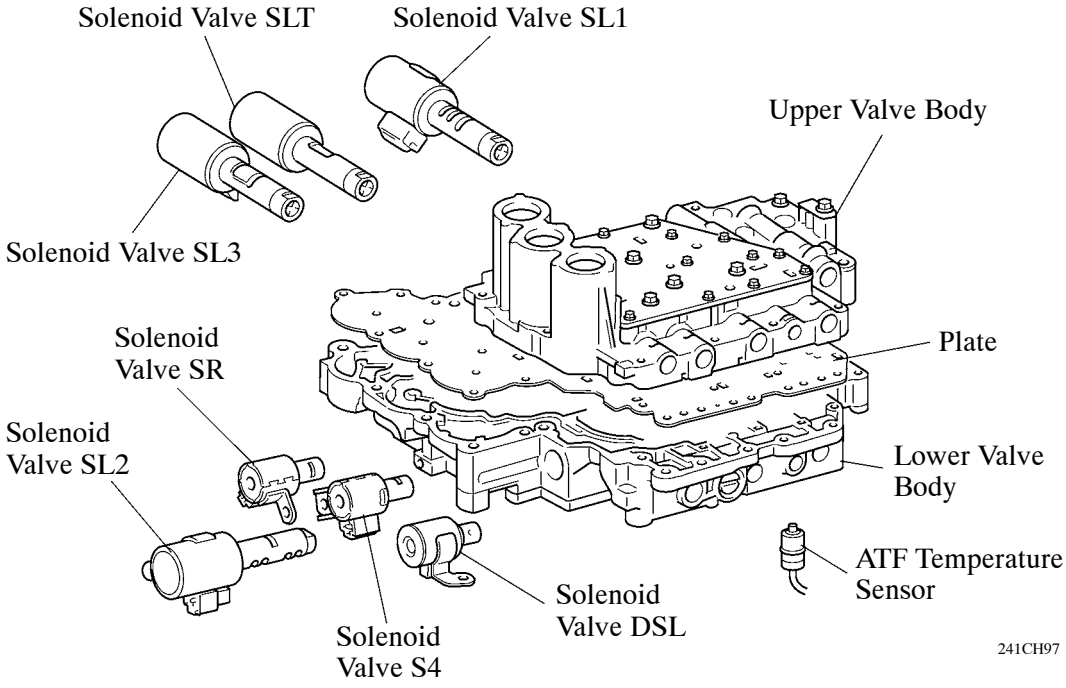
## 6. Valve Body Unit

### General

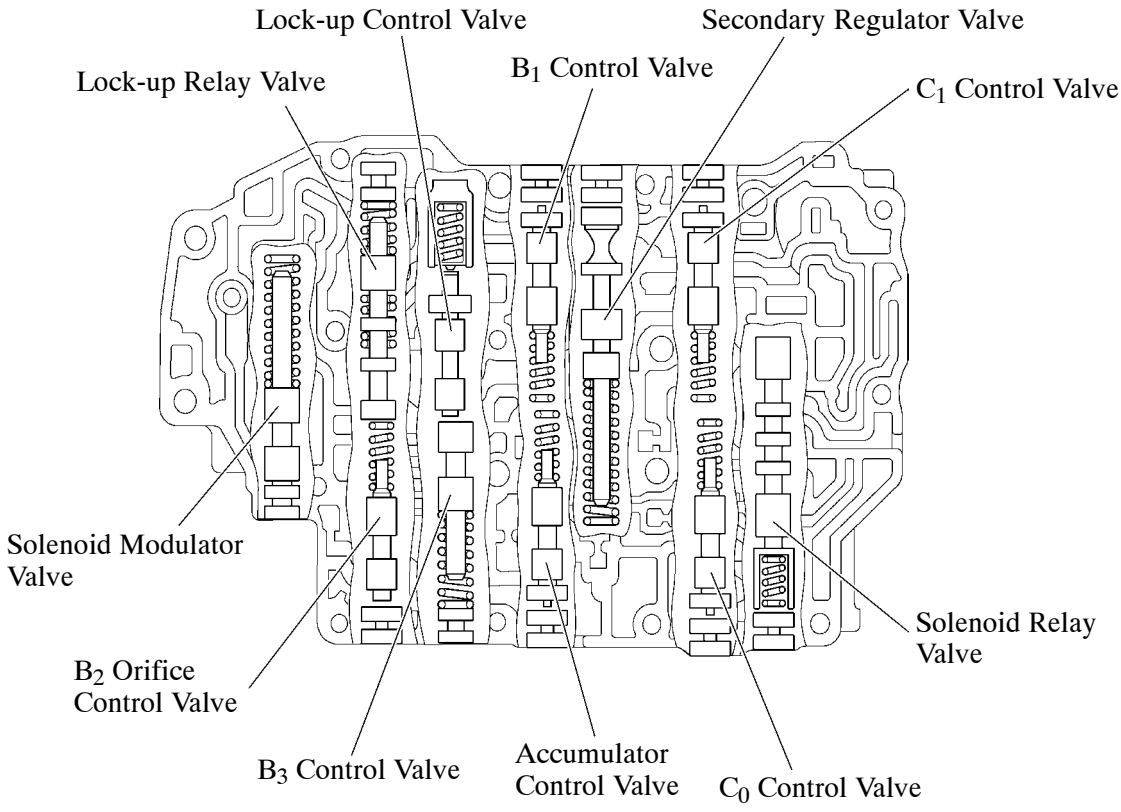
The valve body consists of the upper and lower valve bodies and 7 solenoid valves.
Apply orifice control, which controls the flow volume to the $B_3$ brake, is used in this unit.



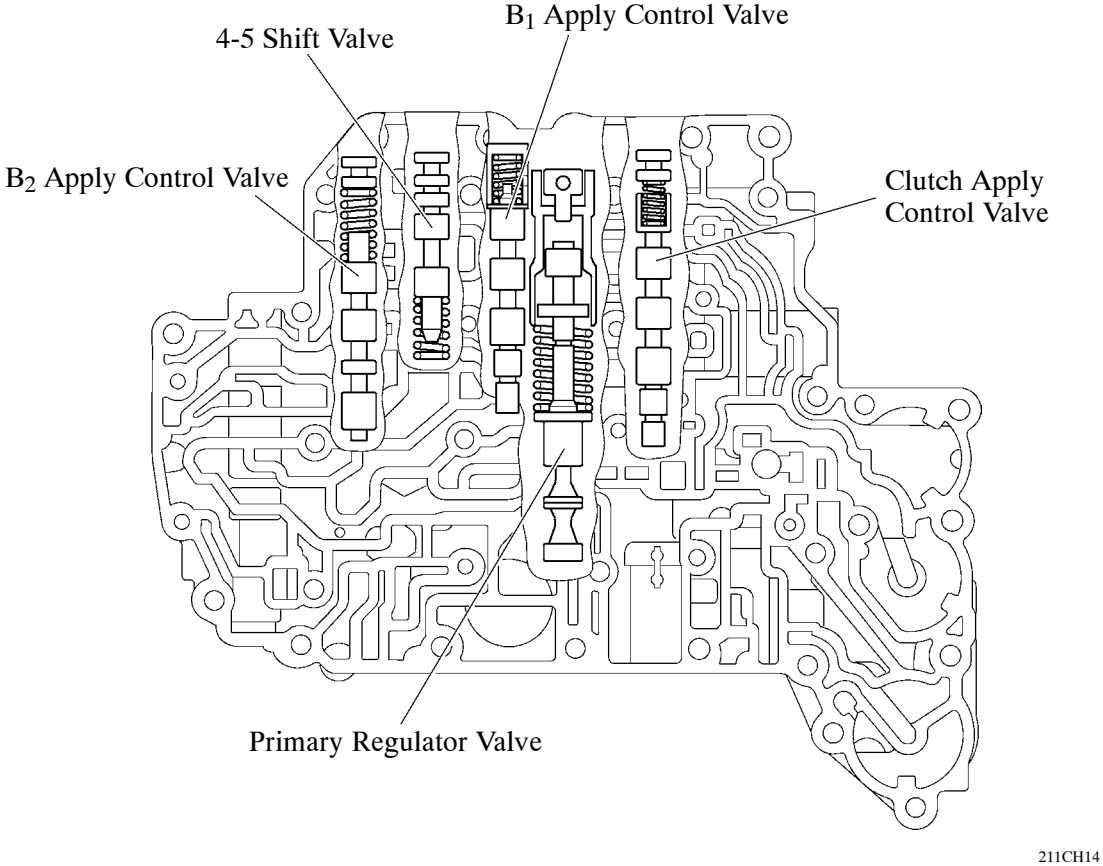

**▶ Function of Solenoid Valves ◀**

| Solenoid Valve | Function |
|---|---|
| SL1 | $B_1$ brake pressure control |
| SL2 | ● $C_0$ clutch pressure control<br>● Lock-up clutch pressure control |
| SL3 | $C_1$ clutch pressure control |
| SLT | ● Line pressure control<br>● Secondary pressure control |
| SR | Controls the solenoid relay valve |
| S4 | Controls the 4-5 shift valve |
| DSL | Controls the $B_2$ control valve and the Lock-up relay valve |

**▶ Upper Valve Body ◀**




**▶ Lower Valve Body ◀**

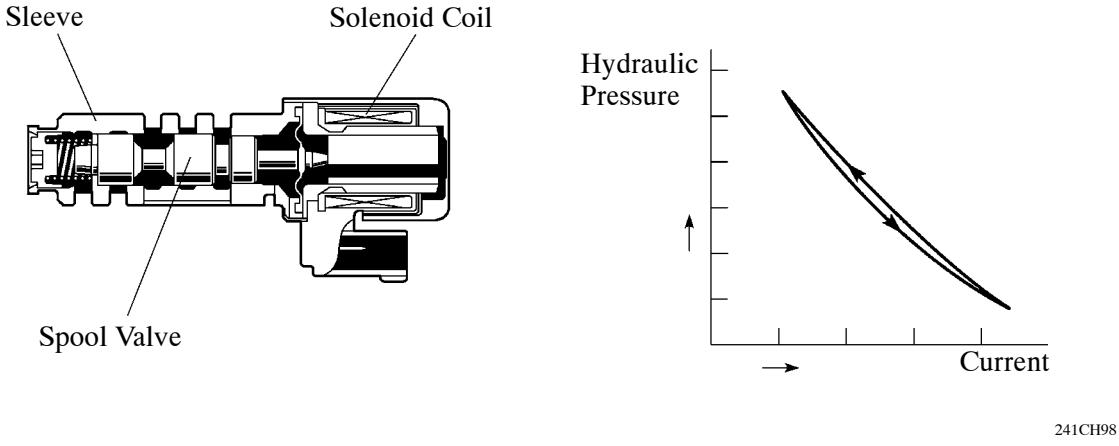


## Solenoid Valve

### 1) Solenoid Valves SL1, SL2, SL3 and SLT

#### a. General

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 pressures based on the signals received from the engine ECU.
The solenoid valves SL, SL2, SL3, and SLT have the same basic structure.



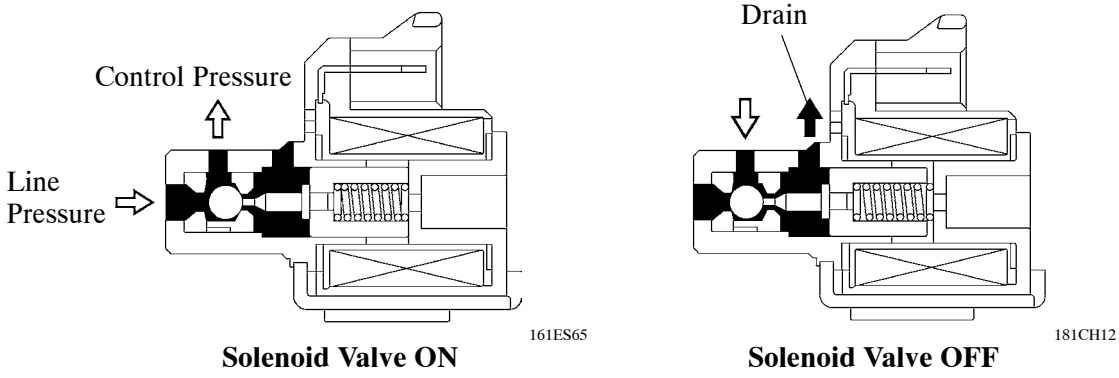

#### b. Function of Solenoid Valves SL1, SL2, SL3 and SLT

| Solenoid Valve | Action | Function |
|---|---|---|
| SL1 | Clutch and brake engagement pressure control | $B_1$ brake pressure control |
| SL2 | | • $C_0$ clutch pressure control<br>• Lock-up clutch pressure control |
| SL3 | | $C_1$ clutch pressure control |
| SLT | Line pressure control | • Line pressure control<br>• Secondary pressure control |

### 2) Solenoid Valves SR, S4 and DSL

#### a. General

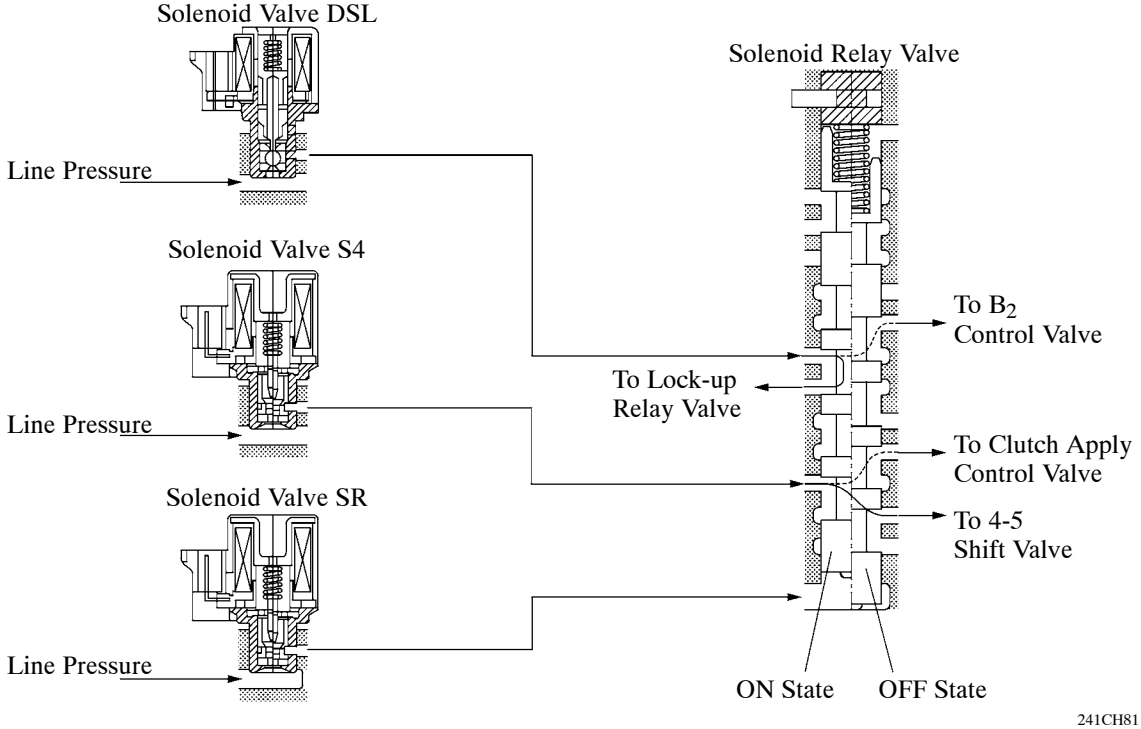
The solenoid valves SR, S4, and DSL use a three-way solenoid valve.




**Solenoid Valve ON** **Solenoid Valve OFF**

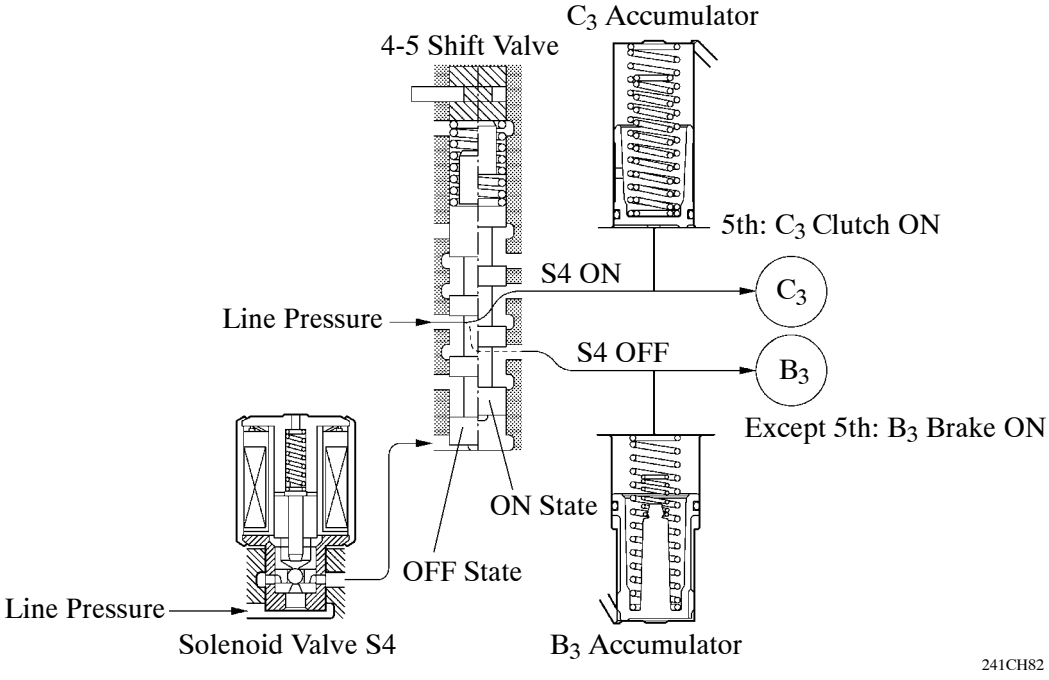
#### b. Function of Solenoid Valve SR

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



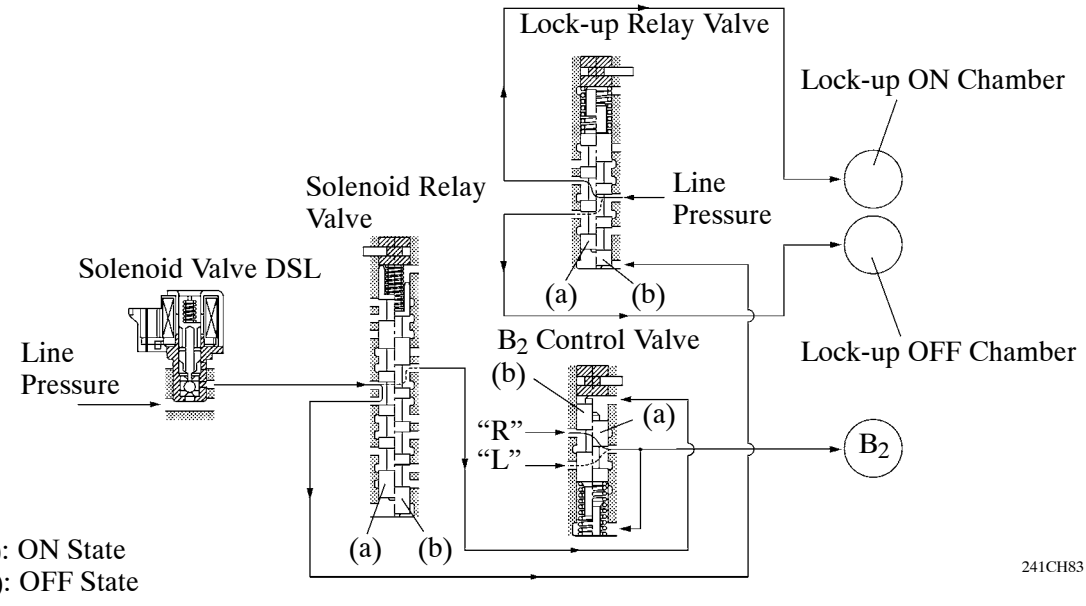
### c. Function of Solenoid Valve S4

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.




### d. Function of Solenoid Valve DSL

The solenoid valve DSL controls the $B_2$ control valve via the solenoid relay valve when the transaxle is shifted in the L position. However, when the transaxle is shifted in the R position, the line pressure from the manual valve controls the 1st & reverse brake ($B_2$).
During lock-up, the lock-up relay valve is controlled via the solenoid relay valve.



### 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.

