

SUPERSHIFTER

BY SUPERFLOW

TRANSMISSION SHIFT MODULES



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SUPERSHIFTER PRO

SuperShifter Pro is the most advanced and user friendly shift module we have ever offered. It was designed for extreme versatility so it can control and test transmissions and valve bodies in a vehicle, on a bench, on a dynamometer or on a valve body tester, an advantage that means your technicians only need to learn one software platform to run all SuperFlow transmission test products. Manual solenoid control of up to 12 solenoids and automated solenoid resistance pass/fail tests make diagnosing problems easy and greatly reduce R&R time

when testing a transmission still mounted in a vehicle. The manual shift controls allow for users to command transmission gear for further in-vehicle test capabilities. Because SuperShifter Pro is Windows® based it's simple and easy to learn; it operates like the same programs that we all use everyday. SuperShifter Pro provides everything you need in one thought out and convenient graphical user interface. More importantly, it gives you access to a host of features unavailable on any other system that make testing quick and profitable.



Package sold as shown with included laptop computer, SuperShifter PRO software, power cable, interface box and the interface box cable. Transmission cables not included.



The Manual Shift Screen is the interface to shift the transmission. It allows users to command transmission gear while the transmission is still mounted in the vehicle so you can diagnose problems quickly and cut down R&R time. The manual shift screen is also active when using SuperShifter PRO as a stand alone bench tester, or when controlling and testing transmissions and valve bodies on a dynamometer or valve body tester.



Solenoid Test Screen provides automated hot and cold solenoid pass fail testing of each solenoid's resistance. Two parameter sets can be stored in the same test file so the operator only has to select a cold test or hot test and the machine will generate pass/fail results based on the correct parameters. The results include solenoid name, its pass/fail result, and its resistance. Test parameters are click-to-edit so setup is quick. Parameters can be modified for single use or memorized for future use on the same type of solenoid.



Manual Solenoid Control Screen provides manual control of individual solenoids during shifting. The simple click-to-edit frequency ranges provide fast adjustment of solenoid response. Sliders can be pre-set and applied at once to manually simulate a gear shift or adjusted real time individually to highlight individual solenoids affect on flow.

SUPERSHIFTER

The SuperShifter is a rugged in-vehicle tester that allows you to shift automatic transmissions in the same manner as the vehicle's computer. This durable unit is designed to handle day-in, day-out professional usage. All components are housed in robust, impact-resistant, environmentally protected enclosures. The SuperShifter is a complete in-vehicle testing solution that can test 12 solenoids simultaneously. Source or sink up each solenoid channel for up to three amps and configure for "high-side" or "low-side" drive. Cable and test specifications kits are available for most modern transmissions to make it easy to set up tests.



Context Sensitive Keys correspond with on-screen buttons. F1, on this screen, selects 'Test'.

The LED PSW column indicates which pressure switch is being activated.

The LED PRNDL column indicates which PRNDL channel is selected when available.

The TCC/SOL arrow buttons modulate the TCC solenoid in 1% increments from 0-100%.

The EPC arrow buttons modulate the EPC solenoid line pressure in 1% increments for duty cycle from 0-100%.

The SHIFT arrow buttons shift the transmission up and down, one gear at a time.



The Enable button enables the torque converter clutch. Its LED indicates power on.

The Min/Max button allows you to quickly take the Pressure Control Solenoid to its minimum or maximum setting. Press the min/max button and then the down arrow button to take EPC to its min value, or the up arrow button to take EPC to its max value. Its LED indicates Min/Max mode.

SUPERSHIFTER FEATURES

- ✔ Has the ability to test most late-model transmissions
- ✔ Provides in-vehicle control of the transmission
- ✔ Can control and test transmissions and valve bodies on a bench, on a dynamometer or on a valve body tester
- ✔ Includes built-in solenoid current/resistance tests
- ✔ Features a rugged design, solid-state electronics, and impact resistant enclosures
- ✔ Features a transmission lookup tool that searches by make and model
- ✔ LCD graphics display - 128 x 64 pixels
- ✔ Internal / External battery voltage measurements
- ✔ Future updates over USB
- ✔ 12 solenoid control channels capable of sourcing or sinking up to 3 amps
- ✔ Current measurement
- ✔ Voltage measurement
- ✔ Pulse width modulation (PWM) from DC to 5 kHz
- ✔ 4 analog outputs, 0-10 volts

SPECIFICATIONS

- ✔ Handheld dimensions: 14-3/4 x 6-3/8 x 1-5/8 (37.5 x 16 x 4.2 cm)
- ✔ Handheld weight: 3.3 lbs (1.5 kg)
- ✔ Power Requirements: 12V Battery Hookup

Comparison Chart	SuperShifter	SuperShifter PRO
Portable, impact-resistant handheld controller	X	
Auto select transmission from test cable	X	X
Provides in-vehicle control of the transmission	X	X
Individual control of up to 12 solenoids	X	X
Ability to test most late-model transmissions	X	X
Transmission lookup tool that searches by make and model	X	X
Includes built in solenoid current and resistance tests	X	X
Displays PRNDL switch status	X	X
Displays pressure switch status when available	X	X
Modulated duty cycle	X	X
TOT display when available	X	X
Able to edit shift files for customized testing		X
Computer controlled		X
Learn and save mode		X
Modulated frequency range		X
Auto shift with time delay		X
PWM programming screen with delay		X
Hot & cold solenoid pass fail testing		X

SUPERSHIFTER® CABLE LIST

SUPERSHIFTER® CABLE LIST



- ☞ 3T40, 3L30
- ☞ 4L30 early models
- ☞ 4L30 late models
- ☞ 4L60E
- ☞ 4L80E, 1991 and 1992
- ☞ 4L80E, 1993 and newer
- ☞ 4L80E, 1993 and newer with speed sensors
- ☞ 4T40E, 4T45E, 4T65E
- ☞ 4T60E 1991 through 1993
- ☞ 4T60E 1994 and newer 3.1 and 3.4 litre models
- ☞ 4T60E 1994 and newer 3.8 and 3.9 litre models
- ☞ 4T80E 1994 and newer
- ☞ 5L40E
- ☞ Allison 1000 and 2000 series (5 speed only)
- ☞ Allison 1000 6 speed 4th gen
- ☞ Allison 1000 6 speed 4th gen
- ☞ TAAT (Saturn)
- 
- JAGUAR**
- ☞ 4L80E, 1993 and newer (Customer supplied ends)
- ☞ JF 506



- ☞ 4EAT, Mazda G4AEL
- ☞ 4F27E, Mazda FN4A-EL
- ☞ 4R100, E40D 1995 and newer
- ☞ 4R44E, 4R55E, 5R55E
- ☞ 4R70W
- ☞ 5R110W
- ☞ 5R55N, 5R55S, 5R55W
- ☞ A4LD
- ☞ AODE
- ☞ AX4S early and late models, AX4N early and late models
- ☞ AXODE, 1991 and 1992
- ☞ CD4E
- ☞ E40D, 1994 and earlier
- ☞ F4EAT, Mazda F4AEL



- ☞ 4HP18
- ☞ 4HP22 E7, 4HP22 E9, 4HP24 E7, 4HP24 E9
- ☞ 5HP18
- ☞ 5HP19
- ☞ 5HP24, 5HP30

CHRYSLER



- ☞ AS68RC
- ☞ 41TE
- ☞ 42LE
- ☞ 42RE, 44RE, 46RE, 47RE, 48RE
- ☞ 42RLE
- ☞ 45RFE, 545RFE
- ☞ 62TE
- ☞ A500, A518



- ☞ AW55-50SN (Volvo)
- ☞ AW55-50SN -V30 pin(Volvo)
- ☞ AW55-50SN Nissan (2 piece)
- ☞ AW50-42LE (Customer supplied ends)



- ☞ WTEC (all 3rd gen)
- ☞ Allison 1000 and 2000 series (5 speed only)
- ☞ Allison 1000 6 speed 4th gen
- ☞ Allison 1000 6 speed 4th gen
- ☞ Allison 3000/4000 4th gen



- ☞ AS450-43LE 2000+



HONDA

- ☞ AOYA, A24A, A2YA, A4RA, A6VA, APX4, BOYA, MP1A, MPOA, MPXA, PXB4
- ☞ B46A, B4RA, BDRA, M24A, M4RA, M4TA, MDLA, MDMA, S24A, S4RA, SKWA
- ☞ B6VA, M6HA
- ☞ B7TA, B7TA 4spd, B7XA, BAXA,
- ☞ M7ZA, MAXA, MDWA
- ☞ B7WA, BGFA, BGHA, BV6A, BYBA,
- ☞ M7WA, MGFA, MGHA
- ☞ BMXA, SLXA
- ☞ CVT
- ☞ BCLA, BZKA, MCLA, MCTA, MCVA,
- ☞ MDKA, MRMA, MRVA, MZKA



- ☞ RE4F02A
- ☞ AW55/50SN
- ☞ RE4F03A, RE4F04A
- ☞ RE4F03B, RE4F04B
- ☞ RE4R01A
- ☞ RE4R03A



- ☞ 722.6

Jeep

- ☞ AW4+98
- ☞ AW4-96
- ☞ AW4/97



- ☞ JF506E Landrover Freelander



mazda

- ☞ F4AEL, Ford F4EAT
- ☞ FN4A-EL, Ford 4F27E
- ☞ G4AEL, Ford 4EAT
- ☞ G4EAT, GF4AEL



- ☞ VW 09A
- ☞ VW 09G
- ☞ 095, 096, 097, 098, 01M, 01N, 01P



MITSUBISHI

- ☞ KM175-5, KM176, KM177



- ☞ RE4F02A
- ☞ AW55/50SN
- ☞ RE4F03A, RE4F04A
- ☞ RE4F03B, RE4F04B
- ☞ RE4R01A
- ☞ RE4R03A



SUBARU

- ☞ 4-EAT (12 pin connector)
- ☞ 4-EAT (16 pin connector)
- ☞ 4-EAT (20 pin connector)



TOYOTA

- ☞ A140E, A540E
- ☞ A140E + 92
- ☞ A340E
- ☞ A541E
- ☞ U140E through U241F
- ☞ U340E through U341F



MITSUBISHI FUSO

- ☞ Aisin Seiki 450-43LE

SUPERFLOW® DYNAMOMETERS & FLOWBENCHES

SUPERSHIFTER TRANSMISSION SHIFT MODULES

SuperFlow® is a global market leader specializing in high-performance automotive testing and rebuilding equipment. Since the early 1970's SuperFlow® products have been used daily by professional engine builders, the military, technical schools, professional race teams, speed shops, transmission rebuilders, universities, and leading automotive manufacturers to produce powerful

and efficient vehicles. Our commitment to providing the best products and service at a great value has given us the opportunity to work with some of the most notable companies in the automotive industry. Come see why thousands of businesses have already chosen SuperFlow® for all of their testing needs.

CALL 1.888.442.5546 for more information on the SuperShifter Handheld Transmission Tester and the SuperShifter PRO Digital Transmission Shift Module.
Or visit us at superflow.com



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