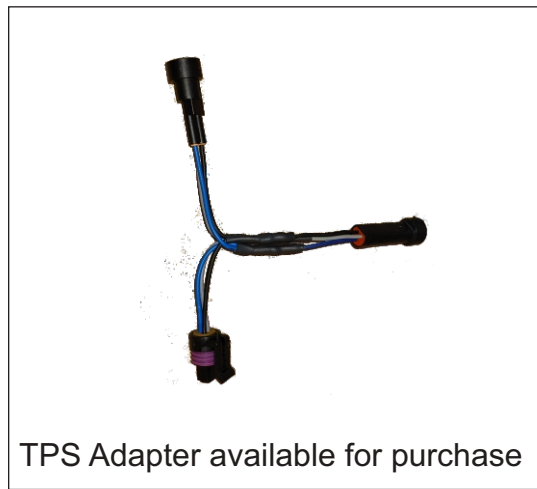
Mounting FiTech EFI GO-SHIFT Electronic Transmission Control TCU

Mount the GO-SHIFT Electronic Transmission Control TCU in the engine bay or passenger compartment, away from heat, isolated from major vibrations, away from road debris and water ingress, and within reach of the harness connections (transmission, battery, TPS, tach input) . Ensure that the connector is pointing downward to avoid water collection.

Installing the VSS

Plug the VSS on the rear of the transmission.

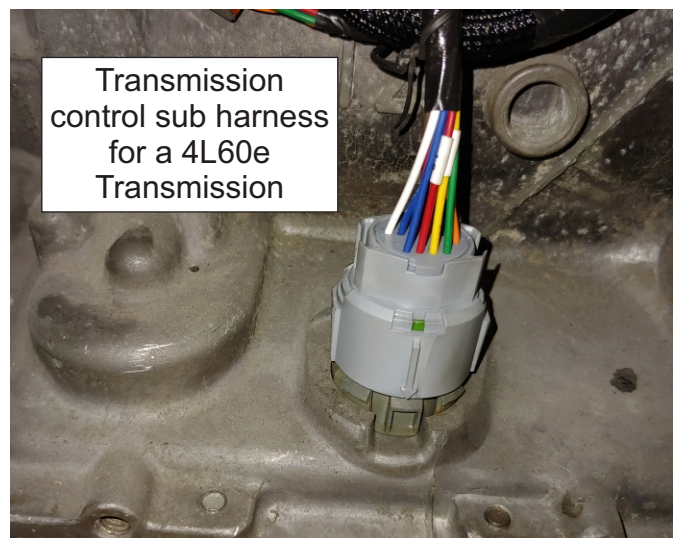




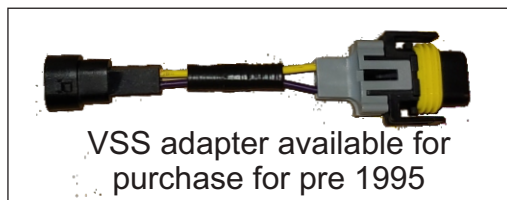
Install the Transmission plug



NOTE: The arrow on the transmission connector must be facing top side on the driver side.



NOTE: The arrow on the transmission connector must be facing outward on the passenger side.



General Wiring Reference

VERY IMPORTANT!

The FiTech EFI GO-SHIFT Electronic Transmission Control system highly depends upon a clean and constant voltage source. Please ensure when grounding the system it is a clean ground, the ground is just as important as the power side for any electrical system.

The FiTech EFI GO-SHIFT Electronic Transmission Control contains many processing devices. These devices require clean power and secure grounds. The wiring of these devices must be separated from “noisy” power and ground sources. This includes not clumping wires together.

Do's

- Install the main power directly to the battery post terminals and connect the ground ring to the engine block, head, or battery. DO NOT CONNECT TO THE VEHICLE BODY OR CHASSIS. DO NOT CONNECT THE MAIN POWER TO ANY OTHER SOURCE.
- Properly crimp or crimp and solder any wire connections. Apply quality heat shrink over any of these connections.
- A proper ground connection from the battery to the chassis, and the battery to the engine is crucial
- Make sure battery is fully charged

DON'TS

- **NEVER** run high voltage or “noisy/dirty” wires in parallel (bundle/ loom together) with any sensor wiring. If wires need to cross, try to do so at an angle.
- **DO NOT** use improper crimping tools.
- **DO NOT** use anything like “t-taps” etc. Use proper crimper/solder and heat shrink.
- It is **never** advised to splice/share signal wires between different electronic control units (i.e “piggyback”).
- **DO NOT** connect the red in sheathing battery switched +12V wire to “noisy” sources. It can ONLY be connected to the battery positive terminal.
- **NEVER** start an engine with a battery charger attached.

Warning! Any modifications of the supplied FiTech wiring harness can result in a possible void of warranty.

ATTENTION! VERY IMPORTANT!

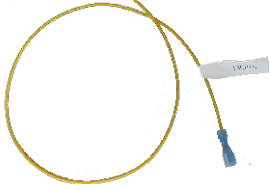

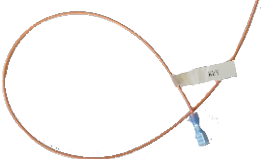
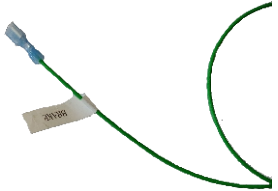
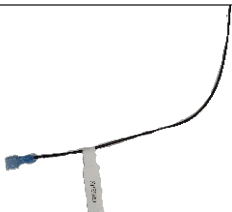


DO NOT resort to any of these “wiring” methods!







- DO NOT SHORTEN OR LENGTHEN TCU HARNESS
- DO NOT Twist Wires Together
- DO NOT use Wire Nuts
- DO NOT use Mismatched Connectors
- DO NOT use T-Taps!
- DO NOT Jam Wires into a Fuse
- DO NOT use Broken Butt Connectors
- DO NOT use Bare Wires!
- DO NOT use Electrical Tape on Bare wires
- **DO NOT get The cheapest crimpers available**
- **DO NOT USE ROMEX**

ONLY THESE APPLICATIONS ARE ACCEPTABLE

- OEM Automotive Quality Connectors and wires
- Soldered Connection w/ adhesive heat shrink

NOTE: Improper wiring modifications will void warranty. If any extensions are necessary install terminals to the desired wire.

Required	Wire color	Label Name	Image	Description
Optional	Yellow	Tach In		This tach input wire triggers the system. It connects to the negative terminal of a 12v coil. This is how the system receives RPM signal. Isolation of this wire is crucial. DO NOT loom with harness or any other wires. Connect to a TACHOMETER Signal, such as the negative side of a standard ignition coil, or to the tachometer signal output of an ignition system. DO NOT CONNECT TO A COIL THAT IS POWERED BY A CDI IGNITION SYSTEM!!! This will void your warranty, and damage the FiTech EFI GO-SHIFT Electronic Transmission Control TCU. This is an OPTIONAL connection (shift points can be set by VSS only, but risks overrevving the engine if not set carefully)
Optional	grey	CAL_B		Connect to a toggle switch that GROUNDS this wire. Actuates an alternative shift point and shift firmness setting. This is an OPTIONAL connection
Required	Orange	Key		This goes to the ignition switch. It is what will tell the system if it is on or off. It needs a clean 12v while cranking and key on. But, no voltage with key off.
Optional	Green	Brake		Connect to a brake switch that is 12 volts when brakes are NOT applied, and open when brakes are applied. This is an OPTIONAL connection (Torque converter can be disengaged by VSS or closed throttle as an optional setting)
Optional	Black	Speedo		Connect to a digital speedometer. The pulse per mile setting is user adjustable. This is an OPTIONAL connection (if the vehicle has a speedometer that is driven by other means)
Required	Red Covered in Sheathing	Battery +		This wire need a clean power source. Connect it directly to positive side of battery. DO not connect to alternator, starter or any other source of positive power. Needs a CONSTANT 12 volt battery source.
Required	Black Sheathing	Ground		This wire need a clean ground source. It must be grounded on negative side of battery, block, or heads. DO NOT ground to any other source on vehicle.

Required	Wire color	Label Name	Image	Description
Required	N/A	TCU		Computer for the system. Mount in engine bay or passenger compartment. Ensure the connector pointing downward to avoid water collection. Keep it away from heat and within reach of the harness connections (transmission, battery, TPS, tach input). Isolated from major vibrations. Away from road debris and water ingress
Required	Covered in black sheathing	Handheld		The handheld connector connects to the handheld controller. One cable is to supply power and one is a data cable. Ensure the handheld is securely connected. The handheld can be removed once initial programming has had a hard save. If the handheld is removed ensure the cable is secure and not near any heat source. If there is heat damage to the wire it will void your warranty.
Required	Covered in black sheathing	4LX0E VSS SUB-HARNESS		2 pin Deutsch Connector. Connect to the main harness and to rear vehicle speed sensor of the transmission (VSS)
Required	Covered in black sheathing	3 Wire TPS Connector (TPS)		Connect this to a remote TPS. If tapping in to an existing TPS on (for example) an EFI system, it is important to make sure the ground of the FiTech EFI GO-SHIFT Electronic Transmission Control is in the same position as the ground wires for the EFI computer. The WHITE wire of the TPS is the actual signal. The signal needs to be a 0-5V type signal (typically around 1 volt closed, and 4.5 Volts at full throttle). Route all wires as far from the ignition cables as possible, as they cause interference issues. Avoid and protect from heat sources. Secure from vibration and rub-through.
Required	Covered in black sheathing	4LX0E TRANS SUB-HARNESS		8 Pin Deutsch Connector connects to main harness. 6 Pin Deutsch Connector. Connect to main harness. 20 Pin Transmission Connector. Connect to transmission. Notice the orientation of the connector to avoid problems.
Required	Large oval connection	TCU Connector		Attach TCU to harness by applying gentle pressure. Once the TCU is secure you will hear a click. To remove the TCU ensure to push the tab then pull TCU off gently. Crucial for optimal performance. Please ensure it has a secure connection.

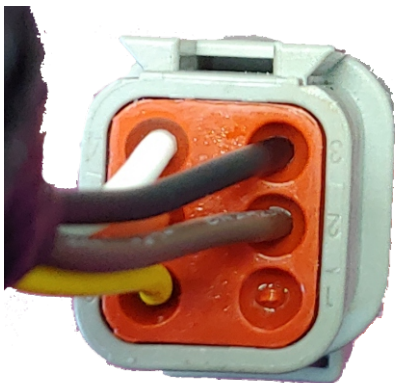
8 pin Trans Deutsch Connector MALE



40	1	red	black	8	19
14	2	blue	yellow	7	3
33	3	red	orange	6	20
1	4	green	white	5	34

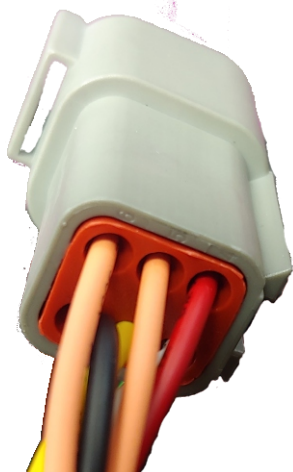
AT Inline 20-Way Connector, Engine Side	
Connector Part Information	<ul style="list-style-type: none">12160493 Side 20-Way F Micro-Pack 100 W Series (GRY)
Pin	Function
A	1-2 Shift Solenoid Valve Control
B	2-3 Shift Solenoid Valve Control
C	PC Solenoid Valve High Control
D	PC Solenoid Valve Low Control
E	OFF/ON/START Voltage
F-K	Not Used
L	TFT Sensor Signal
M	Low Reference
N	Transmission Fluid Pressure Switch Signal A
P	Transmission Fluid Pressure Switch Signal C
R	Transmission Fluid Pressure Switch Signal B
S	3-2 Shift Solenoid Valve Control on a 4L60e, but TCC on a 4L80e
T	TCC Solenoid Valve Control. Not used on 4L80e
U	TCC PWM Solenoid Valve Control, Not used on 4L80e
V-W	Not Used, Not used on 4L80e

6 pin Trans Deutsch MALE



23	3	black	white	4	4
6	2	brown	orange	5	21
	1	blank	yellow	6	27

Paddle Shift 6 Pin Deutsch FEMALE



Relay	Relay	10
6	5	4
peach	peach	red
black	yellow	white
1	2	3
Ground	13	30

Handheld Definitions

The FiTech EFI GO-SHIFT Electronic Transmission Control system uses a handheld programmer to make adjustments and view important operational data. Adjustments can be made with the handheld by using the toggle joystick button, or with the touchscreen buttons.

1. Dashboard
Displays the more important information for general operation
2. Large Gauges
Allows up to 4 data items to be viewed in larger fonts
3. GO-SHIFT Tuning
Adjust performance here
4. GO-SHIFT Initial Setup
STEP 1 – go through these settings for initial setup of the system.
5. Data Logging
More in-depth information can be viewed here for troubleshooting and measuring performance
6. GO-SHIFT PRO Tuning (Can be Hidden – Display Setup)
Adjust more in-depth performance settings in here
7. Display Setup
Select which menus to show in handheld
8. Fault Code
Look in here for any possible faults detected. This also has a button to clear any recorded faults, so that it can be determined when they are properly repaired.
9. Read Cal from ECU
AFTER you make some changes, it's a good idea to read the calibration from the TCU to keep it as a backup, so that you don't need to reset things to the factory settings if you make some major changes and don't like them.
10. Write Cal to ECU
If you want to restore from a backup, or reset to the original settings, this is the menu to use
If using a 4L80e use write cal to ECU at the beginning 95 shift points to vary by transmission calibrations
11. ECU Programmer (Can be Hidden – Display Setup)
This allows the entire GO-SHIFT firmware to be written over, wiping out everything, or when update files are available from FiTech. USE CAREFULLY. It can brick the computer if the connection fails or power fails or an incorrect file is used to update. The handheld will need to be disconnected and reconnected after programming.

Initial Setup

In the handheld option 4 "GoSHIFT Initial Setup" click the joystick to open. To change the option push the joystick to the left or right. Press the joystick for enter. A green line will appear saying "Saved to ECU Succeed".

1. Transmission Type

No.	Transmission	brand	
02	GM 4L8Xe or 4LX6e	4L8Xe	4LX6e

GM 4L6Xe or 4L8Xe; choose whether it's a 4L60E style, or 4L80E Style transmission.

2. Transmission Setup

NO.	Transmission	Cyl	
01	RPM input Cylinders	MIN: 4	MAX: 8
02	All Shift Speed Mult	MIN: 0	MAX: 199
03	Perf Mode (0-4)	MIN: 0	MAX: 4
04	CalB Mode (0-4)	MIN: 0	MAX: 4
05	Tire Diameter	MIN: 0	MAX: 100
06	Axle Gear Ratio	MIN: 200	MAX: 7.00
07	Shift max RPM	MIN: 0	MAX: 12000
08	OverRev Learn	ON	Off
09	Option RPM Input	NoRPM	HasRPM
10	Option Brake Input	NoBrake	BrakeOn

RPM input Cylinders

MIN: 4 MAX: 8: Select the number of tach signals that are received during 2 revolutions.

Reminder – some GM ECUs will output a 2 pulse per revolution Tach signal, so this setting would be set to 4 for that case.

All Shift Speed Mult

MIN: 0 MAX: 199: Adjust the overall shifting speeds up or down proportionally to get the shifting performance suitable to the needs. This adjusts the upshifts and downshifts. Higher multiplier will result in a more sporty feeling with higher RPMs seen before shifts at all throttle positions.

Perf Mode (0-4)

MIN: 0 MAX: 4: Select a “mode” of overall shift speeds and shift firmness. Setting 1 will shift fairly early at light throttles. Setting 4 will require higher speeds before upshifting at part throttle conditions.

CalB Mode (0-4)

MIN: 0 MAX: 4: When the CAL_B input is grounded, an alternative “Perf Mode” will be used (if the CAL_B input is not set up as a Transfer Case Input). Adjust this value to set which performance mode to use. Setting 1 will shift fairly early at light throttles. Setting 4 will require higher speeds before upshifting at part throttle conditions.

Tire Diameter

MIN: 0 MAX: 100: Enter the tire diameter in INCHES

Axle Gear Ratio

MIN: 2.00 MAX: 7.00: Enter the final drive axle ratio

Shift max RPM

MIN: 0 MAX: 12000: The transmission will upshift a gear when this RPM is exceeded. There is a delay after this upshift before the RPM is used again as the limiting factor, to allow time for the transmission hardware to actually shift to the next gear (to avoid double or triple upshifts). Typically, and more reliably, the vehicle speed is used as the main upshift OverRev Learn On determining parameter.

OverRev Learn

On or Off: This option allows the transmission to upshift at earlier RPMs than the “Shift max RPM” in order for the transmission hardware to actually upshift to the next gear without over-revving the engine. Each gear learns its own offset, and it learns in 50 RPM increments.

Option RPM Input

NoRPM or HasRPM: The RPM “TACH IN” wire is optional, and the software can manage the transmission without it. The main benefit is over-rev protection.

Option Brake Input

NoBrake or BrakeOn: The “BRAKE” wire is optional, and the software can manage the torque converter lockup without it. With this option enabled, the torque converter will unlock when the brake is pressed. Regardless of the option, the software still will use throttle position, RPM (optionally), and vehicle speed to determine whether to lock or unlock the torque converter, but the brake switch can override everything to unlock the converter.

3. Throttle Position Setup

NO.	Throttle	Hold	
01	Full Throttle Learn	ON	Off
02	Close TPS Learn	LEARNING	Off

Full Throttle Learn

ON or Off; With the key on, and throttle pedal fully floored, turn this option on. It will learn how high the TPS signal is, and use that to scale the reading from the closed to fully open position to achieve a reading of 100% throttle when floored.

Close TPS Learn

Learning or Off; At any time, whether running or just keyed on, setting this option to Learning will attempt to set the current TPS position to 0%, as long as the TPS voltage is below 2.1 volts.

4. Torque Converter Setup

NO.	Torque	opt	
01	Option Brake Input	No Brake	Has Brake
02	Enable tcc mph 4th	MIN: 0	MAX: 250
03	Unlock tcc mph 4th	MIN: 0	MAX: 255
04	Enable tcc mph 3rd	MIN: 0	MAX: 255
05	Unlock tcc mph 3rd	MIN: 0	MAX: 255

Option Brake Input

No Brake Has Brake: The "BRAKE" wire is optional, and the software can manage the torque converter lockup without it. With this option enabled, the torque converter will unlock when the brake is pressed. Regardless of the option, the software still will use throttle position, RPM (optionally), and vehicle speed to determine whether to lock or unlock the torque converter, but the brake switch can override everything to unlock the converter.

Enable tcc mph 4th

MIN: 0 MAX: 250: Torque converter clutch lockup will not activate below this speed when the GEAR POSITION is in OVERDRIVE, and the transmission is in Overdrive.

Unlock tcc mph 4th

MIN: 0 MAX: 255: The torque converter will unlock if the vehicle speed is below this, when in overdrive.

Enable tcc mph 3rd

MIN: 0 MAX: 25 When the gear position lever is in Drive (D, 3rd), the torque converter will be allowed to lock above this speed when the transmission is in 3rd gear.

Unlock tcc mph 3rd

MIN: 0 MAX: 255: When the gear position lever is in Drive (D, 3rd), the torque converter will unlock below this speed when the transmission is in 3rd gear.

5. Speedometer Setup

NO.	Speedometer	%mult	
01	VSS in Correction	MIN: 20	MAX: 400
02	Speedo Correction	MIN: 20	MAX: 199
03	Speedo pulse/mile	8kPPM	4kPPM

VSS in Correction

MIN: 20 MAX: 400; Adjust this to get the vehicle speed to read correctly into the FiTech EFI GO-SHIFT Electronic Transmission Control – use a GPS Speed app on a smart phone, or other calibrated measurements to set this correctly.

Speedo Correction

MIN: 20 MAX: 199; Adjust this to get speedometer on the vehicle to read speed correctly, and match the speed on the GoSHIFT.

Speedo pulse/mile

8kPPM 4kPPM; GM Speedometers had 2 types of signal inputs, and this will double or half the output rate of the speedometer signal. Initiating this will require you to turn the system off after changing.

6. Paddle Button Shift

NO.	Paddle	opt	
01	PADDLE SHIFT	ENABLED	Off

PADDLE SHIFT

ENABLED or Off; If you have a Paddle Shift or Button Shift setup, this can be enabled to allow the transmission to be put into Paddle Shift mode (requires a constant actuation signal, and an up and a down intermittent signal on the up and don shift wires to shift).

7. DYNO Mode Hold 2nd or 3rd

NO.	DYNO Mode	val	
01	Dyno hold 2/3rd	On	Off
02	TPS no downshift	MIN: 0	MAX: 115
03	Force Upshift RPM	MIN: 0	MAX: 12000

DYNO Mode Hold 2nd or 3rd

Dyno hold 2/3rd On or Off; Dyno Mode will attempt to avoid down shifting when the throttle is above the TPS is above the "TPS no downshift" value.

TPS no downshift

MIN: 0 MAX: 115; Dyno Mode will attempt to avoid down shifting when the throttle is above the TPS is above the "TPS no downshift" value.

Force Upshift RPM

MIN: 0 MAX: 12000; When in Dyno mode, the upshift will still occur by RPM input only, in order to protect the engine.

8. Transfer Case

NO.	Transfer	opt	
01	Transfer low/Cal B	Transfer	CalB
02	Transfer case ratio	MIN: 1.01	MAX: 4.00

Transfer low/Cal B

Transfer or CalB; The same input is used to either be a "Performance Mode" switch, or a Transfer case input, in order to correct the speed reading and gear shifting.

Transfer case ratio

MIN: 1.01 MAX: 4.00; Enter the transfer case ratio, and the software will adjust the shift points to occur at approximately the same RPMs whether the transfer case low gear is activated or not.

9.Reset Learn

NO.	Reset Learn	Val	
01	Overrev learn rst	Reset	Off
02	Fault Clear	MIN: 0	MAX: 1
03	Reset All Learn	MIN: 0	MAX: 1
04	Reset TPS Learn	MIN: 0	MAX: 1
05	Reset odometer	ResetOdom	Off
06	Reset Trip	Tripreset	Off
07	Set odometer	Set	Off
08	Set odo mile	MIN: 0	MAX: 0
09	Set odo 100mile	MIN: 0	MAX: 65534

Overrev learn rst

Reset or Off; This will reset any shift RPM learning.

Fault Clear

MIN: 0 MAX: 1; Clear all faults.

Reset All Learn

MIN: 0 MAX: 1; Reset all learned values, such as TPS and Overrev.

Reset TPS Learn

MIN: 0 MAX: 1; Reset the TPS learn values.

Reset odometer

ResetOdom or Off; Reset the odometer.

Reset trip

Tripreset or Off; Reset the trip odometer.

Set odometer

Set or Off; The odometer reading can be pre-set to a specific value if desired

set odo mile

MIN: 0 MAX: 0; The odometer reading can be pre-set to a specific value if desired

Set odo 100mile

MIN: 0 MAX: 65534; The odometer reading can be pre-set to a specific value if desired

TUNING

The shift points and line pressures are adjustable in the handheld to give the desired performance.

DIAGNOSTICS

The FiTech EFI GO-SHIFT Electronic Transmission Control computer can recognize most electrical faults on the inputs and outputs. These faults can be viewed with the handheld, in the FAULT CODES menu, and at the bottom of the dashboard and most data logging groups. Some other electrical faults will need to be diagnosed by the readings of the input levels, or by using electrical diagnostic tools such as a multi meter.

One Year Limited Warranty on FiTech EFI System

FiTech extends the following limited warranty to the original purchaser of a FiTech EFI system. FiTech warrants its products against defects in materials and workmanship or one year from the date of original purchase. This applies only to the original purchaser and the parts must remain installed on the original vehicle of which they were purchased. This warranty is void if the product was improperly installed, was installed on a vehicle which it was not designed and reinstalled on another vehicle.

This warranty shall not apply to any product installed on a racing vehicle properly, or contrary to FiTech's instructions, altered, misused, repaired/damaged from an accident, collision, or willful or negligent act. To make a claim under the terms of this Warranty, the original purchaser must return the product to FiTech along with proof of original purchase. Purchaser must call FiTech (951-340-2624) or email to: Warranty@fitechefi.com, to obtain a Returned Material Authorization (RMA). Proof of purchase must clearly show the place of purchase, purchase price, product purchased and date of purchase.

If, upon inspection, FiTech determines a defect in materials or workmanship, FiTech will refund the returned goods and shipping expense, and replace the defective part or parts with a new part or parts.

FiTech's liability is expressly limited to the payment of shipping costs and replacing the defective part or parts. FiTech will have no liability for the cost of replacing the defective part or parts. FiTech will have no liability for the cost of installation, removal of defective product, for the cost of labor, or any additional parts required to complete the installation of the replacement product.

In no event will FiTech be liable for any indirect, special, incidental, or consequential losses or damages (including but not limited to interruption of business or loss of business or profit) resulting from the use or inability to use the product, any breach of warranty, or any defect in the product, even if FiTech shall have been advised of the possibility of such potential damages or losses. Some states do not allow exclusion or limitations of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights. You may also have other rights which vary from state to state.