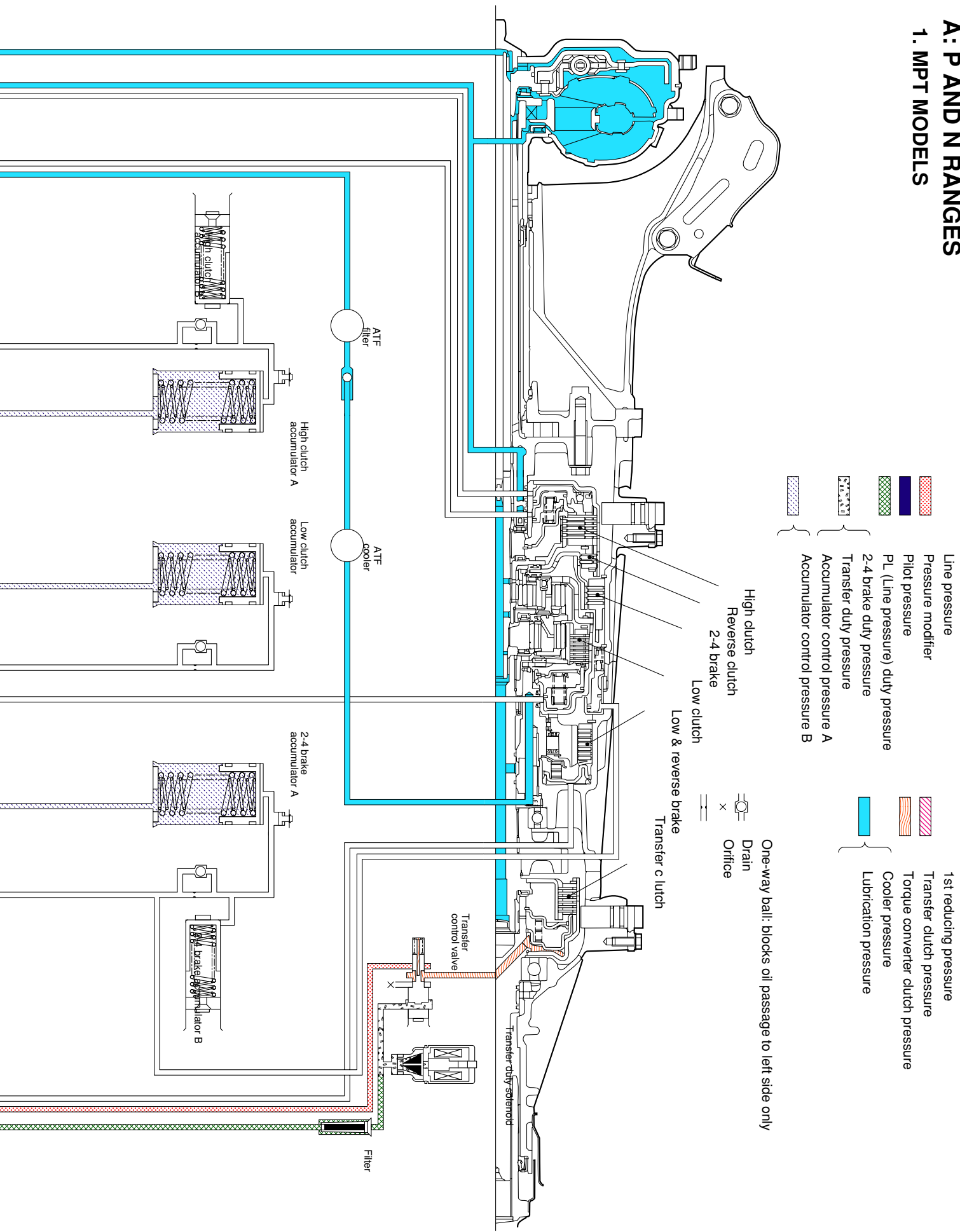
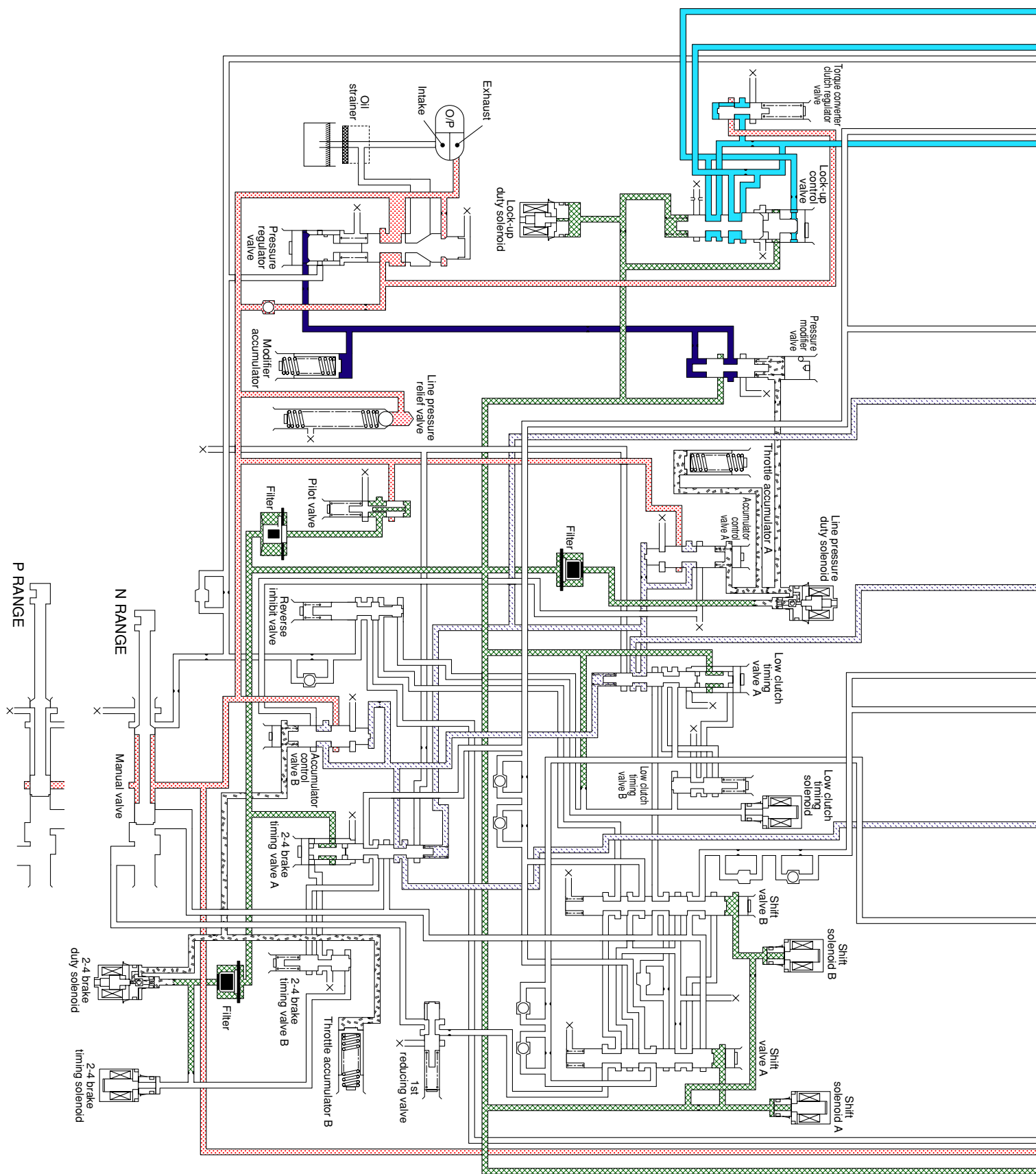


# 1 0. Schematic Drawing

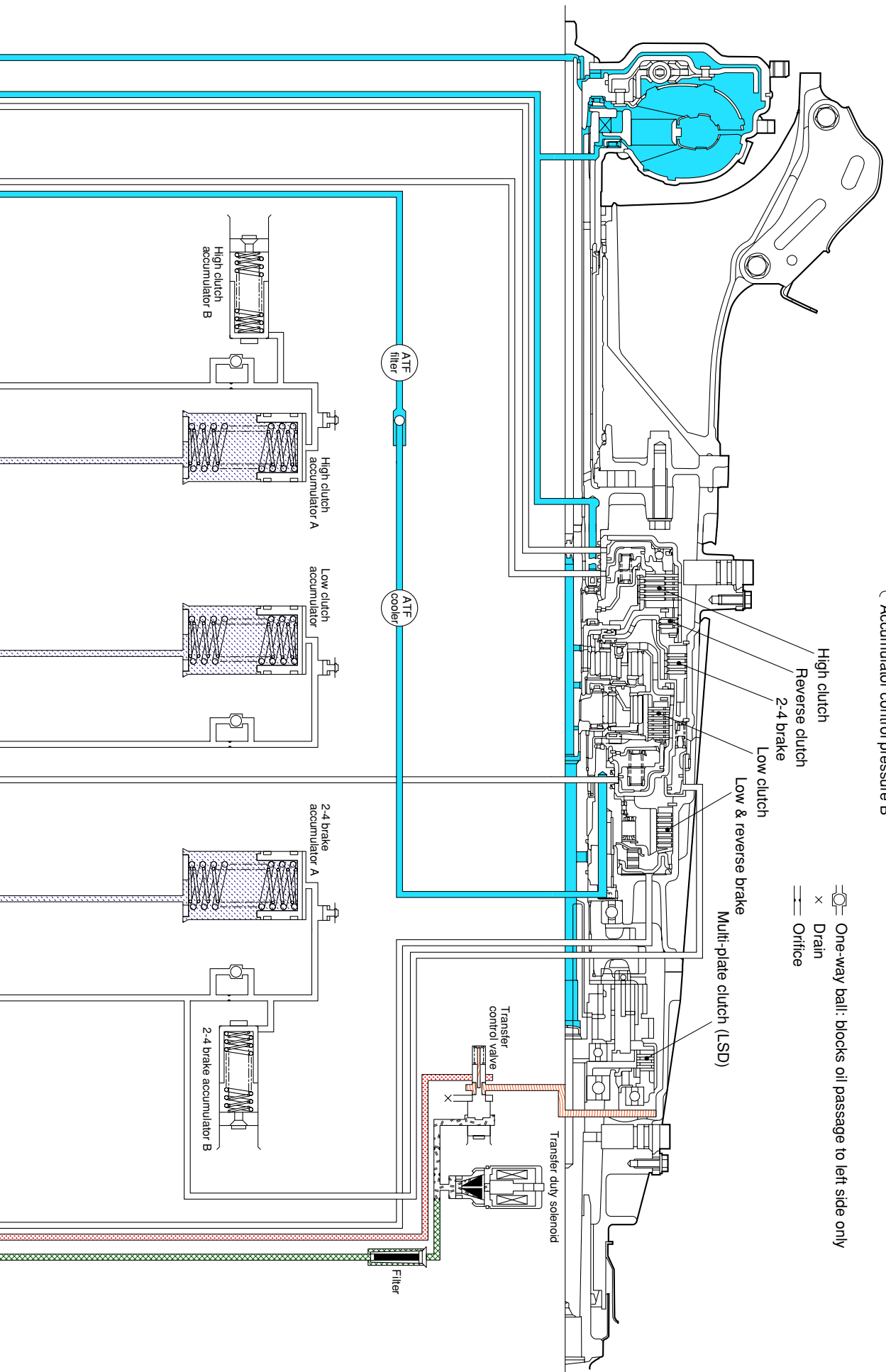
## A: P AND N RANGES














### 1. MPT MODELS






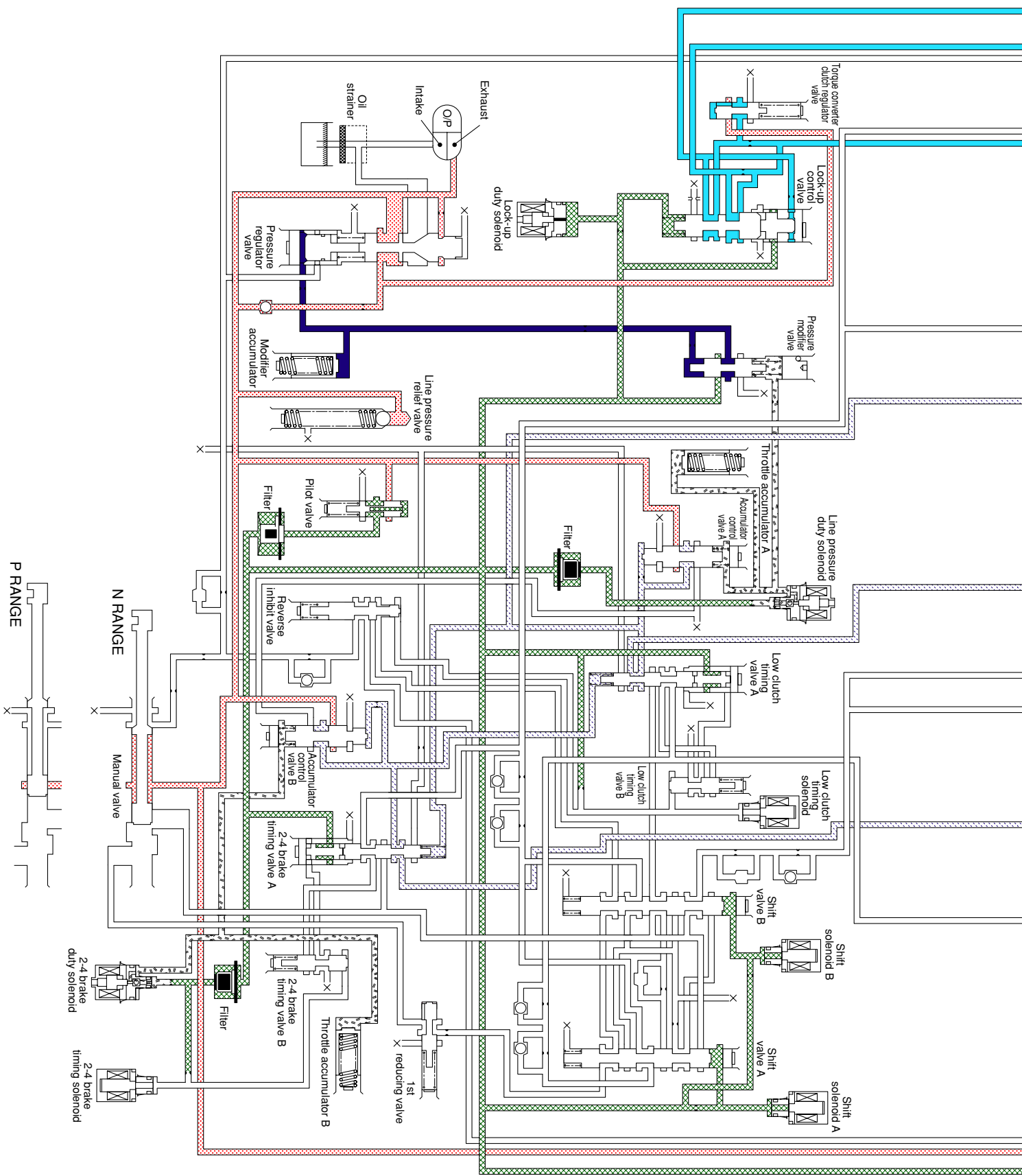


## 2. VTD MODELS



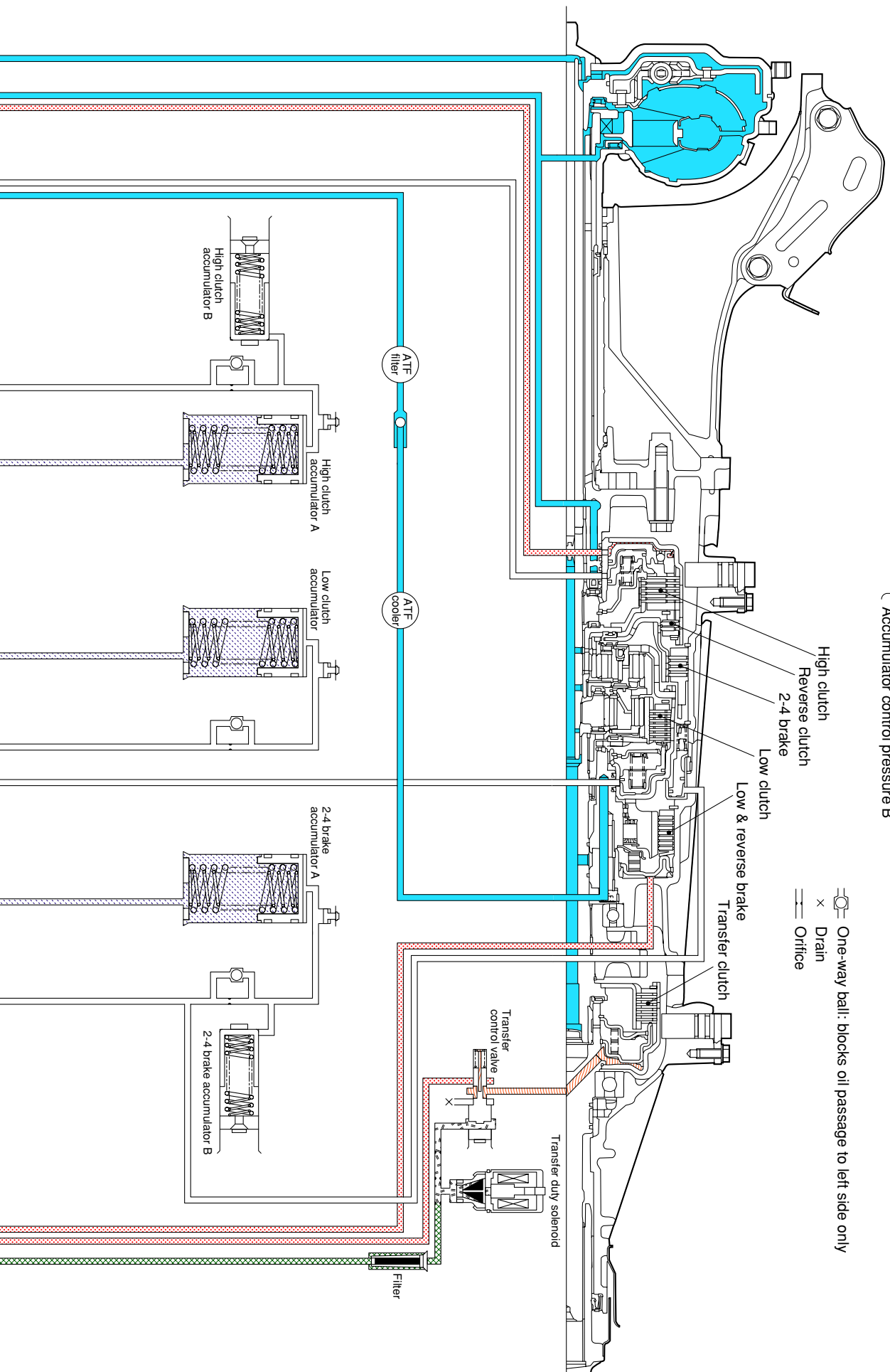
-  Line pressure
-  Pressure modifier
-  Pilot pressure
-  PL (Line pressure) duty pressure
-  2-4 brake duty pressure
-  Transfer duty pressure
-  Accumulator control pressure A
-  Accumulator control pressure B
-  1st reducing pressure
-  Transfer clutch pressure
-  Torque converter clutch pressure
-  Cooler pressure
-  Lubrication pressure

-  One-way ball: blocks oil passage to left side only
-  Drain
-  Orifice



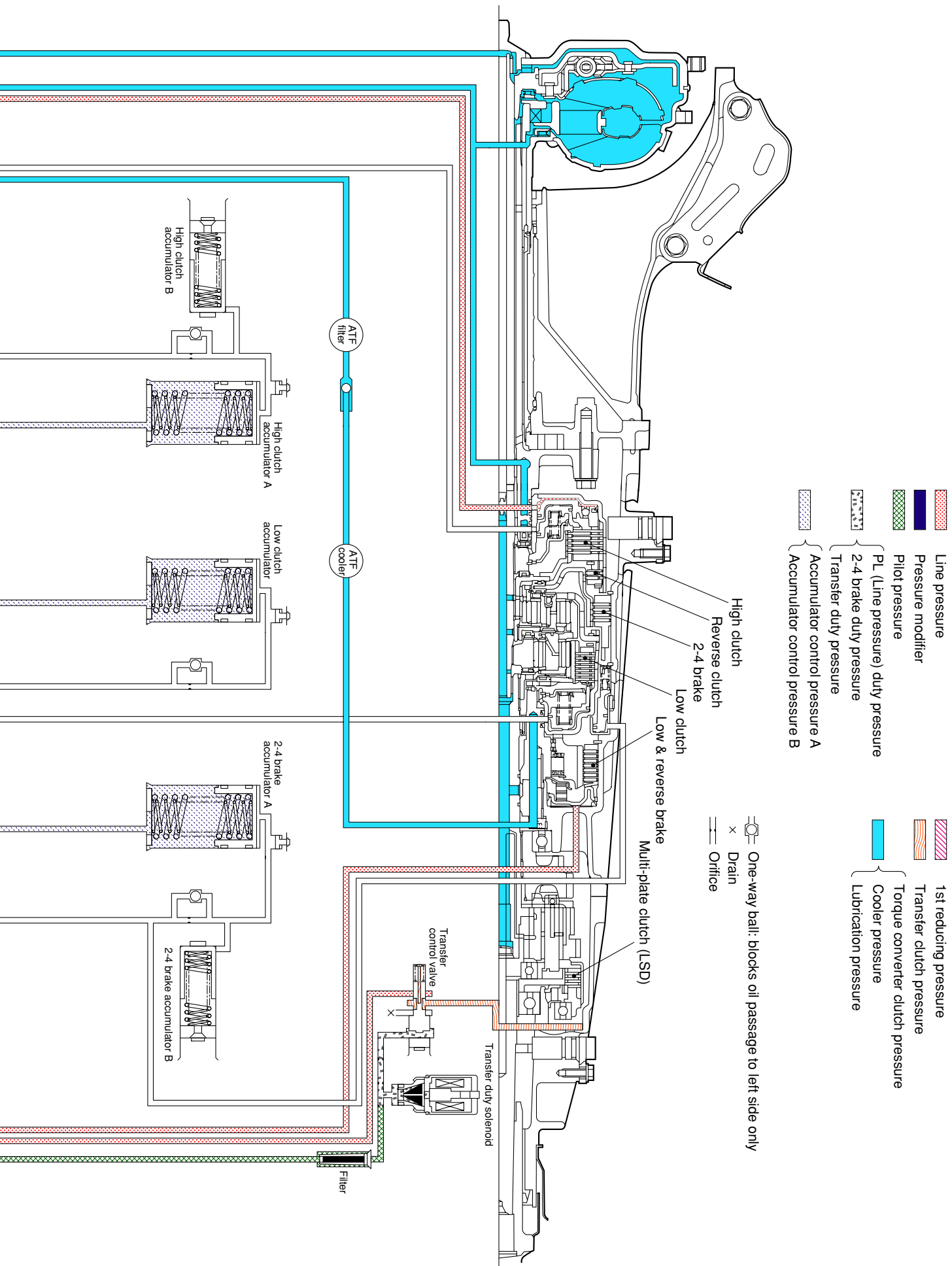
B3H2094A

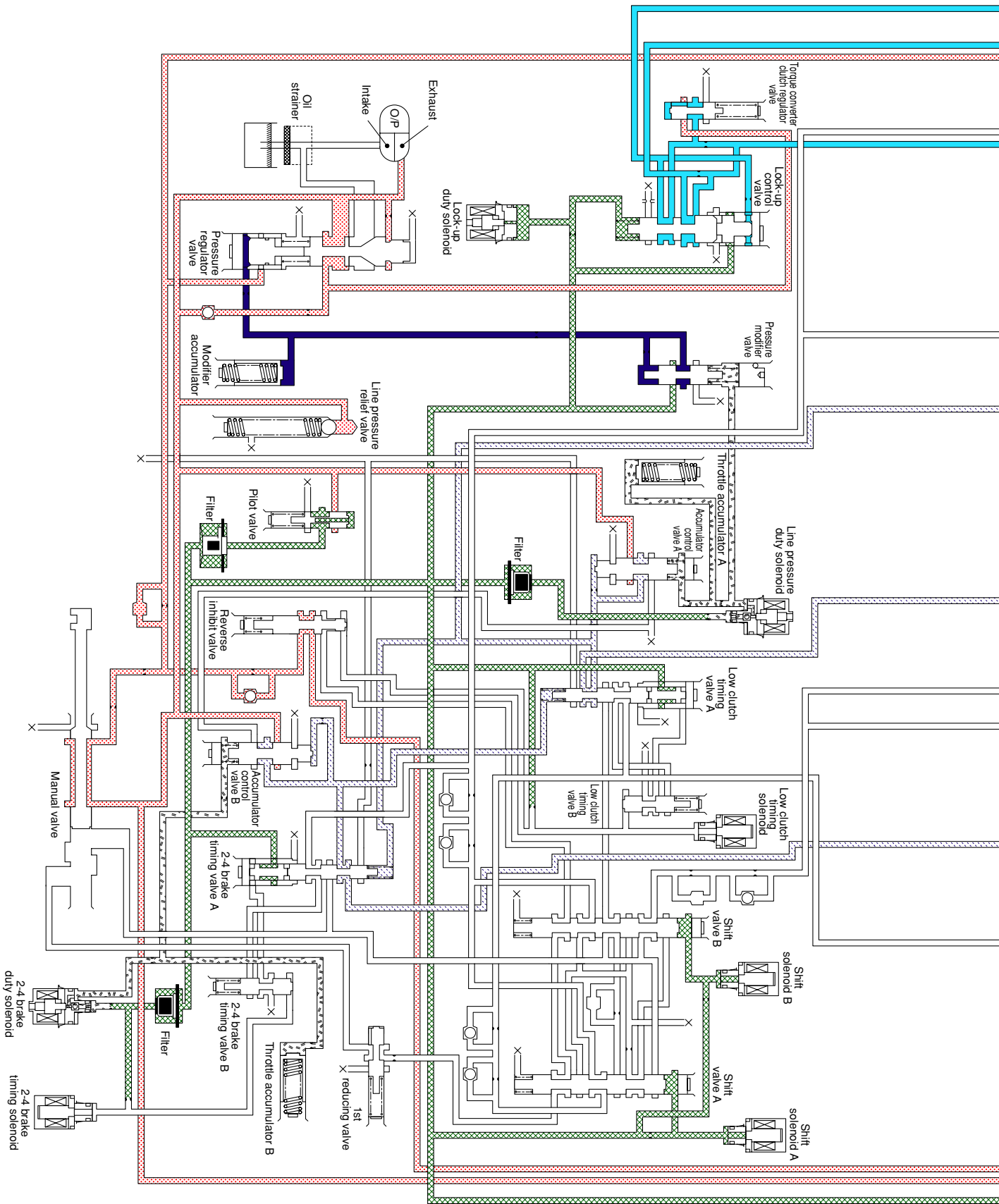
# 1. MPT MODELS





## 2. VTD MODELS

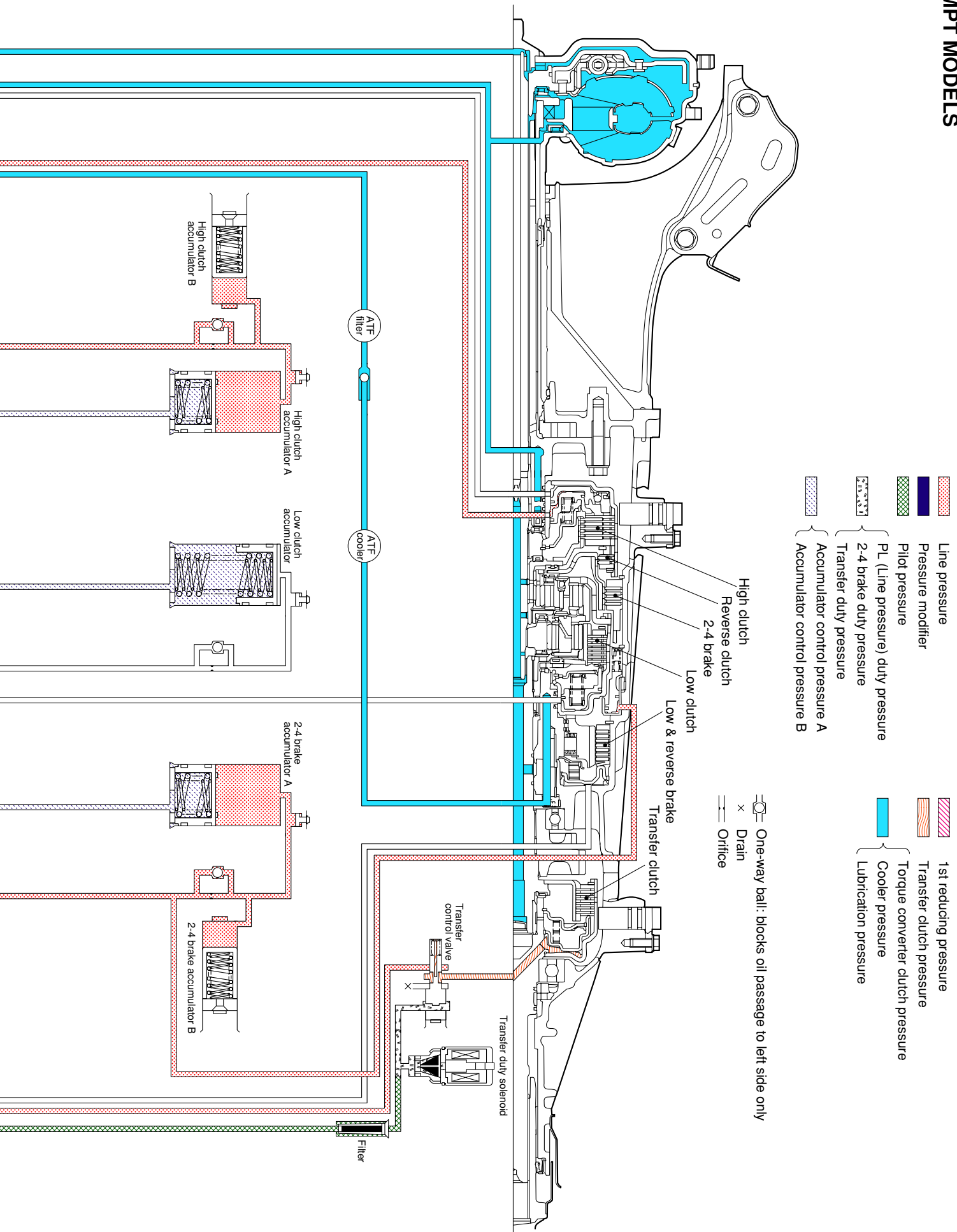






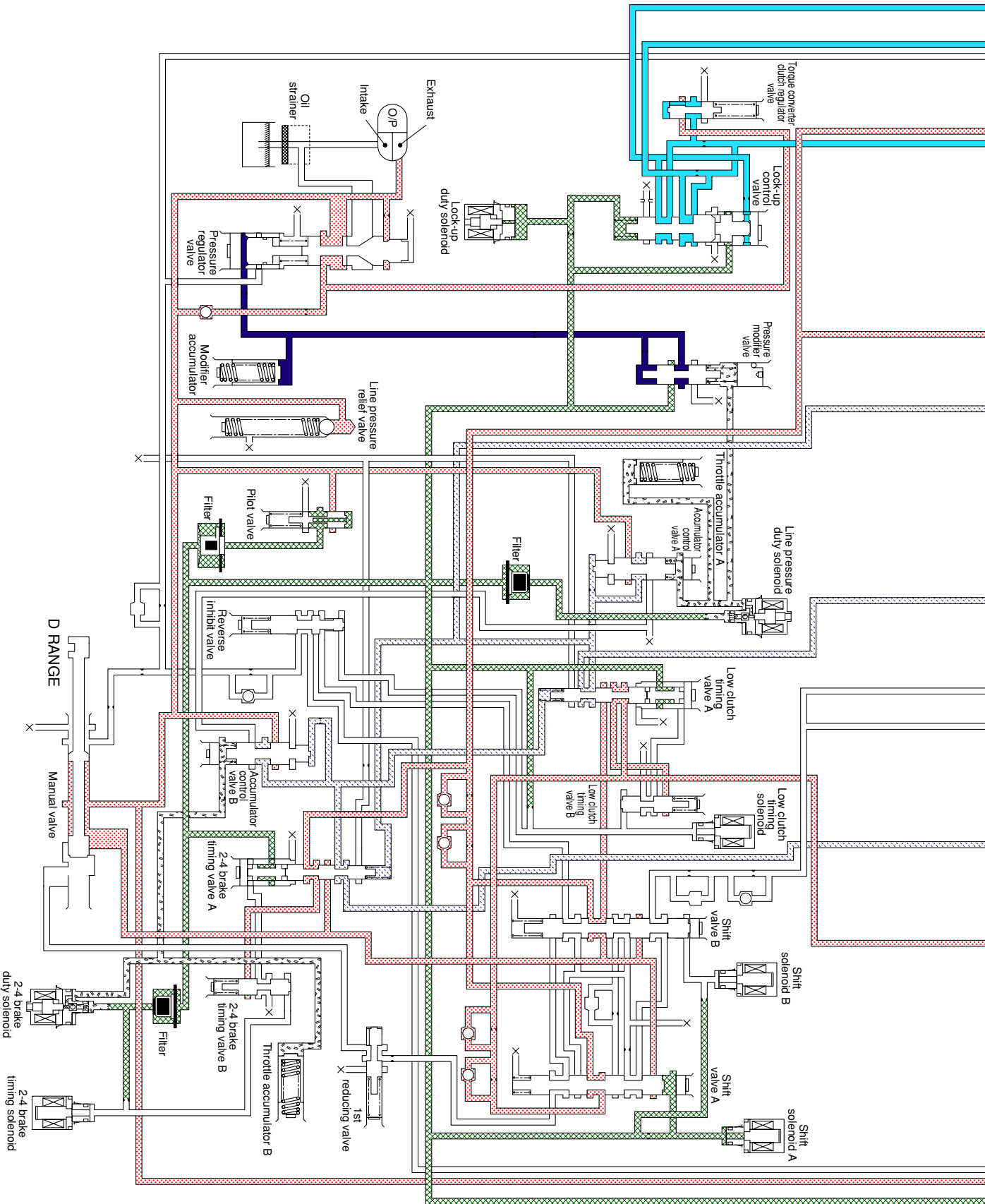
# C: 4TH GEAR OF D RANGE (LOCK-UP OFF)

## 1. MPT MODELS

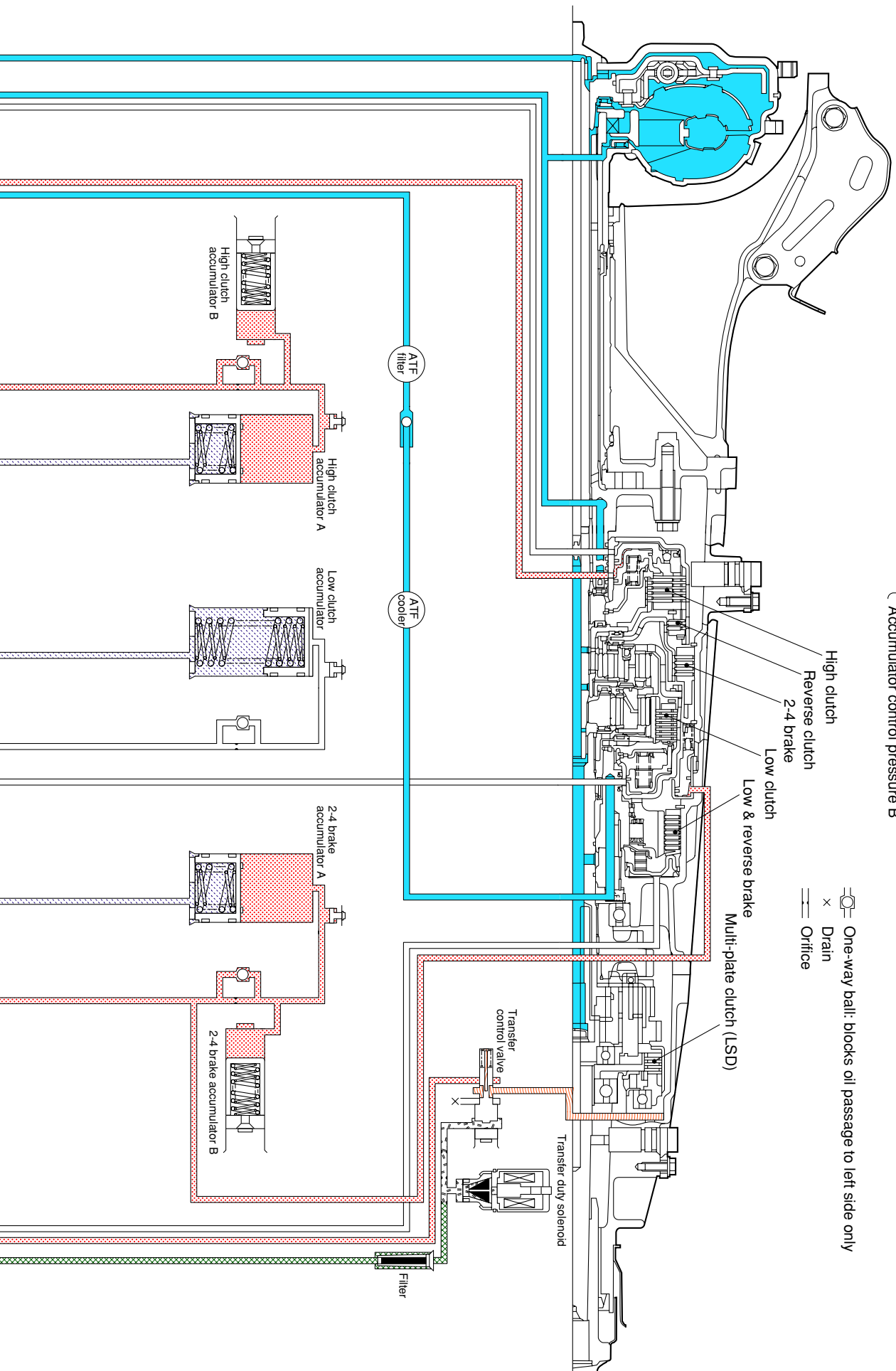


- Line pressure
- Pressure modifier
- Pilot pressure
- PL (Line pressure) duty pressure
- 2-4 brake duty pressure
- Transfer duty pressure
- Accumulator control pressure A
- Accumulator control pressure B
- 1st reducing pressure
- Transfer clutch pressure
- Torque converter clutch pressure
- Cooler pressure
- Lubrication pressure

- One-way ball: blocks oil passage to left side only
- Drain
- Orifice



## 2. VTD MODELS



- Line pressure
- Pressure modifier
- Pilot pressure
- PL (Line pressure) duty pressure
- 2-4 brake duty pressure
- Transfer duty pressure
- Accumulator control pressure A
- Accumulator control pressure B
- 1st reducing pressure
- Transfer clutch pressure
- Torque converter clutch pressure
- Cooler pressure
- Lubrication pressure

- One-way ball: blocks oil passage to left side only
- Drain
- Orifice

ATF filter

ATF cooler

High clutch accumulator B

High clutch accumulator A

Low clutch accumulator

2-4 brake accumulator A

2-4 brake accumulator B

Transfer control valve R

Transfer duty solenoid

High clutch

Reverse clutch

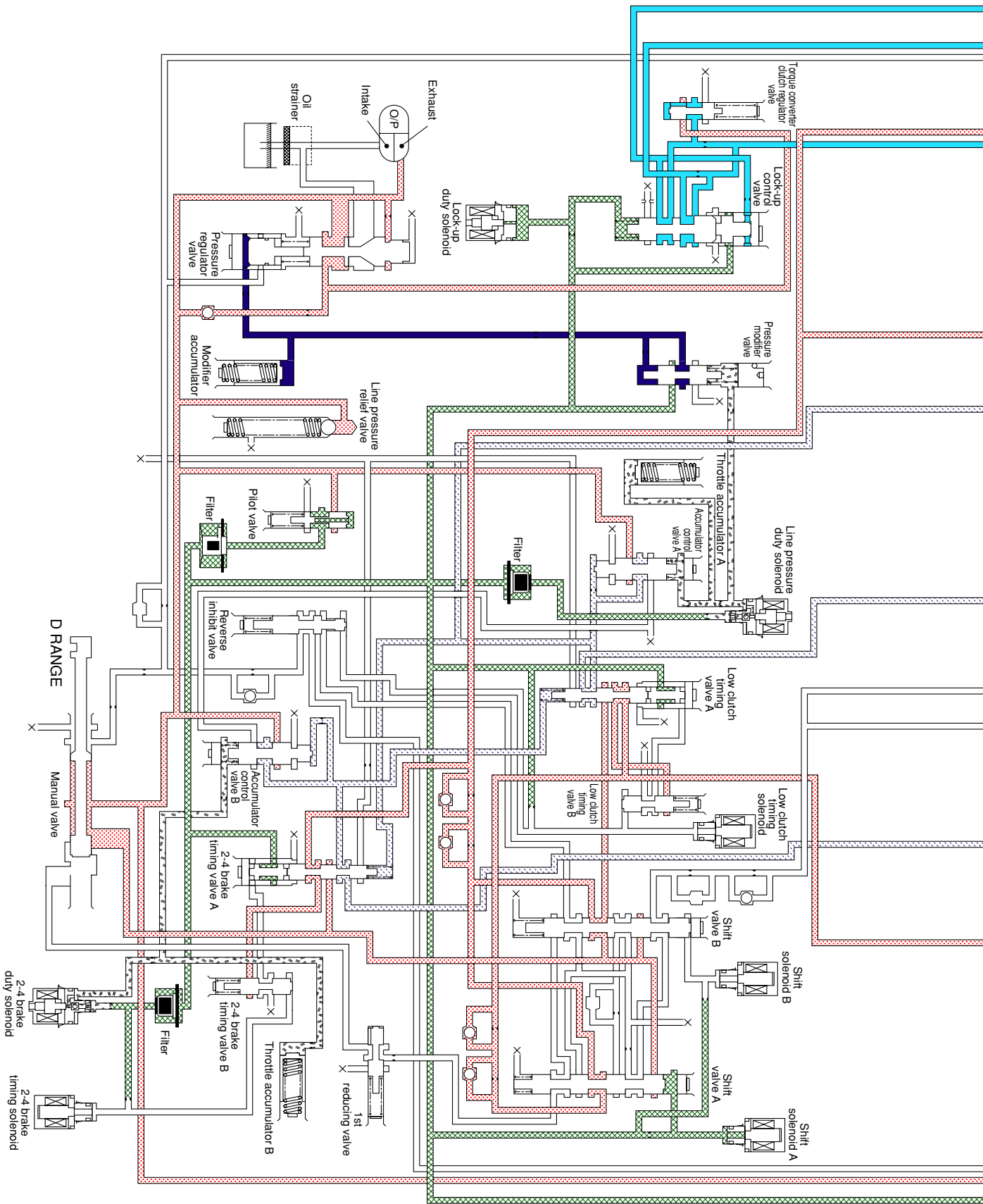
2-4 brake

Low clutch

Low & reverse brake

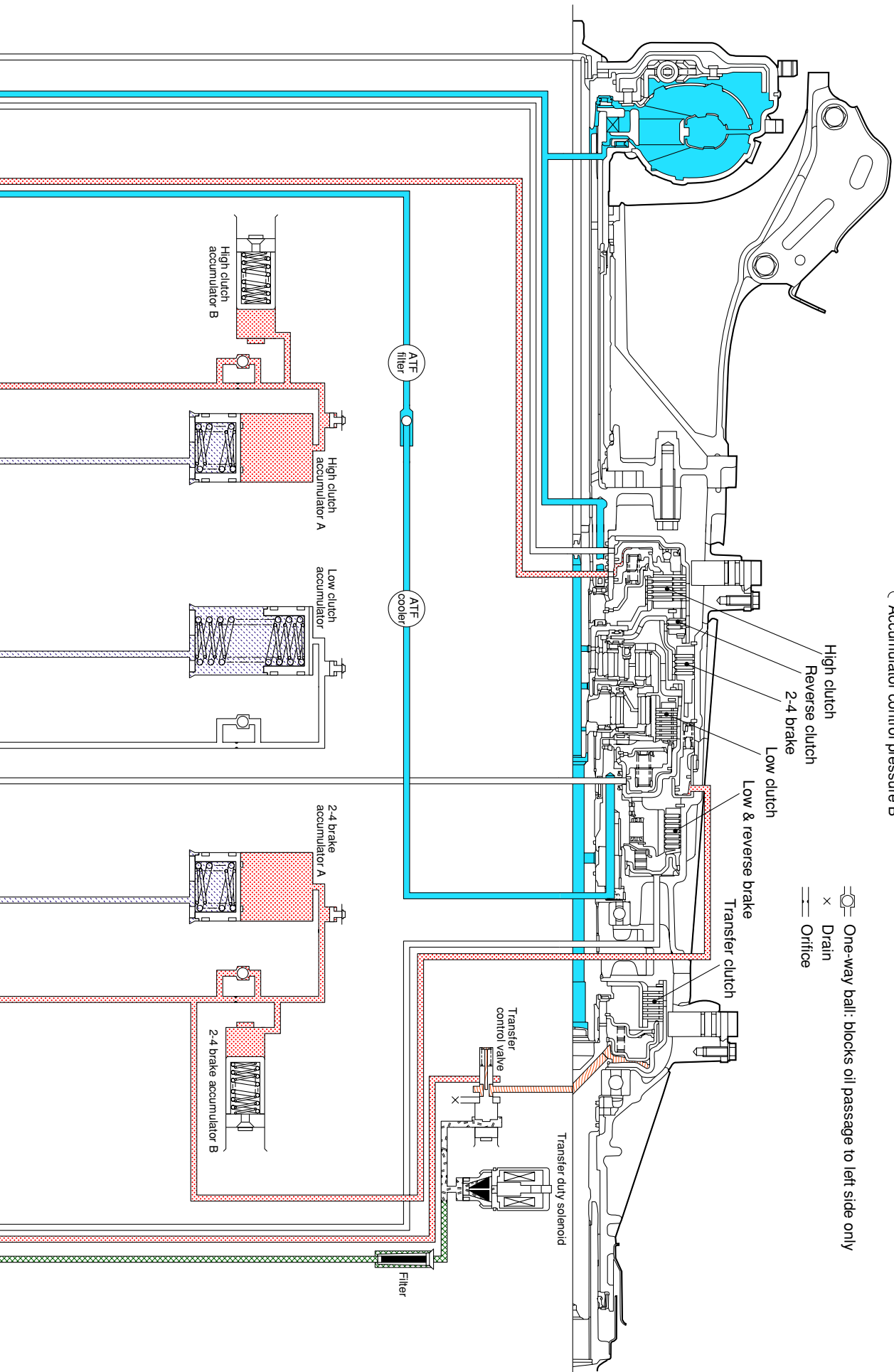
Multi-plate clutch (LSD)

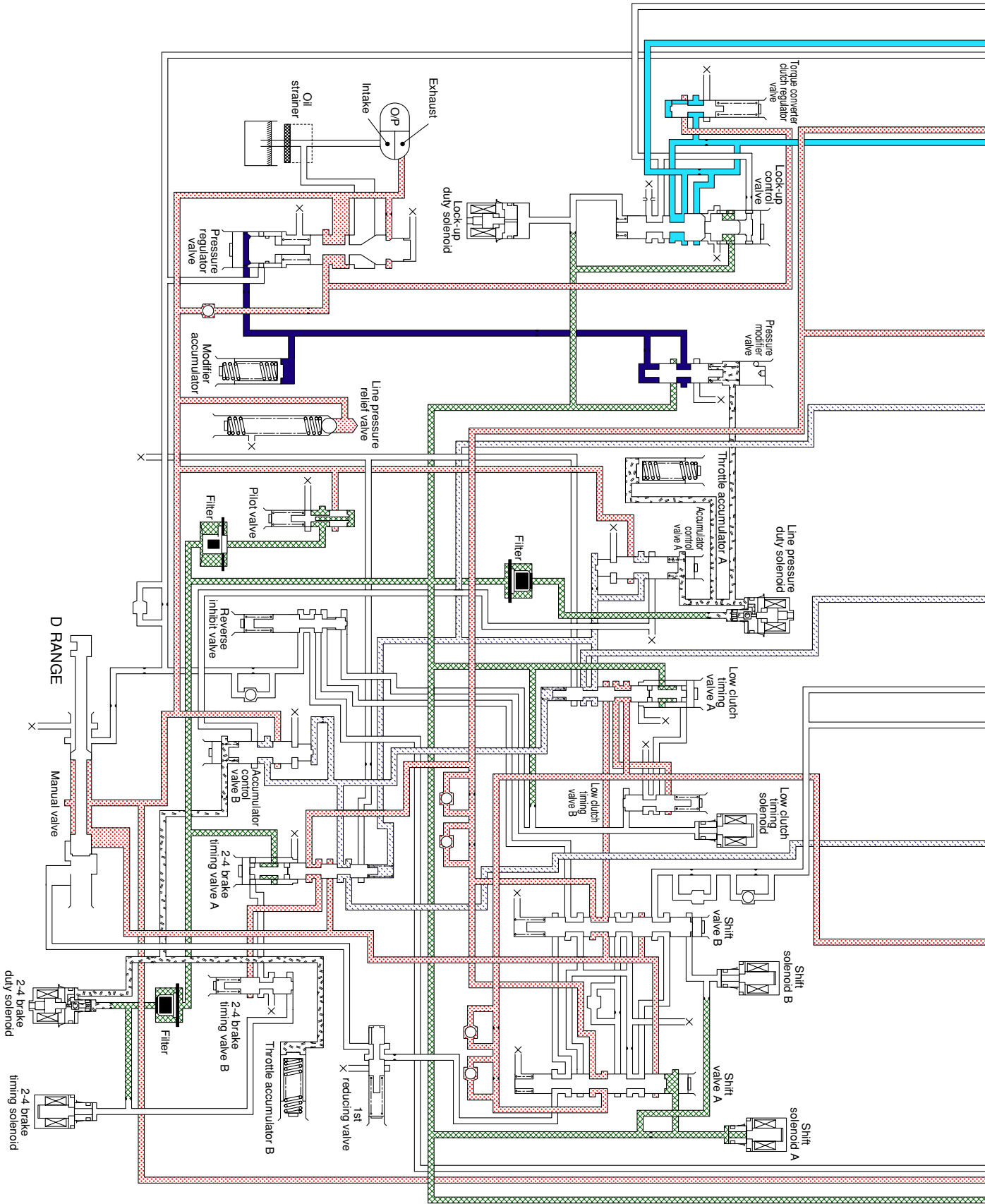
Filter



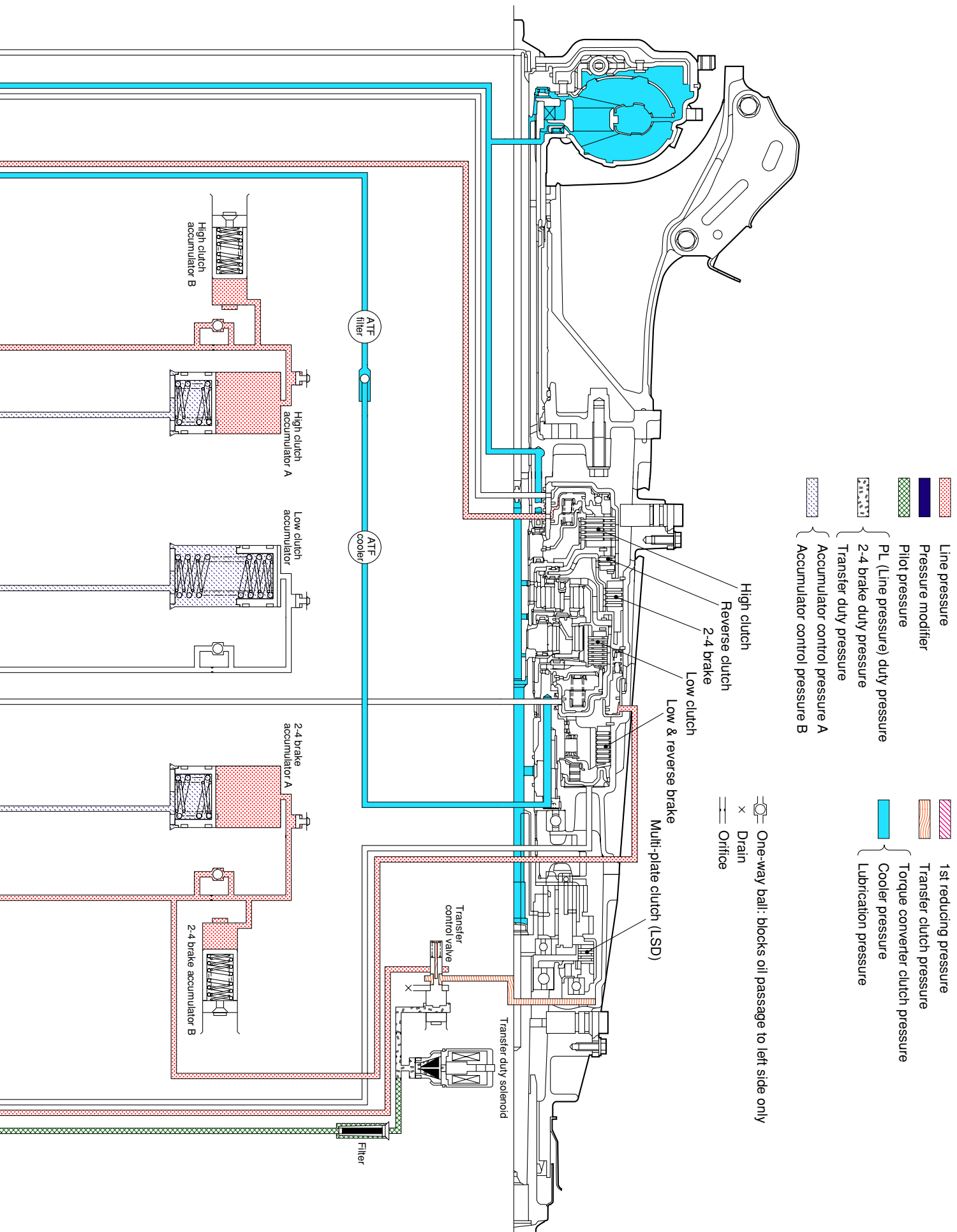
# D: 4TH GEAR OF D RANGE (LOCK-UP ON)

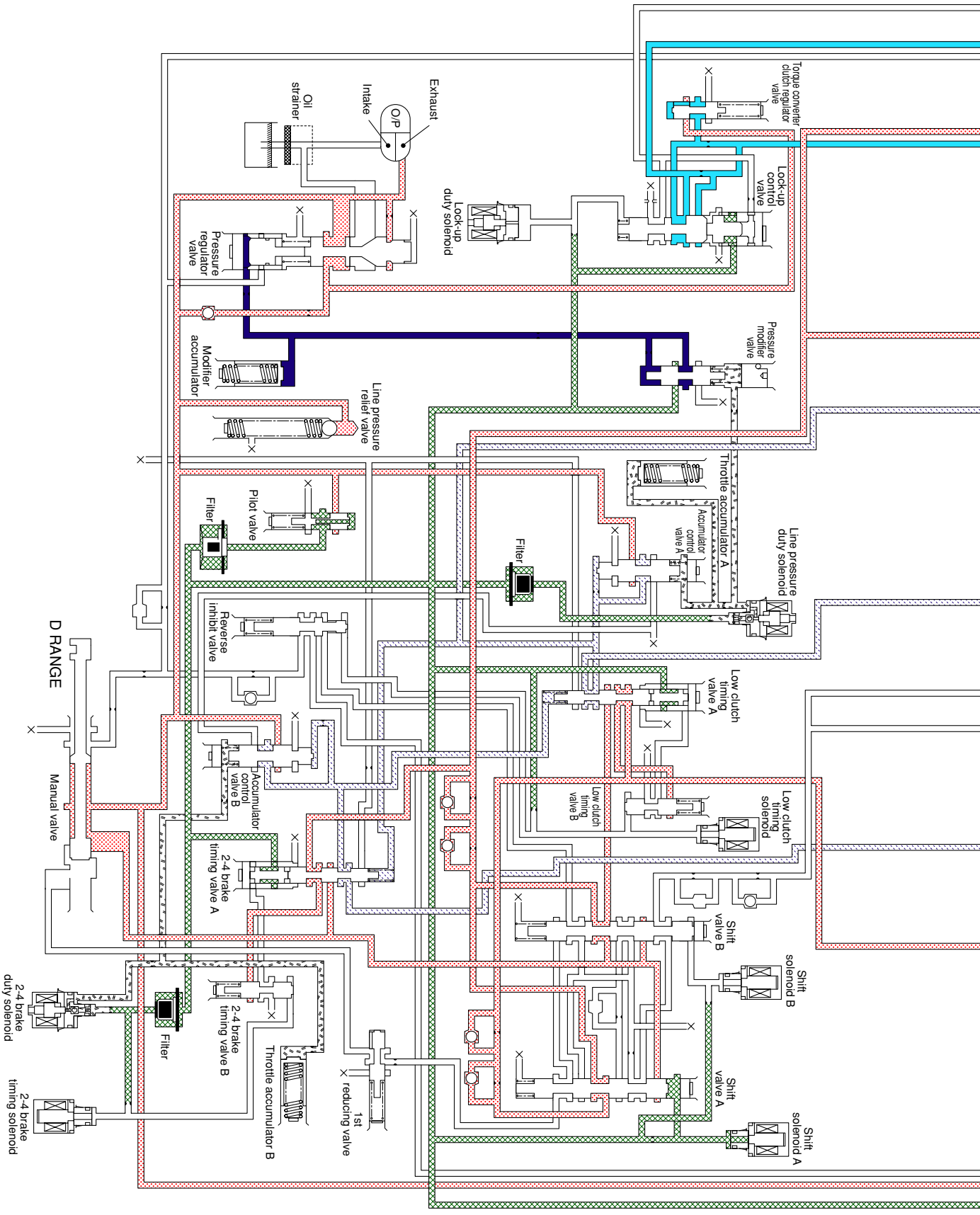
## 1. MPT MODELS





## 2. VTD MODELS

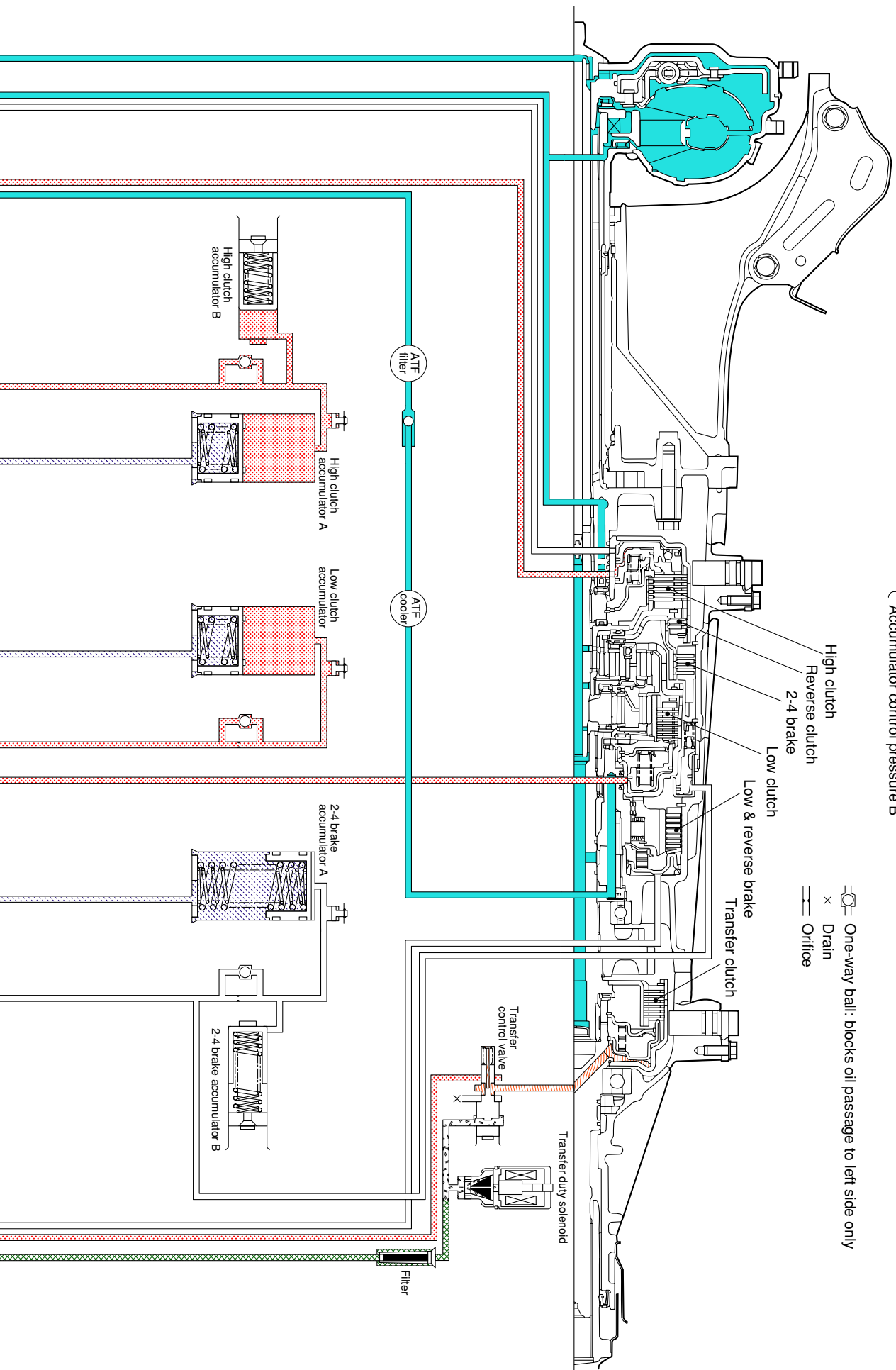






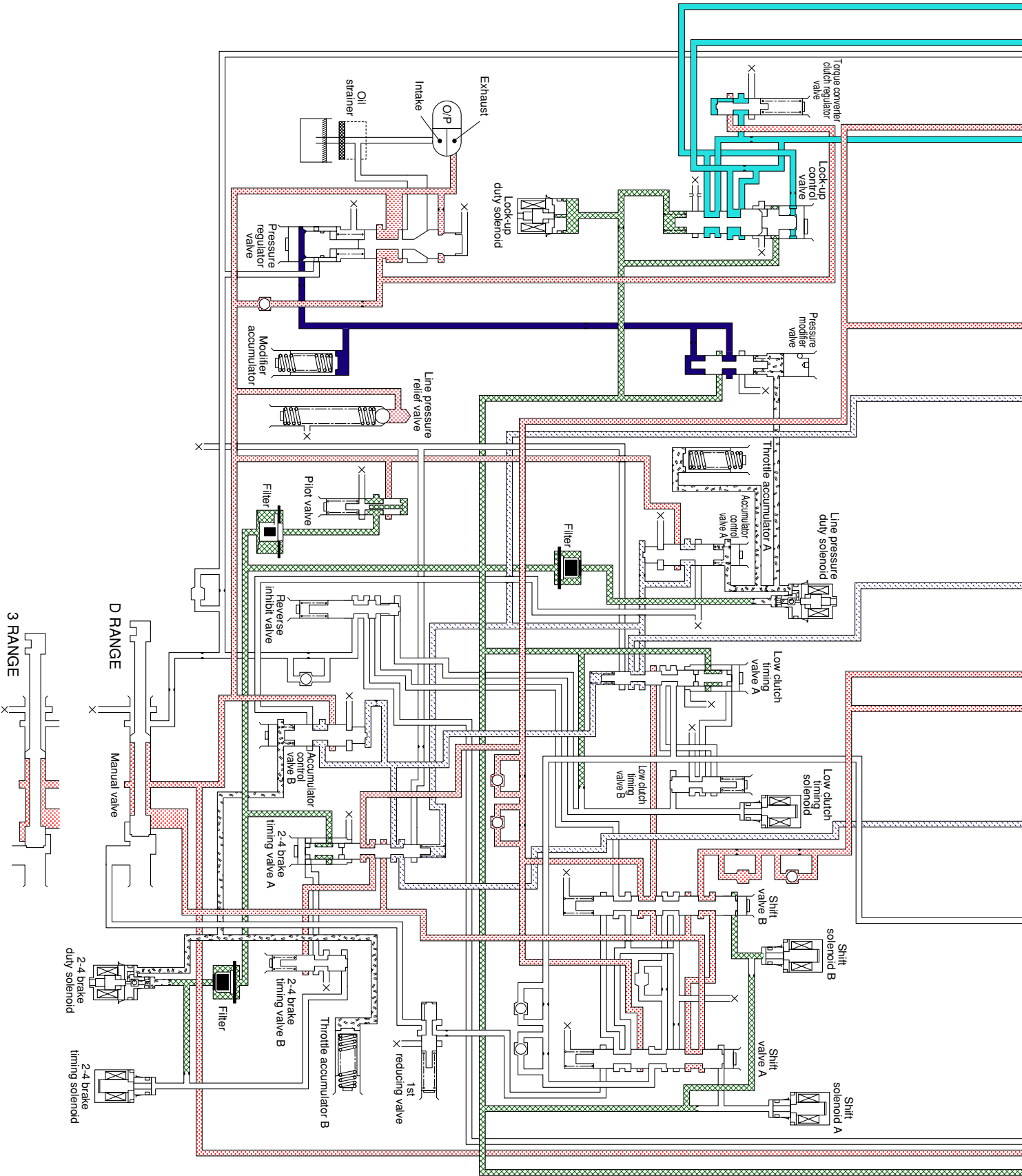
# E: 3RD GEAR OF D AND 3 RANGES

## 1. MPT MODELS



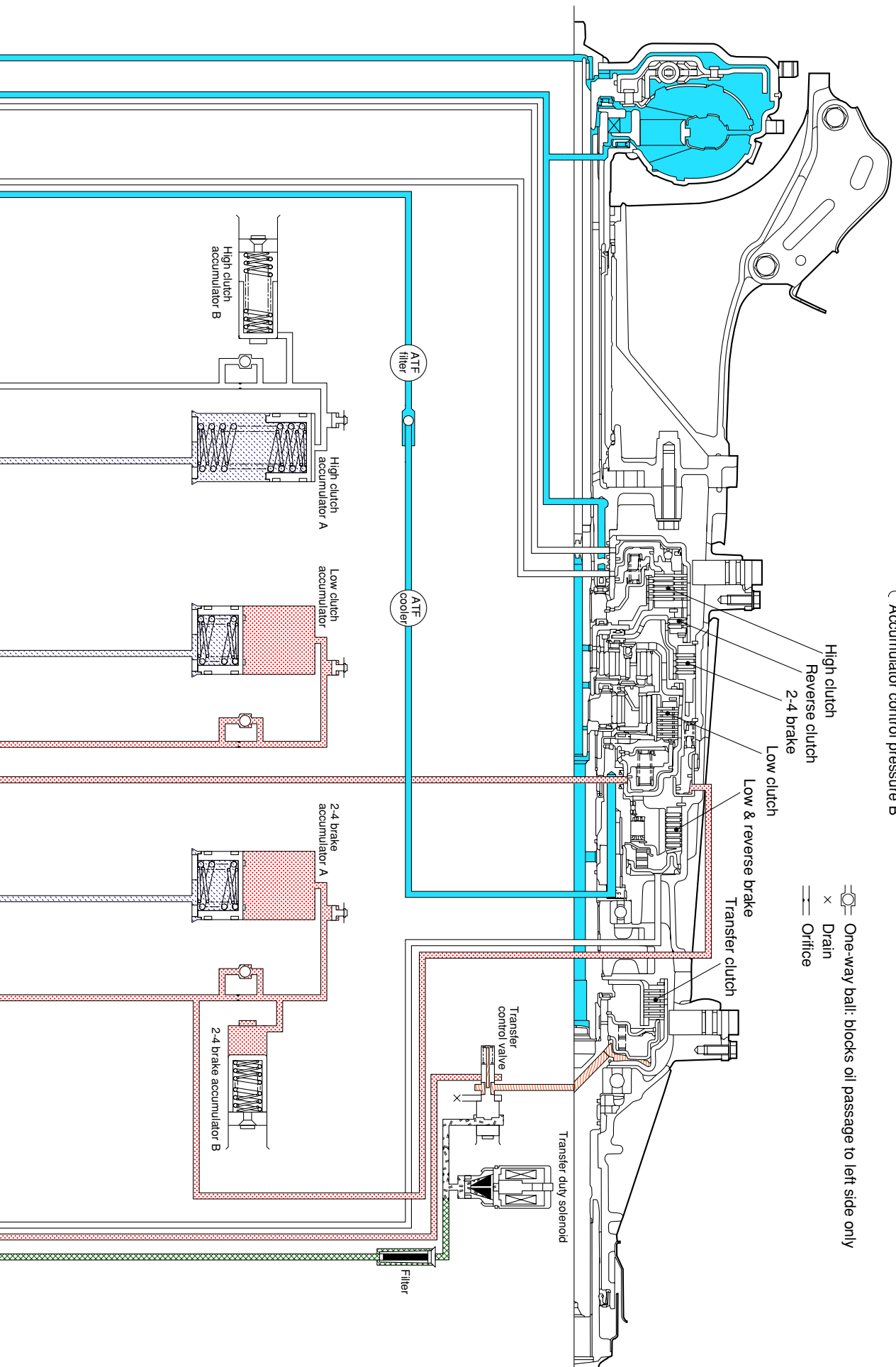


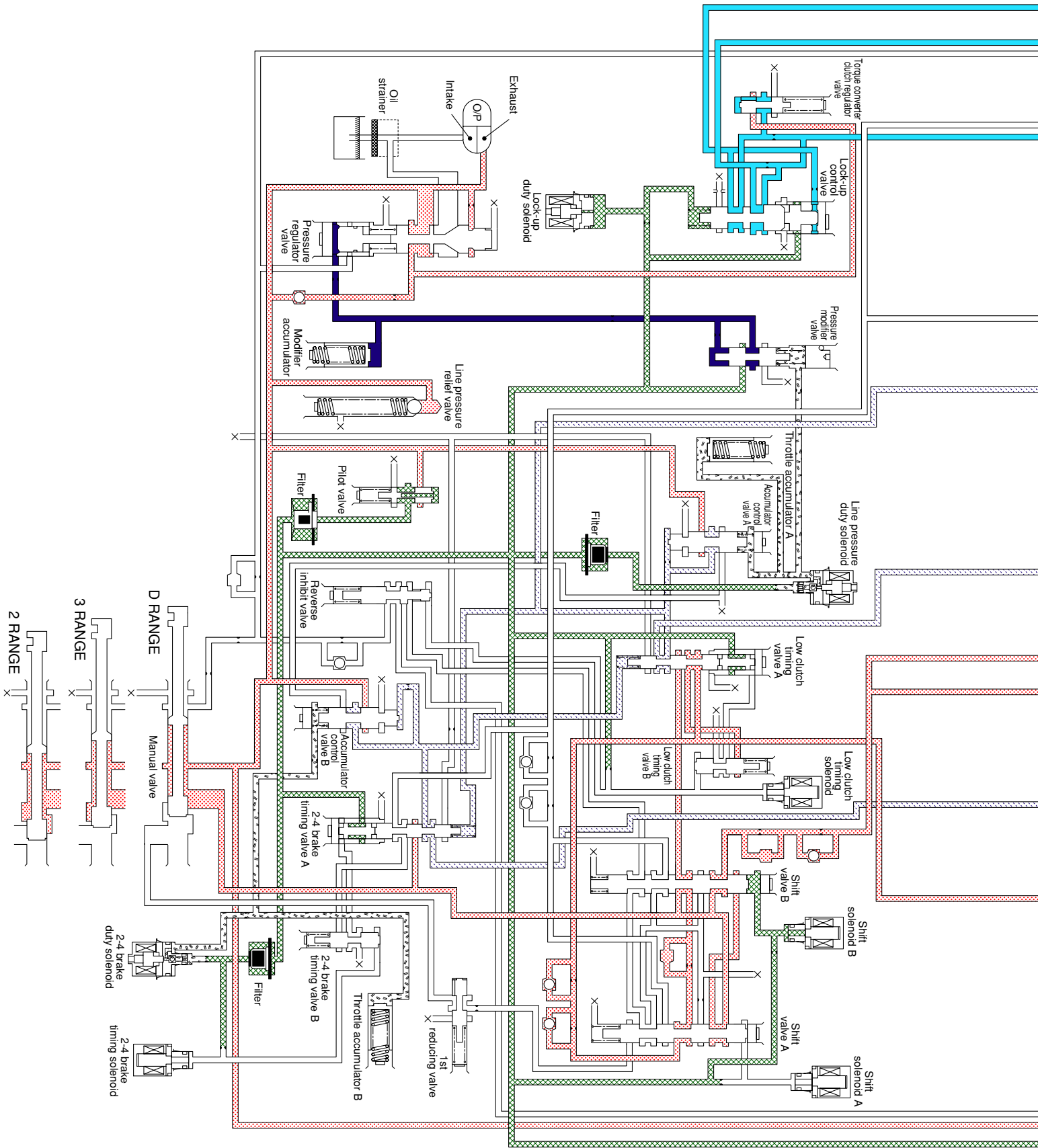




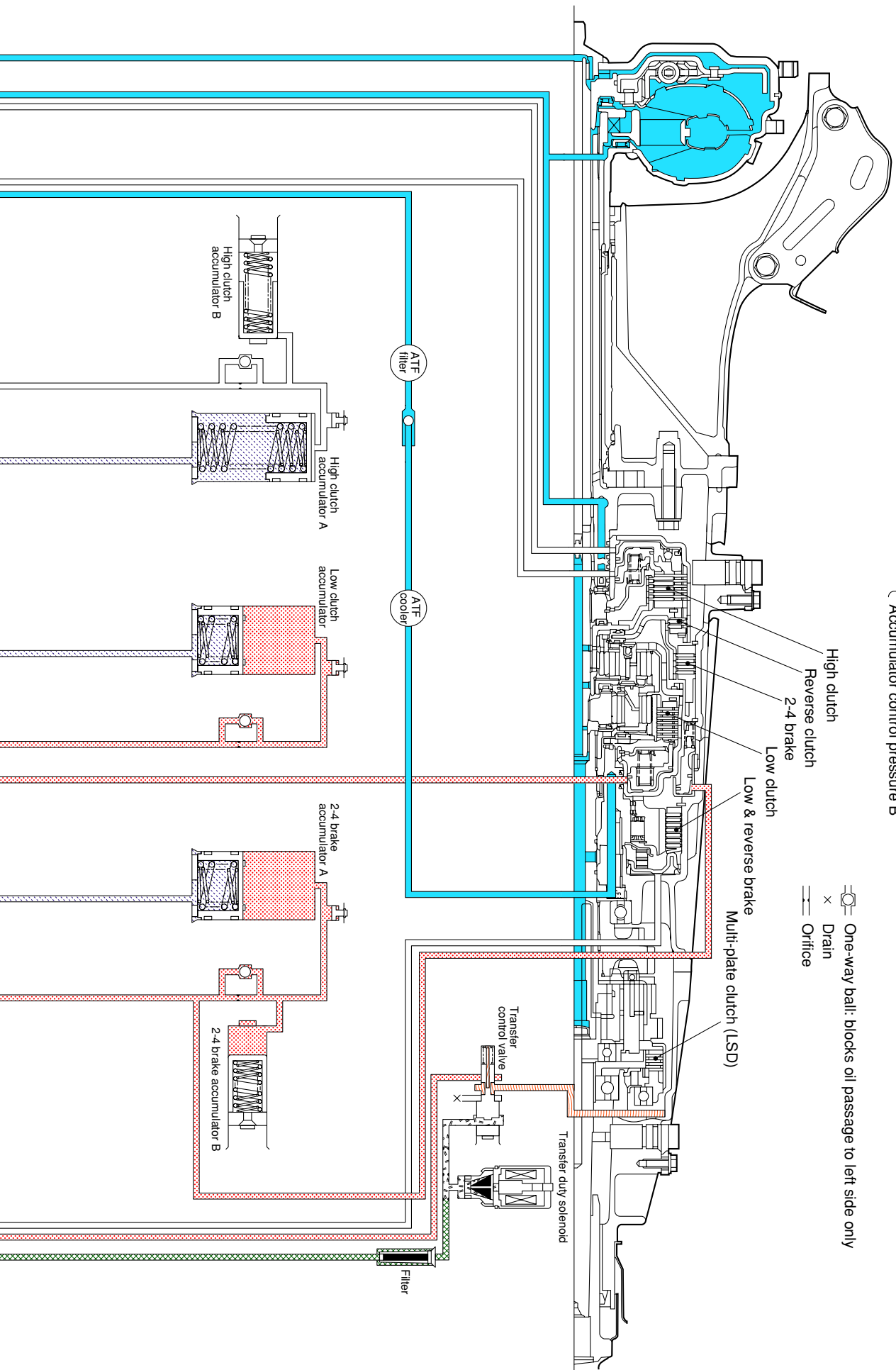
# F: 2RD GEAR OF D, 3 AND 2 RANGES

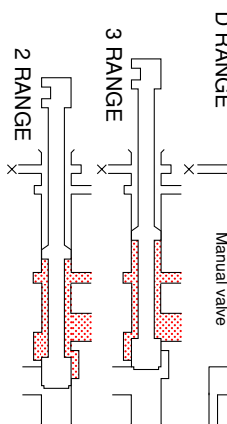
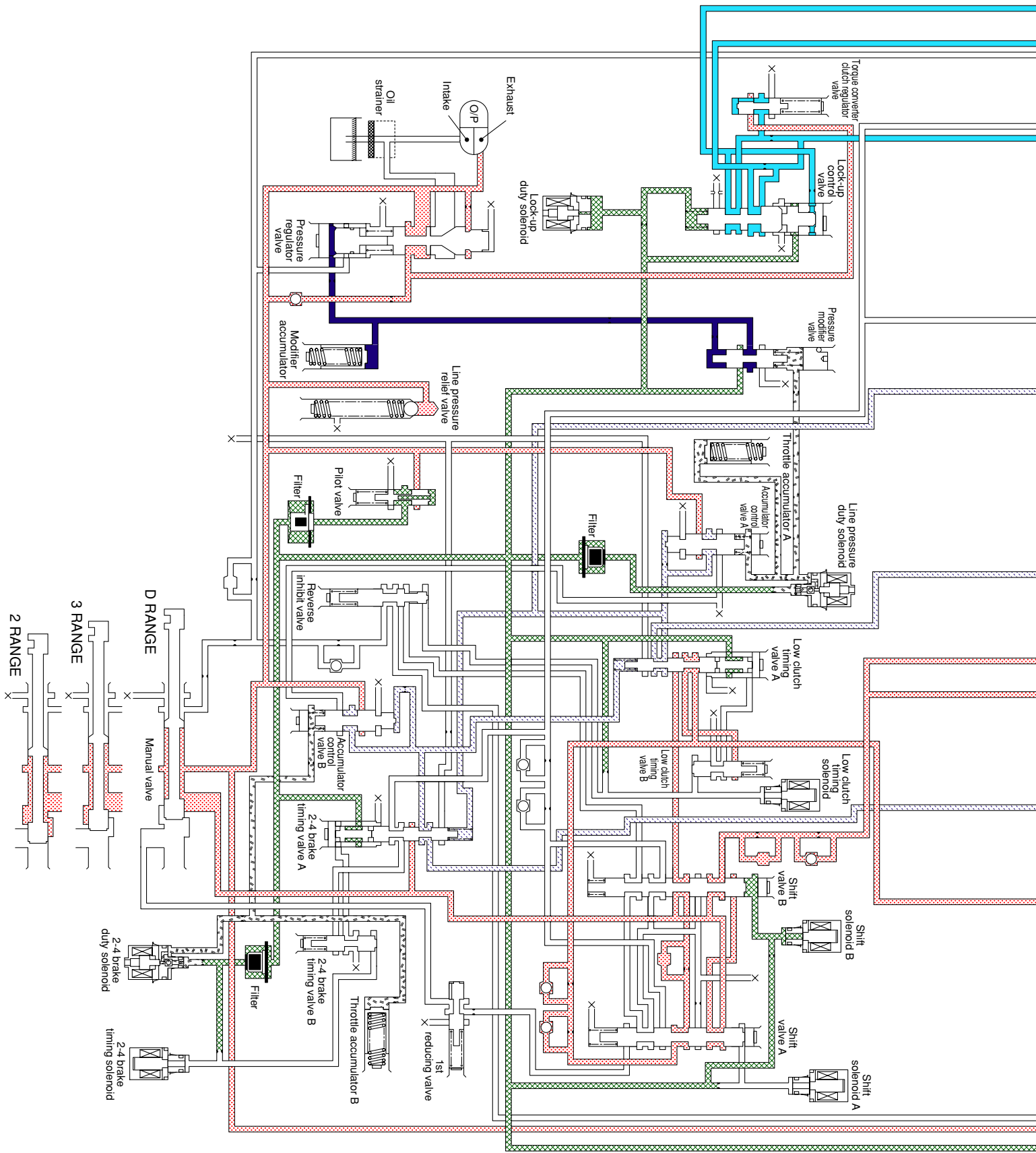
## 1. MPT MODELS





## 2. VTD MODELS

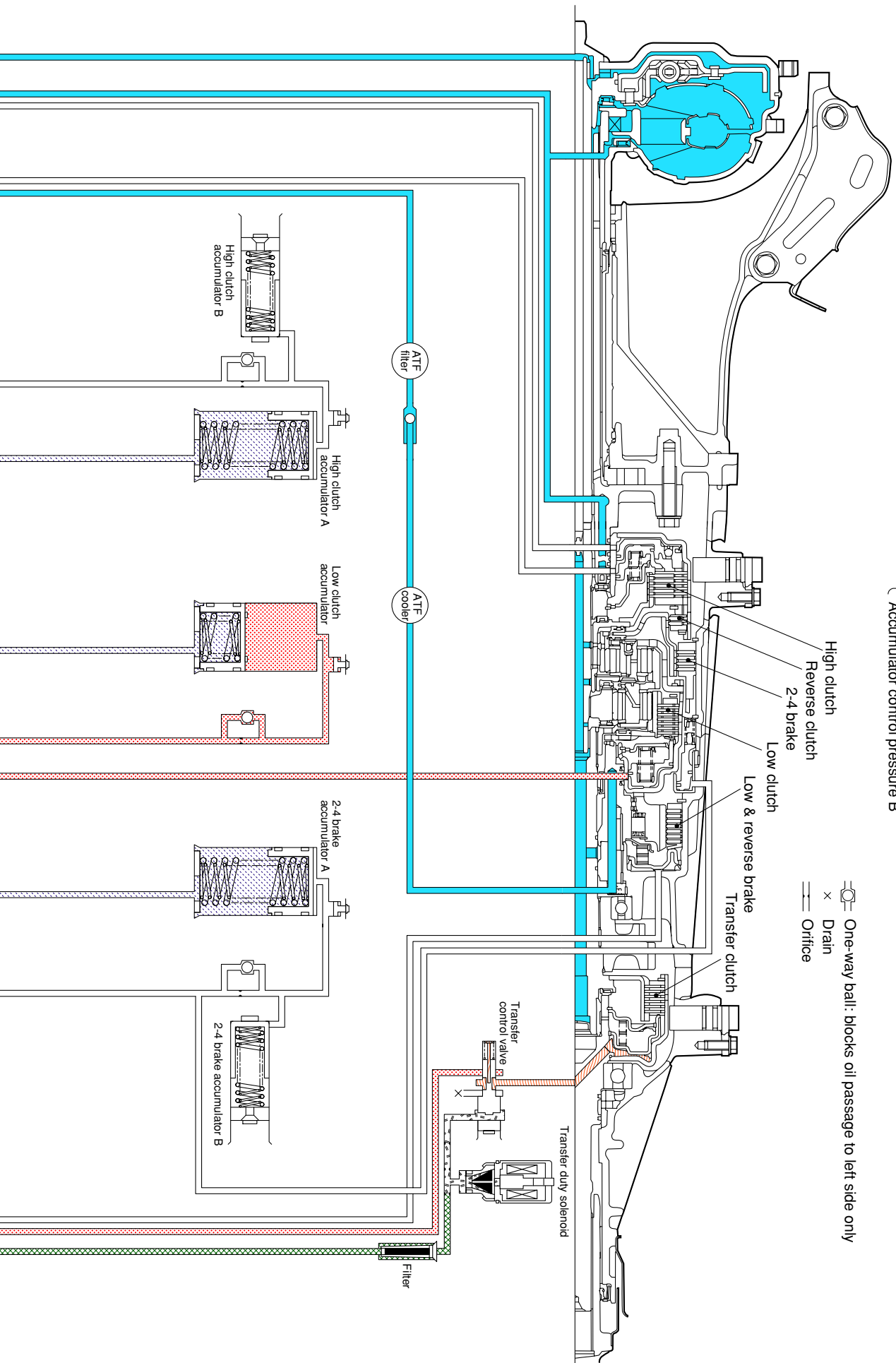






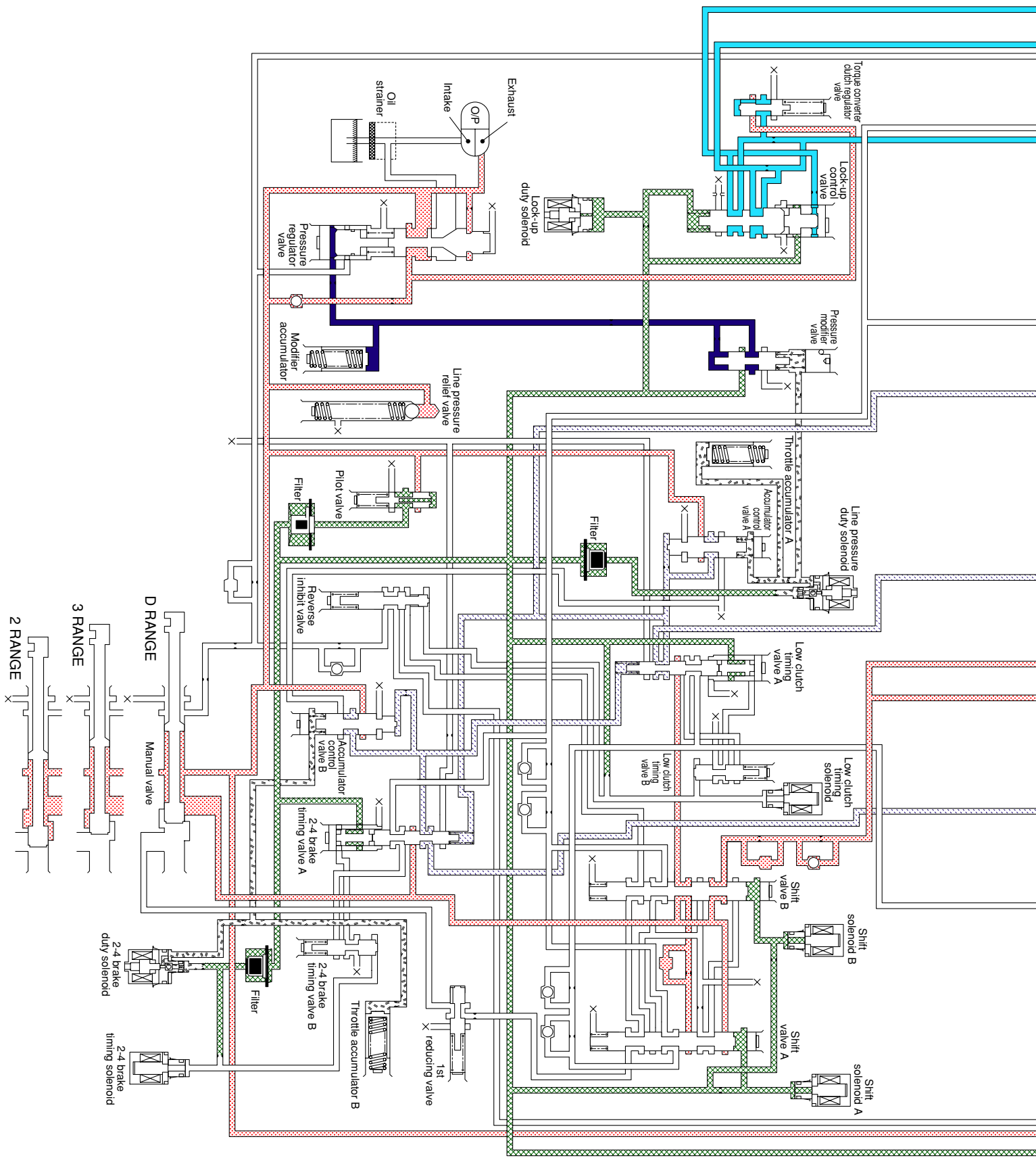
# G: 1ST GEAR OF D AND 3 RANGES

## 1. MPT MODELS

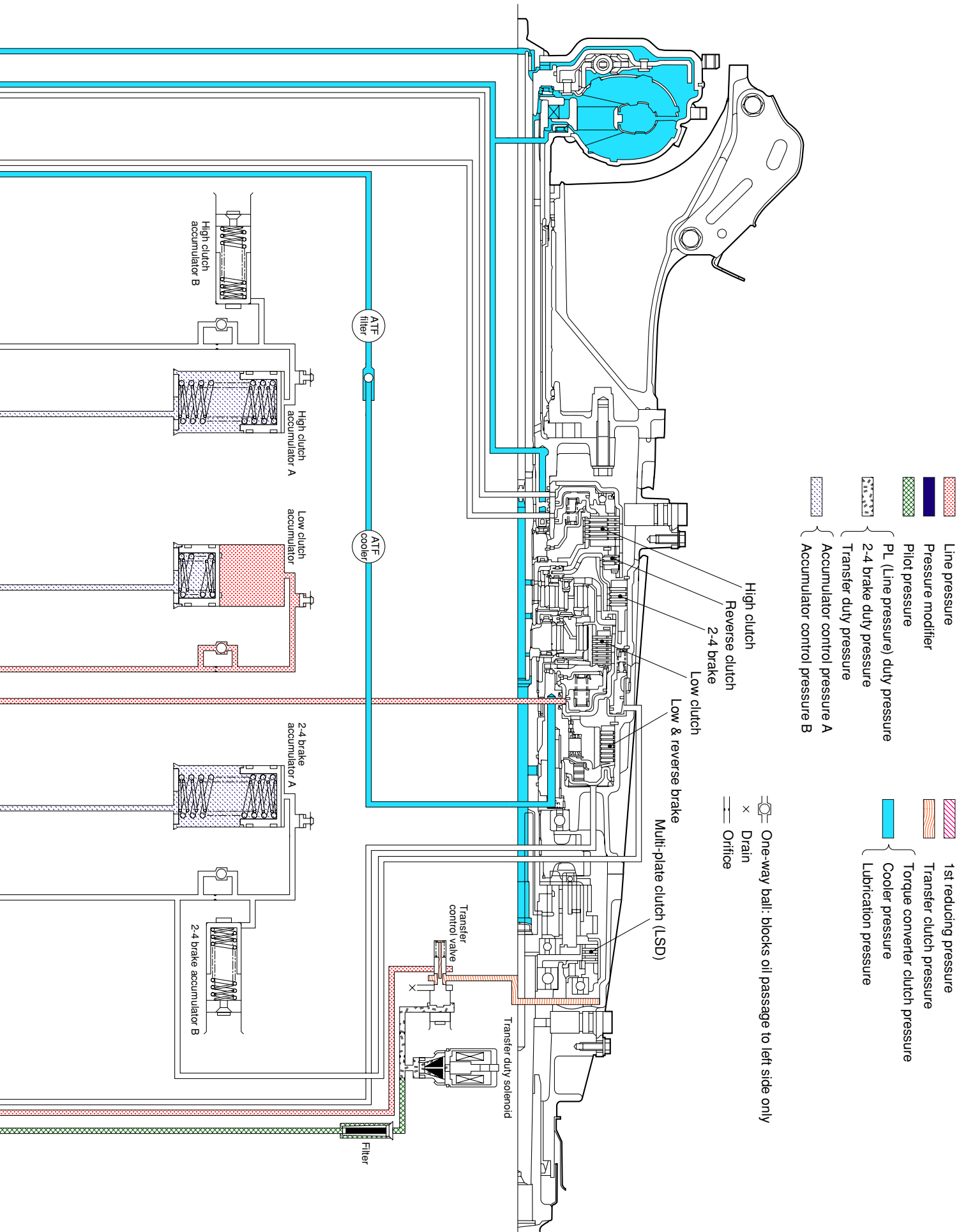


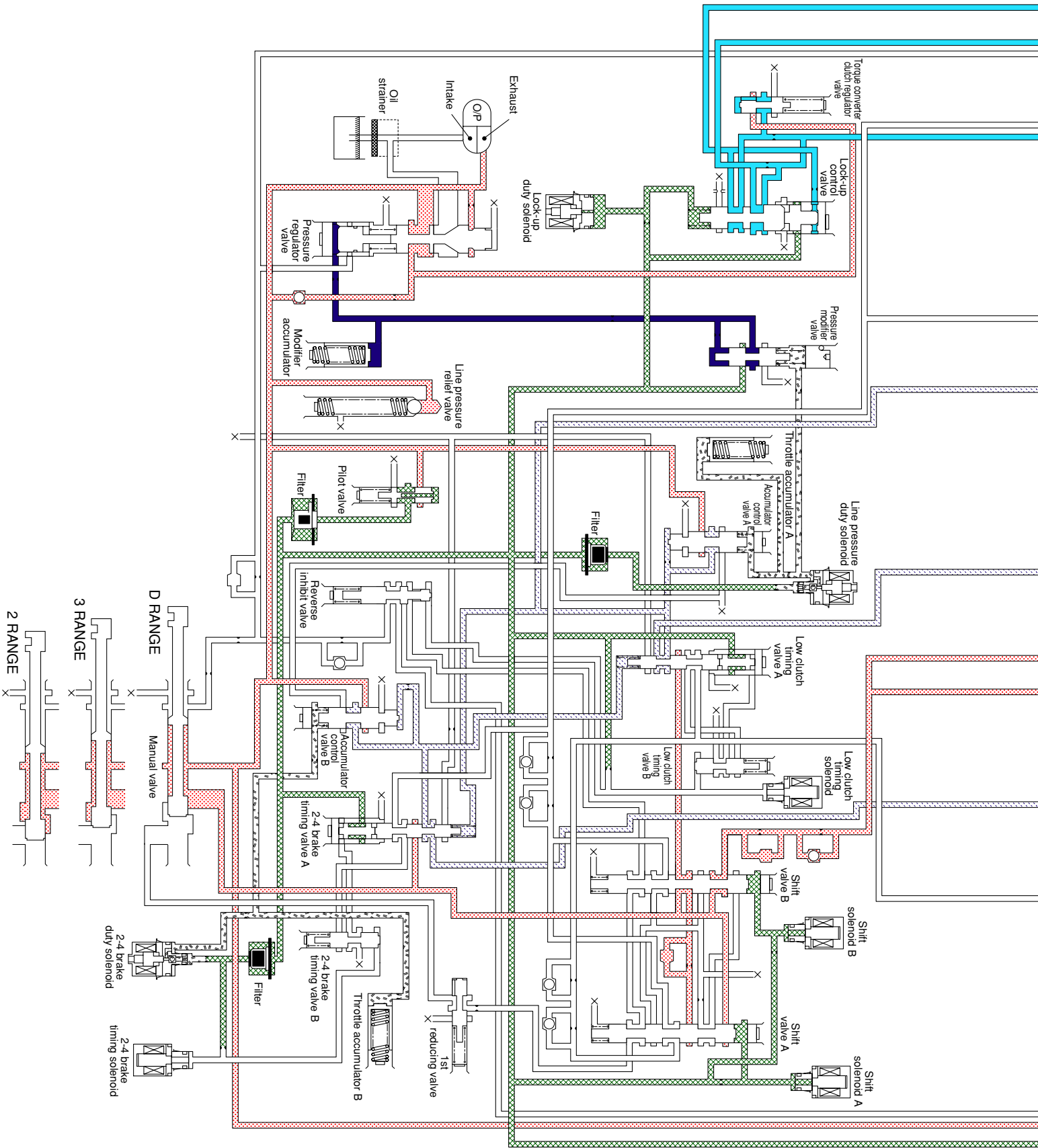
- Line pressure
- Pressure modifier
- Pilot pressure
- PL (Line pressure) duty pressure
- 2-4 brake duty pressure
- Transfer duty pressure
- Accumulator control pressure A
- Accumulator control pressure B
- 1st reducing pressure
- Transfer clutch pressure
- Torque converter clutch pressure
- Cooler pressure
- Lubrication pressure

- One-way ball: blocks oil passage to left side only
- Drain
- Orifice



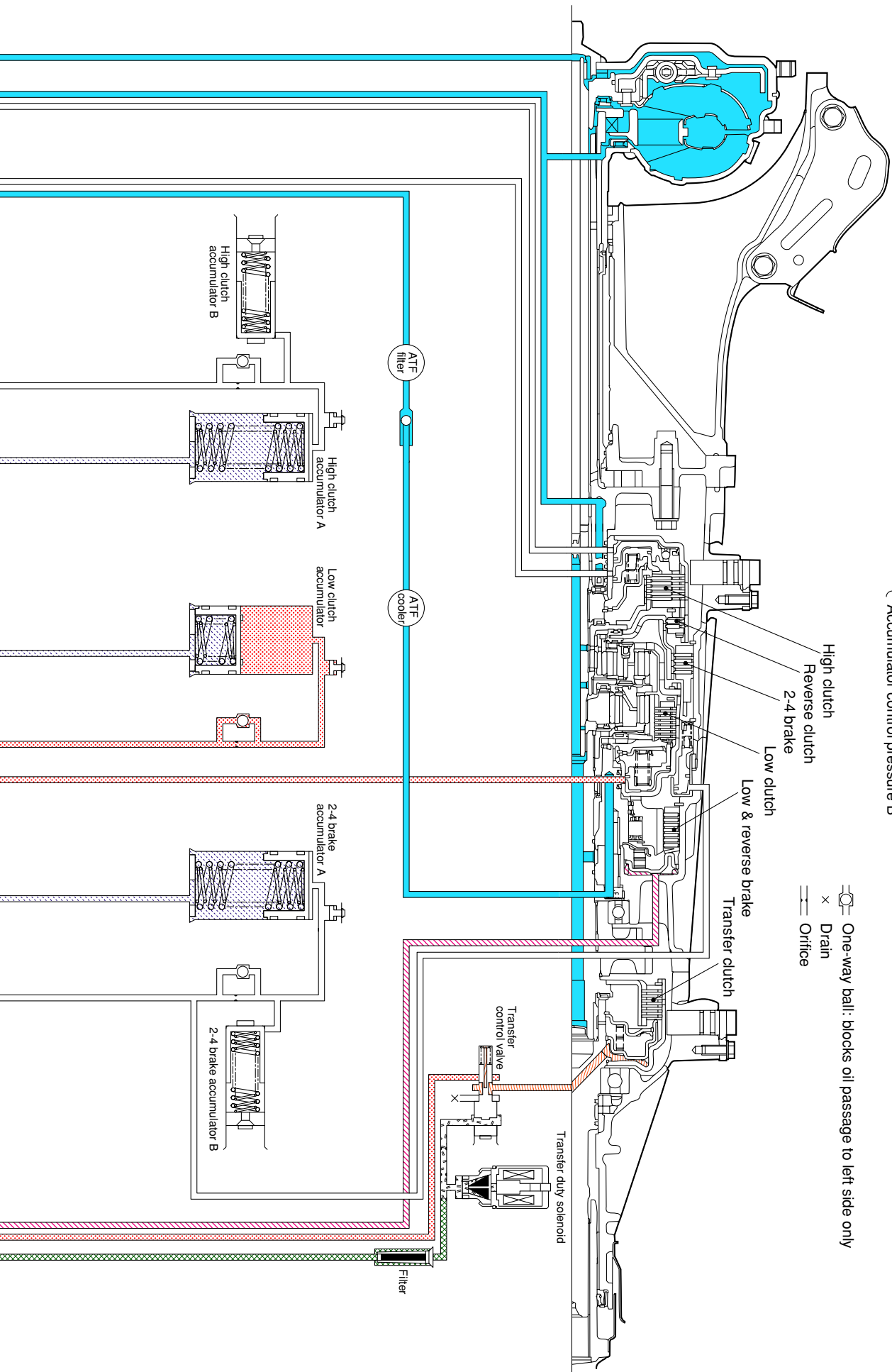
## 2. VTD MODELS

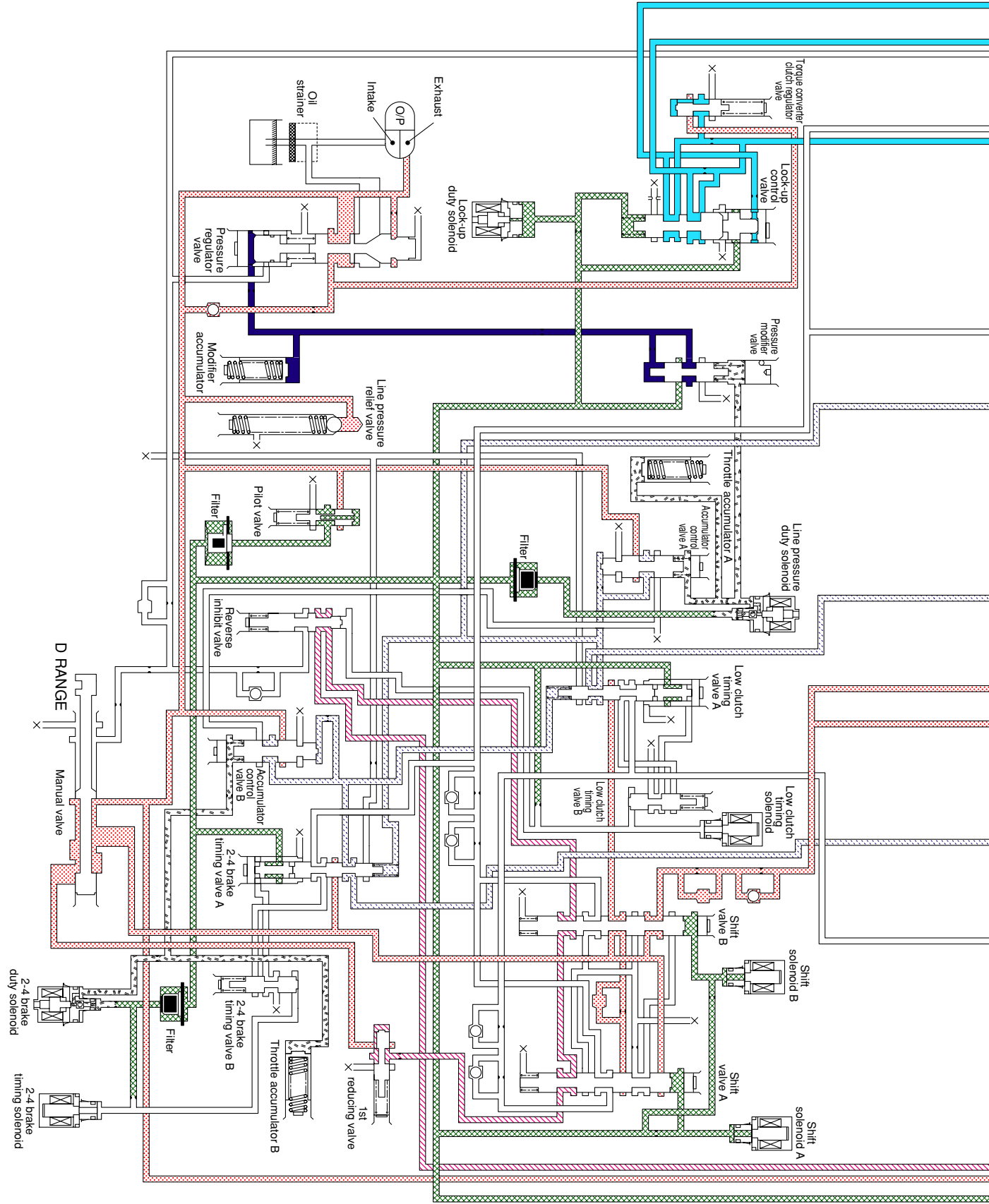




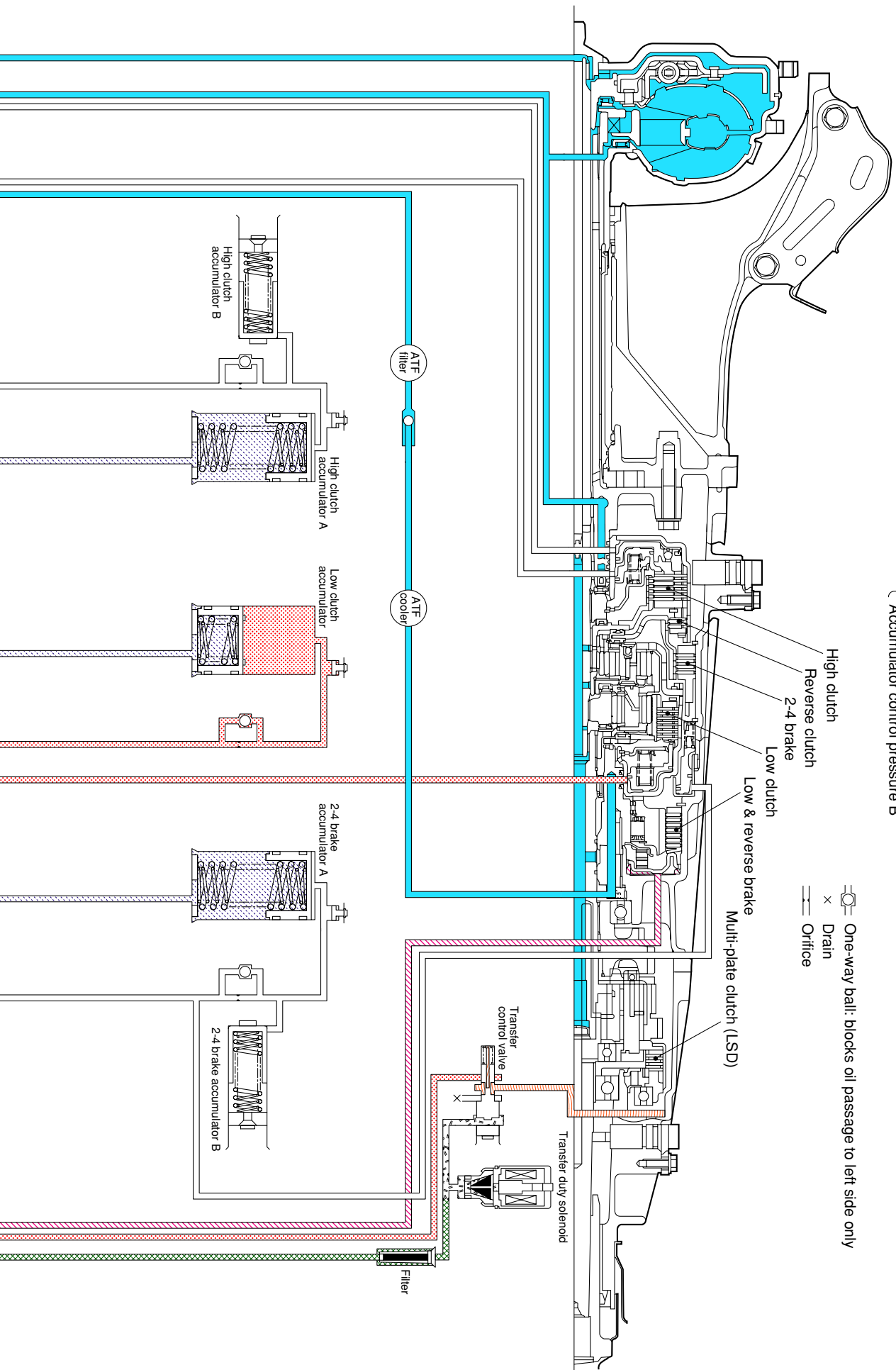
# H: 1ST GEAR OF 1 RANGE

## 1. MPT MODELS





## 2. VTD MODELS



- Line pressure
- Pressure modifier
- Pilot pressure
- PL (Line pressure) duty pressure
- 2-4 brake duty pressure
- Transfer duty pressure
- Accumulator control pressure A
- Accumulator control pressure B
- 1st reducing pressure
- Transfer clutch pressure
- Torque converter clutch pressure
- Cooler pressure
- Lubrication pressure

- One-way ball: blocks oil passage to left side only
- Drain
- Orifice

