Thank you for purchasing the ATS Co-Pilot transmission management computer. This manual is to assist you with your installation and operation of the unit. If you are installing the unit for a customer, please pass this manual on to your customer for future reference.

**Wiring**

Disconnect the negative ground (black) terminals on all vehicle batteries before starting installation. The ATS 68RFE Co-Pilot is designed to be nearly completely plug-in; however, some tapped connections will be necessary. The following instructions will be divided up for wiring up each individual connector and wire color labeled on the ATS Co-Pilot. Solder all connections for...
reliable results. These wire connections must be shielded from the elements (we recommend heat shrink tubing).

NOTE: When routing the Co-Pilot harness, be sure to route the harness away from hot areas in the engine compartment (i.e. exhaust, turbo and EGR) to avoid damage to the wiring and harness. Reconnect all ground terminals on batteries after completing installation.

**Co-Pilot Mounting Location**

Find a convenient location to mount the Co-Pilot within reach and view of the driver. We recommend locating the unit just to the right of the driver on the lower dash panel (above the driver’s right knee). Use the supplied Velcro to secure it to the dash. Before sticking the Velcro to the dash thoroughly clean the area with a cleaner such as acetone or brake clean (apply the cleaner to a clean rag or towel and wipe the area clean).

![Figure 2 - Suggested Co-Pilot Mounting Locations](image)

Mount Co-Pilot in either of these positions
Routing Co-Pilot Wiring Harness

The Co-Pilot harness is designed to be simple and easy to route. Included in the kit, a large rubber grommet is designed to replace clutch master cylinder block-off plate located on the firewall. It is located on the driver’s side of the firewall near the brake master cylinder. Inside the cab, the locations of the 15mm nuts are shown in Figure 3.

If not already done, push the 18-pin connector through the grommet supplied in the kit. Slide the 18-pin connector through the hole in the firewall from the engine side and mount the grommet in the hole. Make sure the pink wire is accessible inside the cab.

Figure 3 - Clutch Master Cylinder Bracket Location

Figure 4 - Under Dash Components
Connect the 18-pin connector from the harness to the connector on the Co-Pilot control box and secure the box to the dash. In the opposite side of the harness, make sure the black and orange wires are accessible under the hood. The connections for these wires are covered later in this manual. Route the harness through the engine bay as shown below. Be sure to secure the harness away from major heat sources like the turbo(s) and exhaust manifold using the zip ties provided.

**Secondary Control Box Mounting Location**

Mount the secondary control box (the black box with the 2-pin connector) in the driver side front wheel well just above the sway bar. The box is designed to use factory mounting locations. Located on the outside of the frame, a ground strap is bolted to the frame. Remove this bolt and install it through the hole as shown with the ground strap in place. Plug the 2-pin connector from the harness into the secondary control box.
-Orange Wire- Manifold Absolute Pressure (MAP) Sensor - PIN #4

Connect at the MAP sensor connector located on the driver’s side of the engine, mounted on the backside of the intake manifold. The connector has four wires; TAP into the brown wire, which is in the number 1 terminal indicated on the connector. Use the technique shown in the second from last page of this manual for the tapped connection.

**IMPORTANT:** If the vehicle has any aftermarket power modules installed, be sure to tap the MAP sensor wire BEFORE any taps from these power modules, i.e. place the Co-Pilot’s tap closest to the sensor. The Co-Pilot may not work properly if it receives signals that have been modified by other aftermarket devices. The Co-Pilot does not modify the signal and will not interfere with any other devices that are connected “down-stream” or after the tapped Co-Pilot wire. Understanding this is extremely important because some aftermarket electronic modules change or cap the MAP signal sent to the computer. If the Co-Pilot wire is tapped between one of these modules and the truck’s computer, it will not operate correctly and cause driveability problems.
RED WIRE:
Connect red wire to Pin 10 on TRS Connector Found on the Transmission connecting to the valve body. Pin 10 is normally yellow with a white stripe. This supplies power to the co-pilot as well as the transmission. Be sure that the wiring is allowing both are allowing power to flow to both the Co-Pilot as well as the Transmission. For example look at the image below.
PURPLE WIRE:

The purple wire connects to Pin 12 on TRS connector. This wire is very important to be right as it is the wire that controls line pressure in the transmission. Cut the wire coming out of the factory harness and tie the purple wire to the side going to the connector. This allows the Co-Pilot to assist the clutches holding capacity. For example look below.

GREEN WIRE:

The green wire connects to Pin 12’s wire going to the PCM. This wire is also very important it also helps control line pressure in the transmission. Helping the tranny hold more load than any other. Connect the green wire to the wire that was left over from the previous wire we installed. This wire is getting it signal from the factory harness coming from the PCM. For example look at the Picture below.

FOR PIN 12, CUT THE FACTORY DARK GREEN WIRE 2-3 INCHES FROM TRS CONNECTOR. CONNECT PURPLE WIRE TO TRS CONNECTOR SIDE, CONNECT GREEN WIRE TO TCM SIDE OF HARNESS
GREEN WITH TAN STRIPE WIRE:

The green with tan stripe wire on the Co-Pilot harness connects to Pin 16 on the TRS connector that connects to the valve body harness. This wire is tapped in as in the picture below.

Line Pressure Connectors:

The Co-Pilot has line pressure sensor connector. The line pressure sensor is located on the back passenger side of the transmission. This part of the install is plug_and_play. Simply unplug the factory line pressure sensor and then plug the Co-Pilots connectors into the sensor and then the other side the factory harness.

PCM Quick Learn:

Once installation is complete and BEFORE the truck is driven, you must do a quick learn on the transmission PCM. This can be done at any Chrysler dealer or most transmission service centers. This recommended if the Previous tranny was having any issues.
Understanding the operation of the ATS Co-Pilot

The ATS Co-Pilot improves shift quality, determining and commanding optimum line pressure and internal clutch timing within the transmission to improve the reliability of the 68RFE 6-speed transmission.

Mode Selection

The front panel of the ATS Co-Pilot has 3 buttons and a series of LED indicators as shown below.

The ATS Co-Pilot has 4 driving settings; stock mode and 3 performance modes. To change these settings, press any button on the front panel of the display. The mode is indicated by the position of the purple lights on the front panel. To change the driving mode, simply use the UP and DOWN arrow keys on the front panel to change modes. This can be done while driving.

The main difference between Stock mode and the Performance modes is clutch engagement. Stock mode follows the factory shift strategy with optimized line pressures. The performance modes employ more aggressive and firmer shifts. When the Co-Pilot is driven in the performance modes, shift quality is based on engine torque output, boost and throttle position.
**Stock Mode 1 (Down arrow button, purple light to far right)**

The stock mode of the Co-Pilot uses optimized line pressures and factory lockup timing to improve drivability, reduce transmission temperatures and drastically improve the reliability of the transmission. This mode is best used with the factory exhaust brake and stock power levels.

**Performance Modes 2-4 (Purple light in right-center of display to far left of display)**

Performance modes 2-4 gradually change shift strategy and increase shift firmness. Mode 2 works well with light engine modifications while modes 3 and 4 work better for more heavily modified engines. Try each mode and see which best fits your driving style.

**Brightness Setting**

To change the brightness of the front panel, press the ATS button 2 times (all 4 purple lights will illuminate). Then use the UP and DOWN arrows to adjust brightness. Once selected, wait 4-5 seconds and the Co-Pilot will save the brightness setting.

**Boost Level Indication**

Once a drive setting is selected, the front display will revert to indicating boost pressure. The graduated scale is shown below. As long as the orange Co-Pilot wire is tapped into the MAP wire before any other aftermarket electronics as mentioned on page 8, the indicated boost level will be accurate.
Troubleshooting

The ATS 68RFE Co-Pilot incorporates troubleshooting features for the transmission. If the Co-Pilot detects a problem within the transmission, it will flash certain purple lights on the front panel to indicate a problem. If the Co-Pilot flashes the purple lights while driving, refer to the diagram below to diagnose the issue.

**LINE PRESSURE QUICK TROUBLESHOOTING GUIDE**

*Indicated by flashing purple LED's*

- **Low Pressure Circuit Voltage**
  - Possible open circuit or low fluid level
  - (will flash with key on, engine off)

- **Low Line Pressure**
  - Line pressure too low, check pump and leak test

- **High Pressure Circuit Voltage**
  - Short to reference voltage or faulty sensor

- **High Line Pressure**
  - Line pressure higher than expected

If the Co-Pilot detects any of these conditions, the Co-Pilot will force the pressure signal sent to the PCM to also set a corresponding diagnostic trouble code. This scheme allows isolation of pressure problems/connectivity issues between the Co-Pilot, transmission and PCM.

**IMPORTANT**: Flashing lights on the Co-Pilot should be dealt with promptly. If line pressures are too low, serious transmission damage can occur.
If you experience problems after installation, simply unplug the wiring harness from the PCM and harness and reconnect the factory PCM connector.

*If your pickup behaves normally after disconnecting the Co-Pilot:* Check all tapped wire connections and verify pin location and wire color on the connector and harness. Make sure PCM connectors snap into place when reinstalled. If the problem continues, contact our Technical Support department at Tech@ATSDiesel.com or 800-949-6002.

*If the problem continues after disconnecting the Co-Pilot:* There is a problem with a wire connection. Double-check all connections. Make sure your solder connections are good, if any look suspect, re-solder. Make absolutely sure that all taps were made on the correct wires. Some of these wires can be easily confused with neighboring ones especially if the connection was made away from the plug, inside the wiring harness. If the problem continues, contact our Technical Support department at Tech@ATSDiesel.com or 800-949-6002.

**Have Any Questions?**

Thank you for purchasing the ATS 68RFE Co-Pilot. Please check our website at [http://www.atsdiesel.com](http://www.atsdiesel.com) for technical support and other performance products such as the 5-Star™ torque converter, ATS High Performance Valve Body and ATS High Performance Transmission along with our full line of power enhancers. Please call or e-mail our Technical Service Department, 8:00am to 5:30pm Mountain Standard Time, Monday through Friday.

**Contact Information**

Toll Free: 800-949-6002  
Local: 303-431-7973  
Fax: 303-431-0135  
Website: www.ATSDiesel.com  
Email: info@ATSDiesel.com

We strive to make our instructions as clear and complete as possible. To achieve this, our instructions are under constant construction. We encourage you to visit our website to check for the most up-to-date manuals and diagrams as well as other information. If you have any suggestions as to how we can improve this installation manual, let us know at Suggestions@ATSDiesel.com. 
Limited Warranty Statement

ATS Diesel Performance warrants the original purchaser that any parts purchased shall be free from defects in material and workmanship. ATS Diesel Performance is the warrantor of this product, in the event this product is purchased form a distributor or retailer other that ATS Diesel Performance the customer must contact ATS Diesel Performance for any warranty concerns, not the purchasing dealer. A defect is defined as a condition that would render the product inoperable. This warranty does not cover deteriorating of plating, paint or any other coating. ATS liability is limited to the repair or replacement, at ATS’s option, of any warrantable product returned prepaid with a complete service history and proof of purchase to the factory. A valid proof of purchase is a dated bill of sale. Repaired or replaced, product will be returned to the customer, freight collect on a like-for-like part number basis. Accepted warranty units, which have been replaced, become the sole property of ATS.

A Return Product Authorization number obtained in advanced from an ATS customer service representative must accompany products returned for warranty determination. ATS will be the final authority on all warranty decisions.

This warranty shall not apply to any unit which has been improperly stored or installed, subjected to misapplication, improper operating conditions, accidents, or neglect; or which has been improperly repaired, altered or otherwise mistreated by the owner or his agent.

This warranty shall terminate at the end of 12 months in service with the original user. Labor cost incurred by the removal and replacement of an ATS product, while performing warranty work, will be the responsibility of the vehicle owner; in no case does the obligation of ATS Diesel Performance exceed the original purchase price of the product as indicated on the original bill of sale.

Except as set forth in this warranty, ATS disclaims any implied warranty, including implied warranties of merchantability and fitness for a particular purpose. ATS also disclaims any liability for incidental or consequential damages including, but not limited to, repair labor, rental vehicles, hotel costs or any other inconvenience costs. This warranty is in lieu of all warranties or guarantees, either expressed or implied, and shall not extend to any customer or to any person other than the original purchaser residing within the boundaries of the continental US or Canada.

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Making Your Co-Pilot Wire Connections

Co-Pilot Wire

Wire to be tapped

Cut the wire to be tapped and strip approx 1/2” of insulation off all three wire ends.

Shrink Tubing

Slide a piece of shrink tubing over one end and twist all three wires together one at a time.

Thoroughly solder the three wires together

Slide the shrink tubing over the solder connection and gently heat tubing with butane torch or lighter until a good seal is formed.

Making all of your taps this way will give you reliable and long lasting connections.
Bill of Materials

1. Electronics Box, 68RFE Co-Pilot - 601-800-2326
2. Wiring Harness, 68RFE Co-Pilot - 601-011-2326
3. Secondary Electronics Box, 68RFE Co-Pilot - 601-019-2326