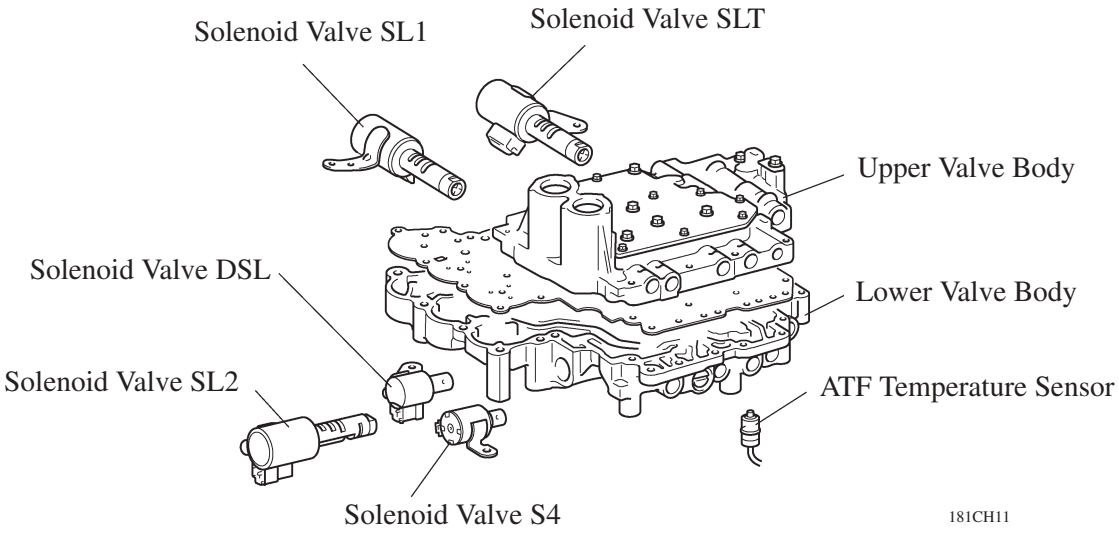
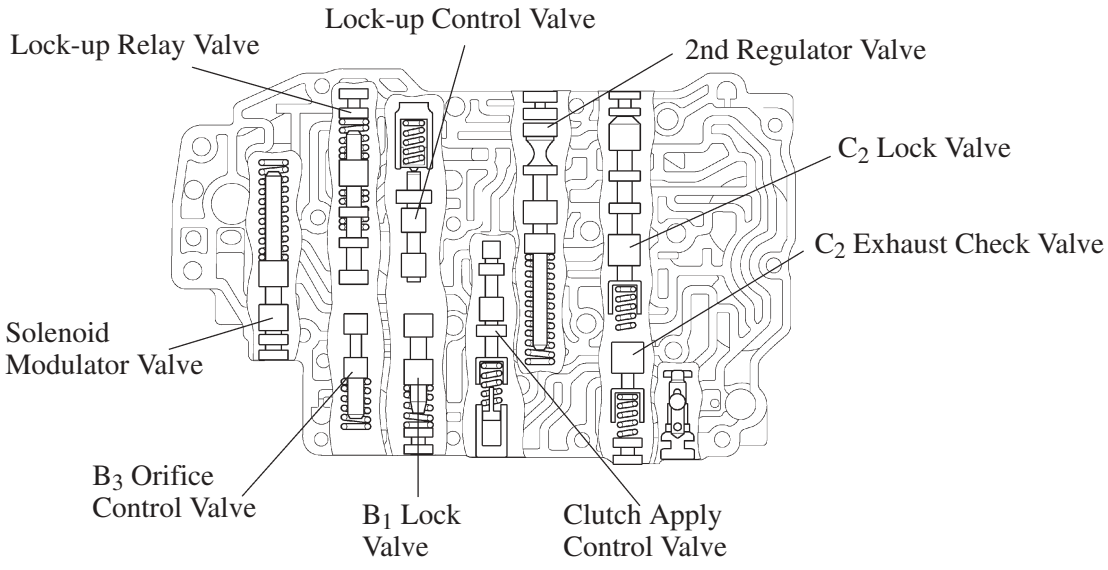
■ VALVE BODY UNIT

1. General

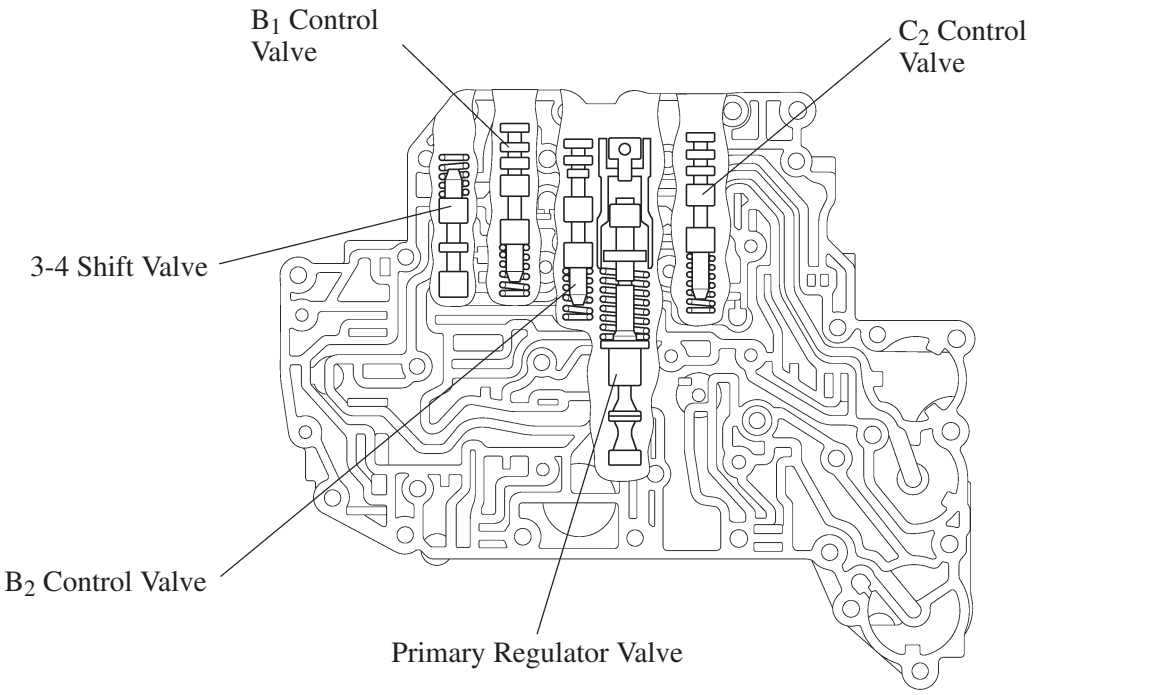
- The valve body consists of the upper and lower valve bodies and 5 solenoid valves (SL1, SL2, SLT, DSL, S4)
- Apply orifice control, which controls the flow volume to the B_3 brake, is used.



▶ Upper Valve Body ◀



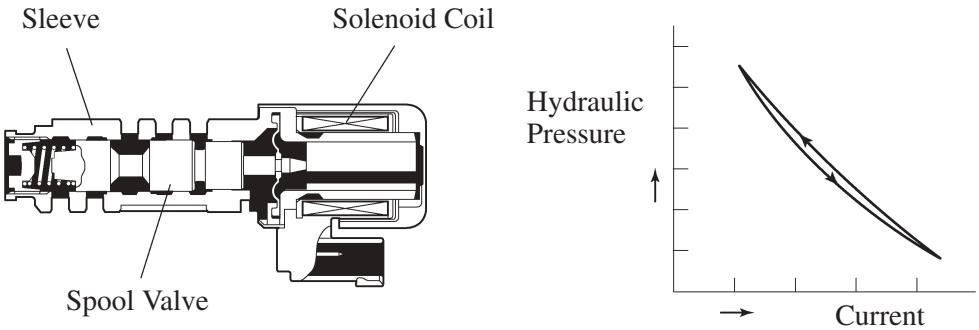
▶ Lower Valve Body ◀



2. Solenoid Valves

Solenoid Valves SL1, SL2 and SLT

- In order to provide a hydraulic pressure that is proportion to current that flows to the solenoid coil, the solenoid valves SL1, SL2 and SLT linearly control the line pressure and clutch and brake engagement pressure based on the signals received from the engine & ECT ECU.
- The solenoid valves SL1, SL2 and SLT have the same basic structure.



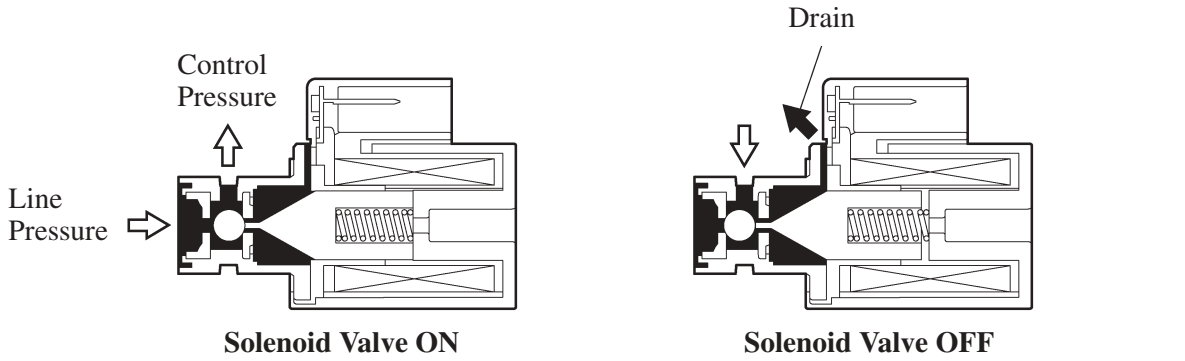
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▶ Function of Solenoid Valves ◀

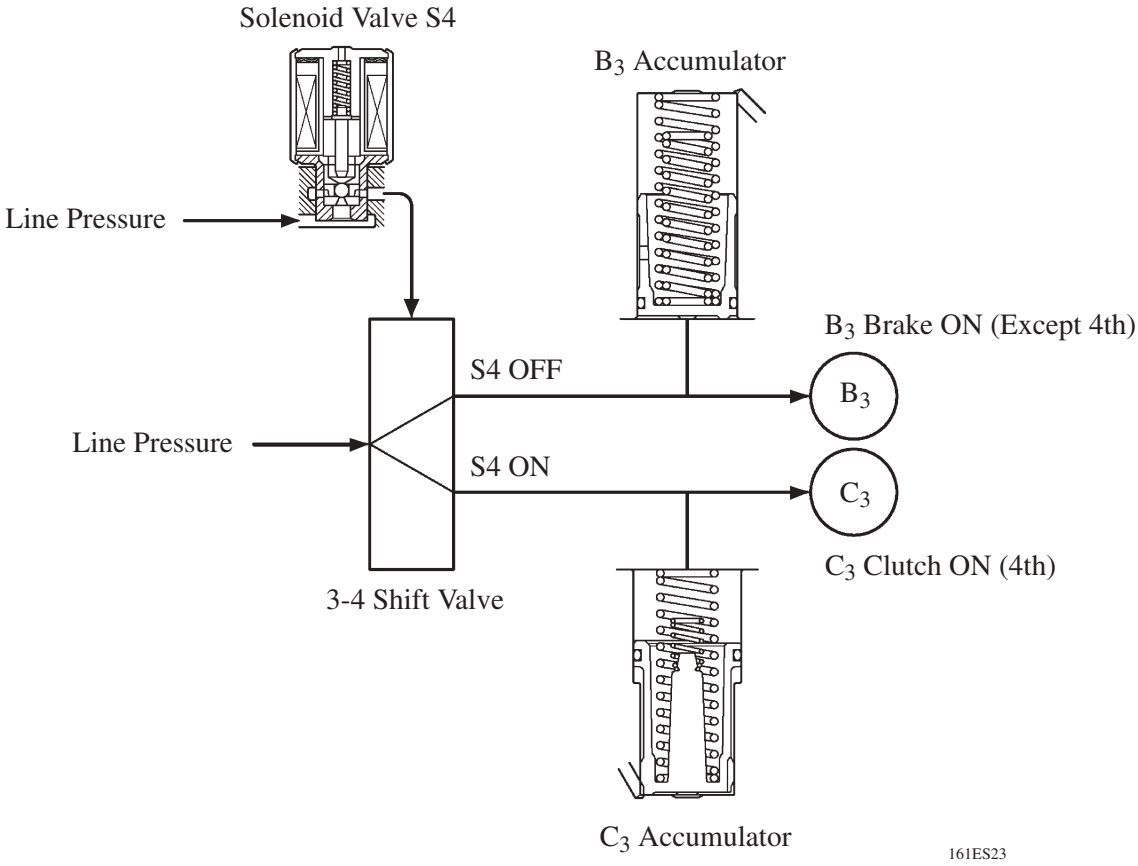
Solenoid Valve	Function
SL1	● B_1 brake pressure control ● Lock-up clutch pressure control
SL2	● Lock-up clutch pressure control
SLT	● Line pressure control ● Secondary pressure control

Solenoid Valves S4 and DSL

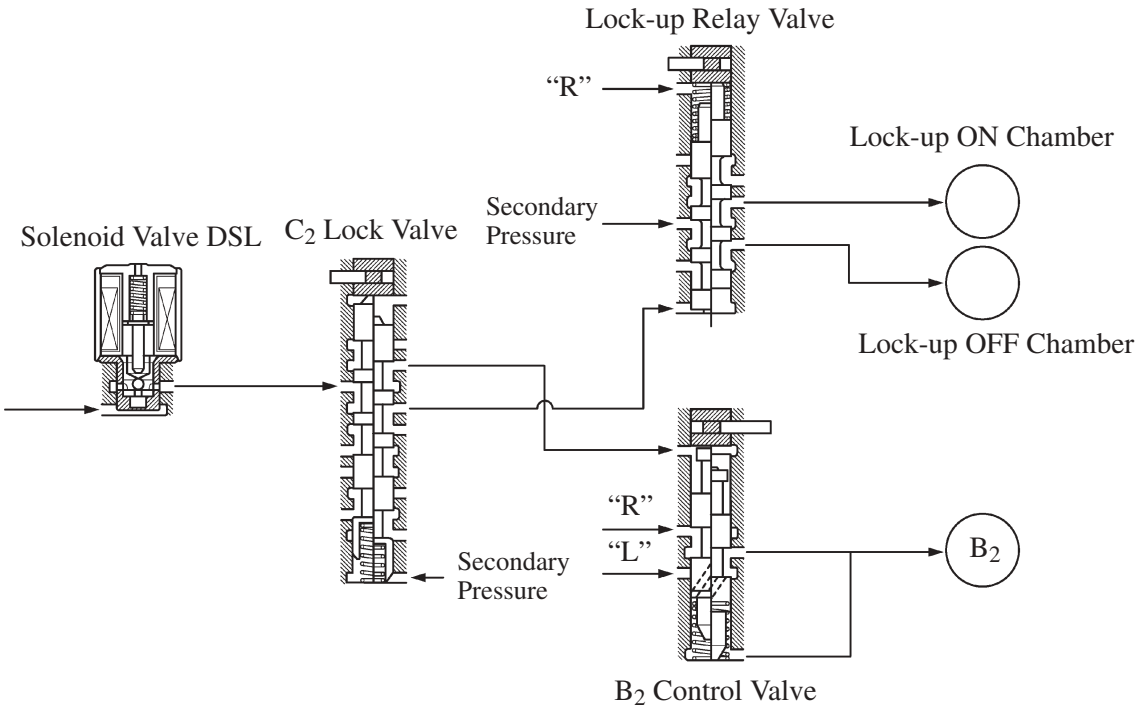
- The solenoid valves S4 and DSL use a three-way solenoid valve.



- The solenoid valve S4 when set to ON controls the 3-4 shift valve to establish the 4th by changing over the fluid pressure applied to B_3 brake and C_3 clutch.



- The solenoid valve DSL controls the B_2 control valve via the C_2 lock valve when the transaxle is shifted in the R or L position. During lock-up, the lock-up relay valve is controlled via the C_2 lock valve.



3. Apply Orifice Control

This control is effected by the B_3 orifice control valve. The B_3 orifice control valve has been provided for the B_3 brake, which is applied when shifting from the 4th to 3rd. The B_3 orifice control valve is controlled by the amount of the line pressure in accordance with shifting conditions, and the flow volume of the fluid that is supplied to the B_3 brake is controlled by varying the size of the control valve's apply orifice.

