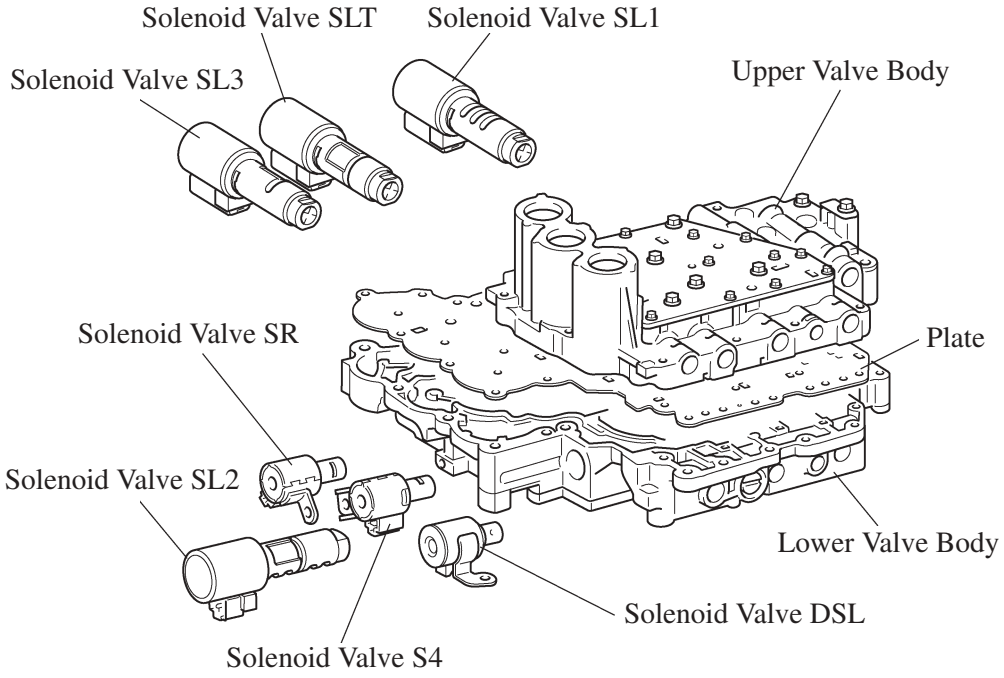
■VALVE BODY UNIT

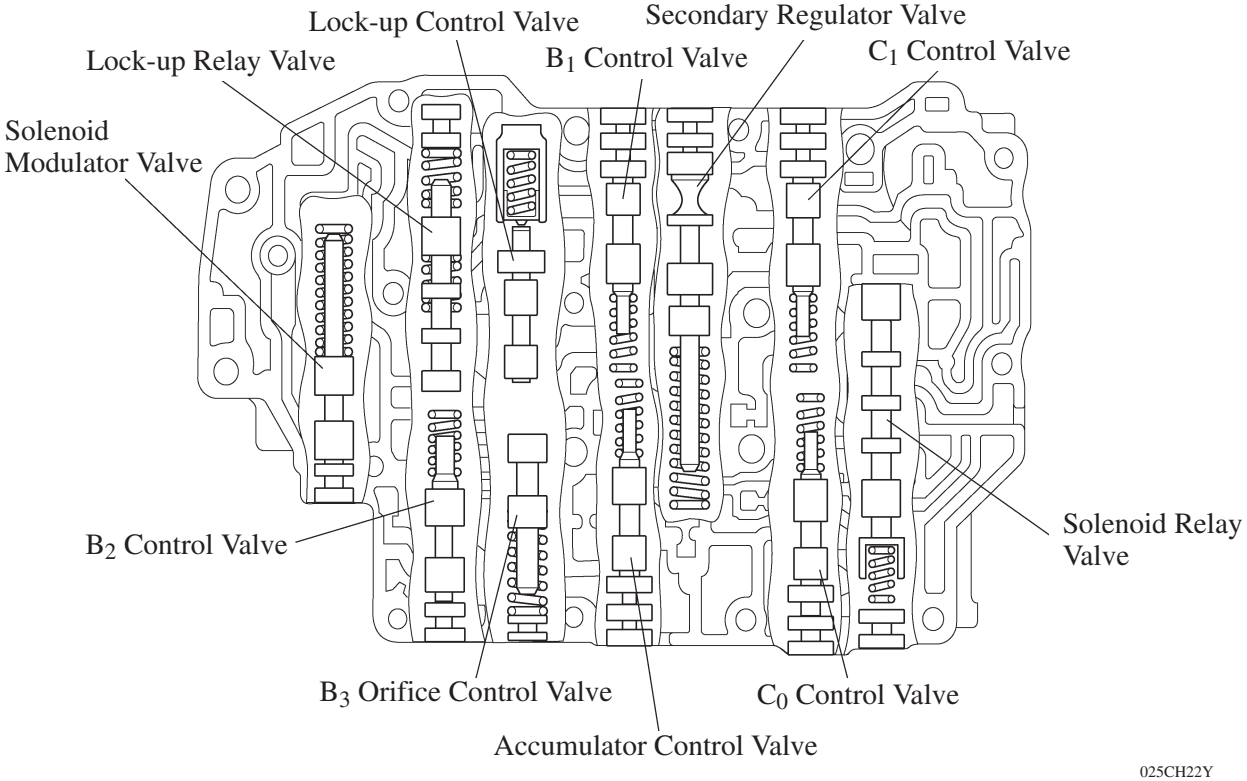
1. General

- The valve body consists of the upper and lower valve bodies and 7 solenoid valves (SL1, SL2, SL3, SLT, DSL, S4, SR).
- Apply orifice control, which controls the flow volume to the B_3 brake, is used in this unit.



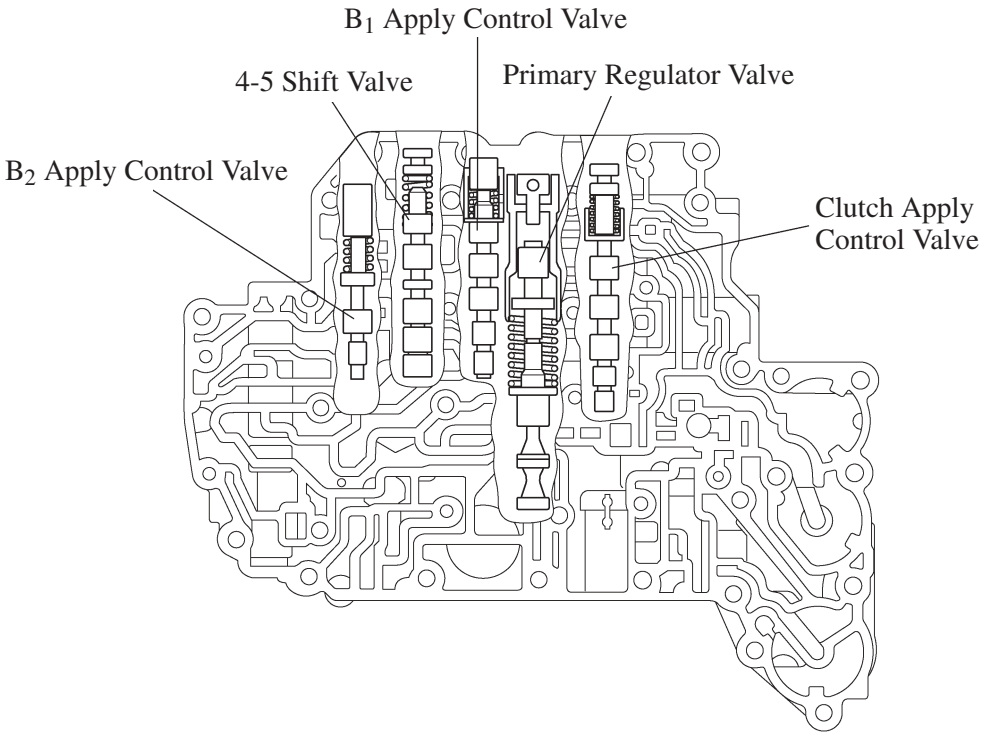
025CH24Y

▶ Upper Valve Body ◀



025CH22Y

▶ Lower Valve Body ◀

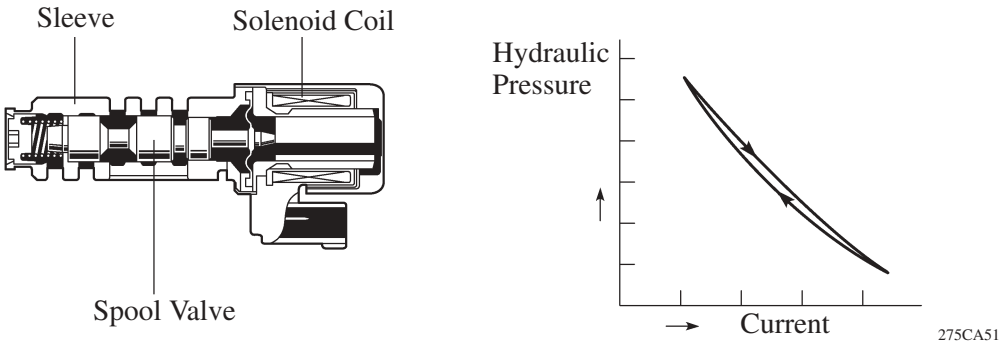


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2. Solenoid Valves

Solenoid Valves SL1, SL2, SL3 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, SL3, 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, SL3, and SLT have the same basic structure.

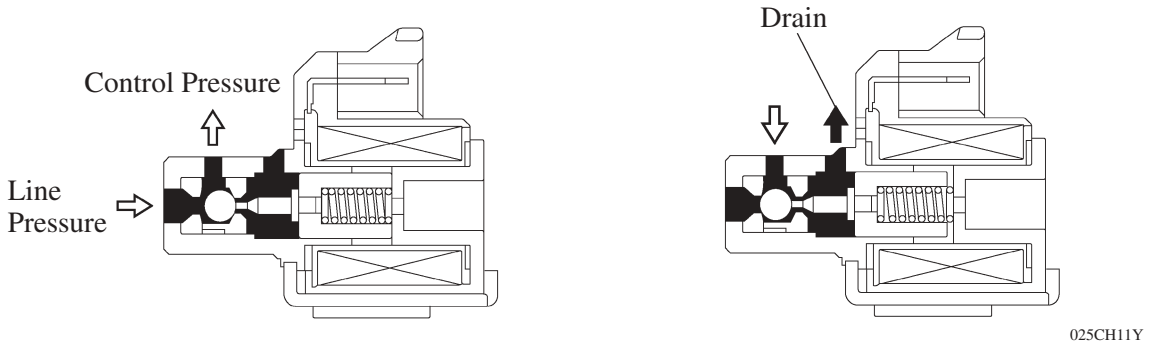


▶ Function of Solenoid Valves ◀

Solenoid Valve	Function
SL1	B_1 brake pressure control
SL2	● C_0 clutch pressure control ● Lock-up clutch pressure control
SL3	C_1 clutch pressure control
SLT	● Line pressure control ● Secondary pressure control

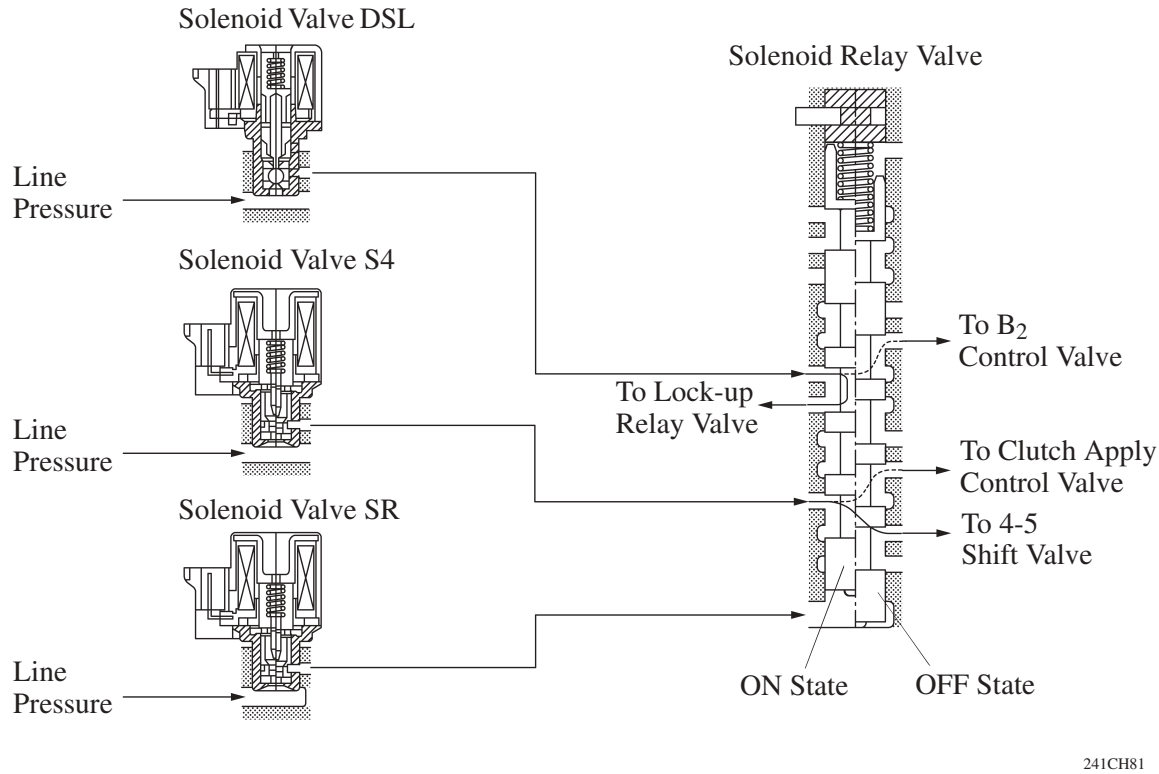
Solenoid Valve SR, S4 and DSL

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

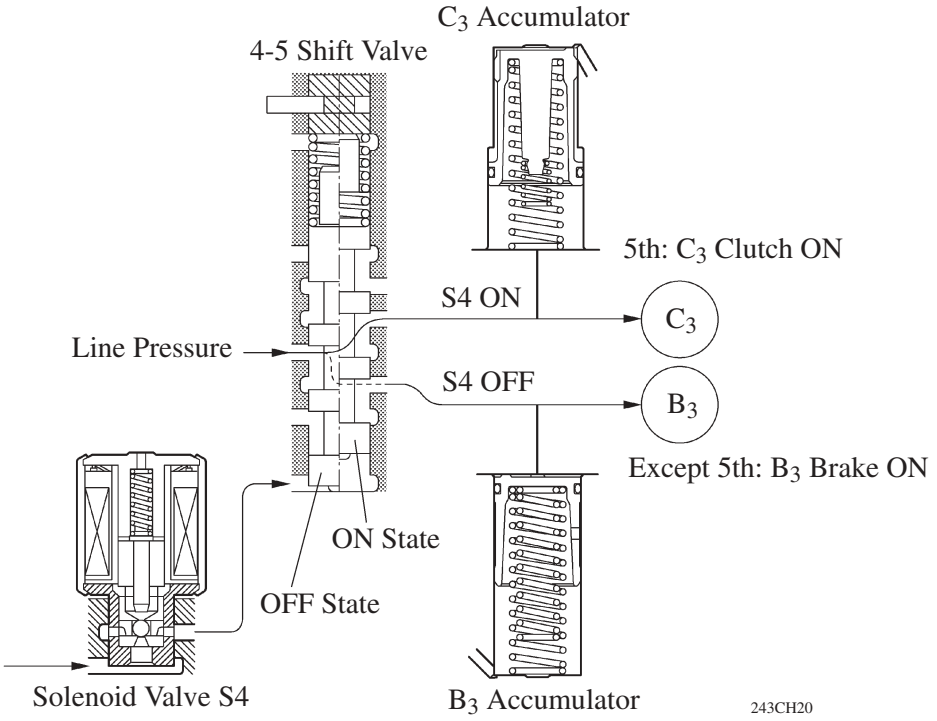


Solenoid Valve ON **Solenoid Valve OFF**

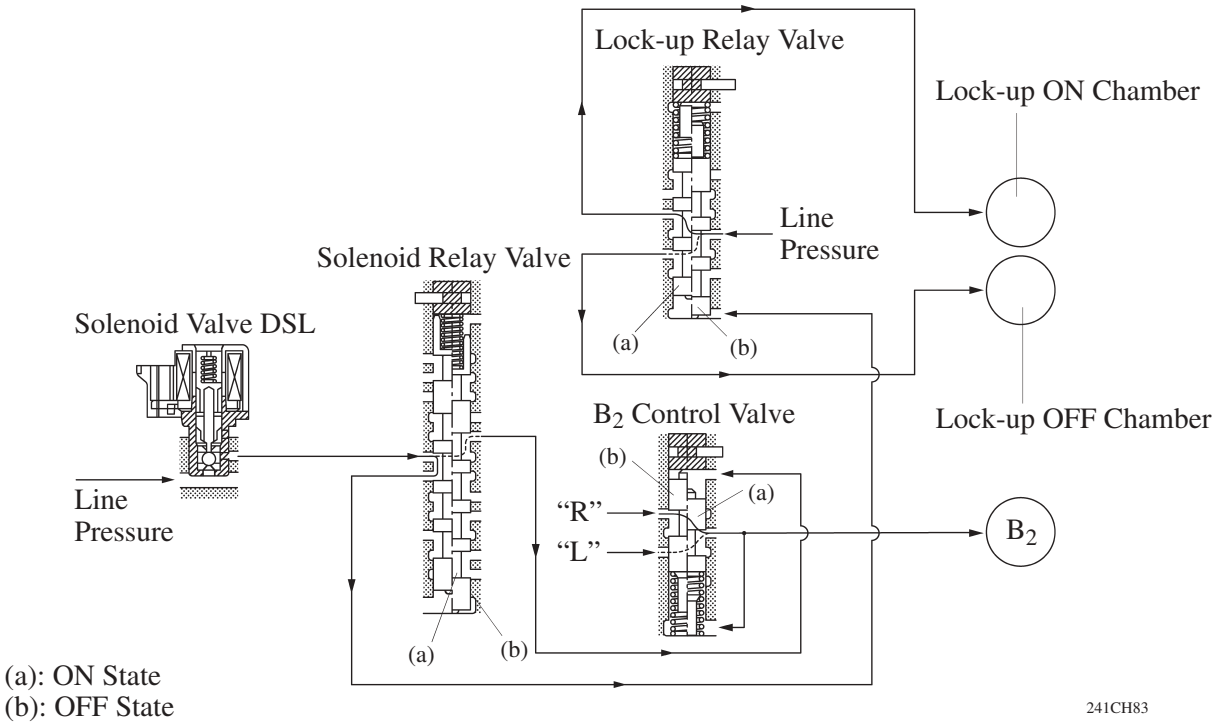
- The solenoid valve SR controls the solenoid relay valve. Accordingly, the fluid passages from the solenoid valve DSL and S4 have been changed.



- The solenoid valve S4, when set to ON, controls the 4-5 shift valve to establish the 5th 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 solenoid relay valve when the transaxle is shifted in the R or L position. During lock-up, the lock-up relay valve is controlled via the solenoid relay 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 5th to 4th. 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 orifice in the control valve.

