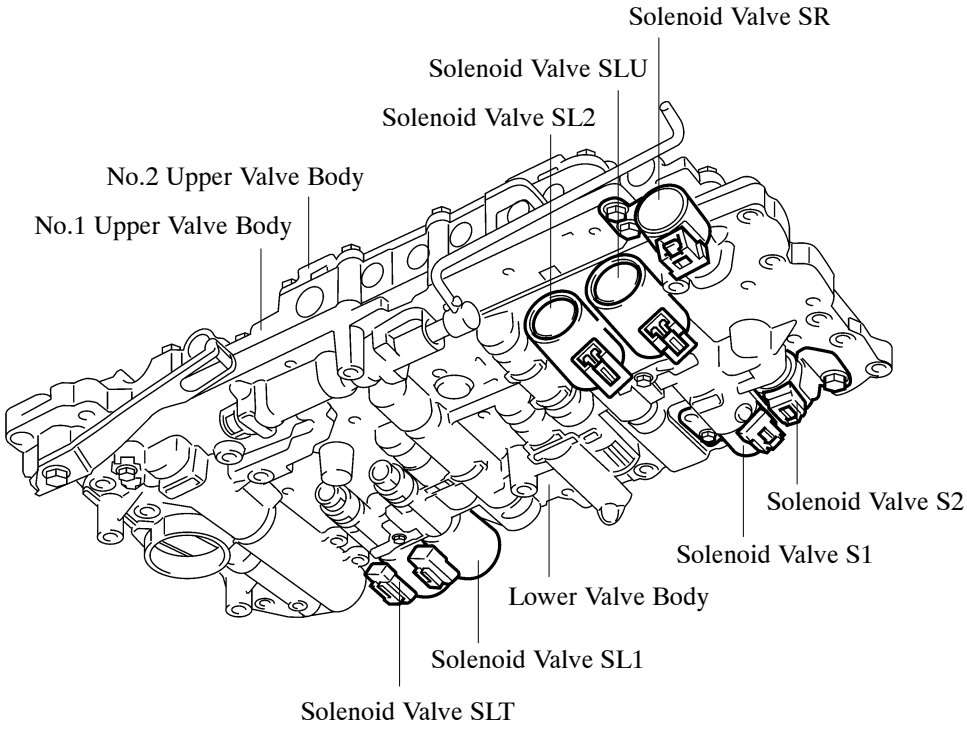
■VALVE BODY UNIT

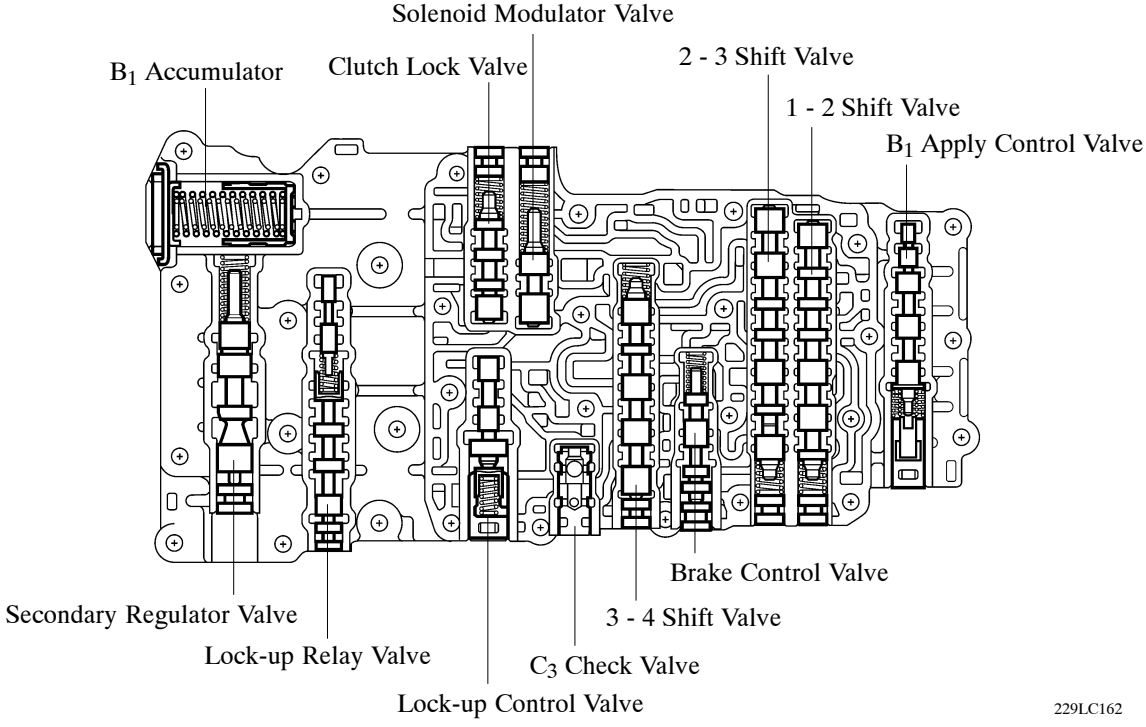
1. General

The valve body unit consists of the upper (No.1 and No.2) and lower valve bodies and 7 solenoid valves.



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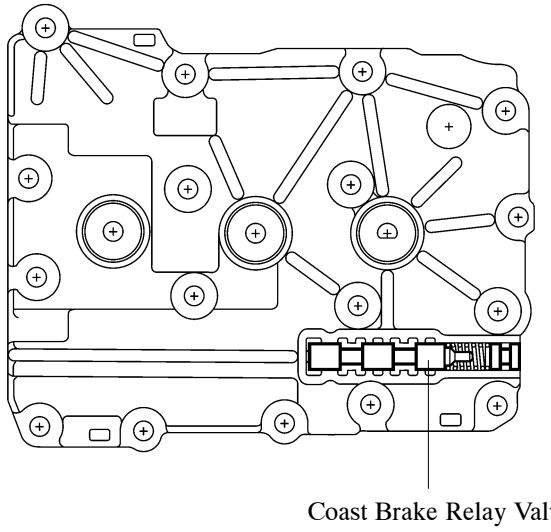
▶ No.1 Upper Valve Body ◀



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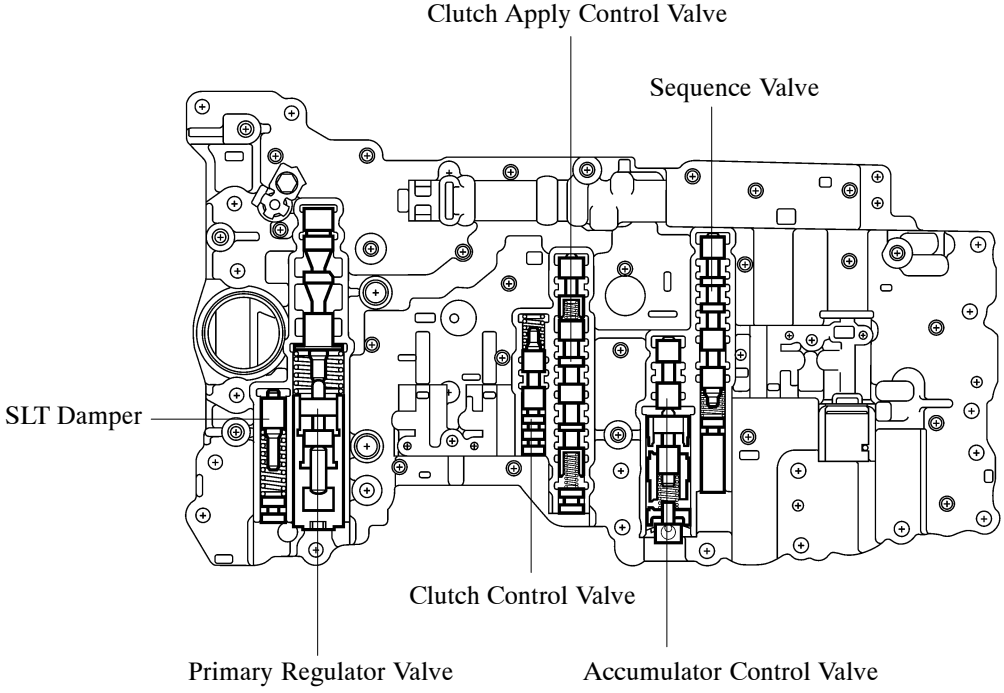
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▶ No.2 Upper Valve Body ◀



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▶ Lower Valve Body ◀

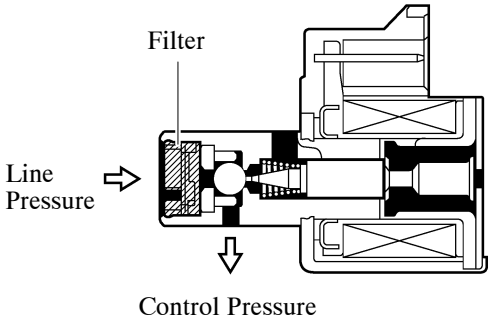


229LC164

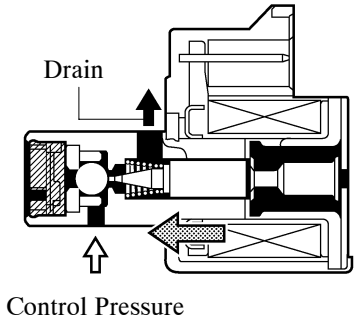
2. Solenoid Valve

Solenoid Valve S1, S2 and SR

- Solenoid valves S1 and SR use a 3-way solenoid valve.
- Solenoid valve S2 uses a 2-way solenoid valve.
- A filter is provided at the tip of each solenoid valve to further improve operational reliability.

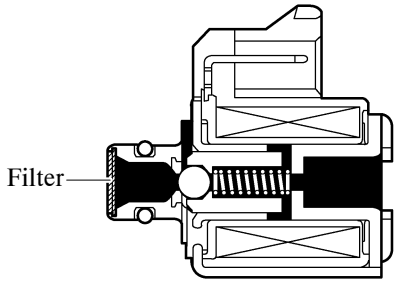


Solenoid Valve S1 OFF

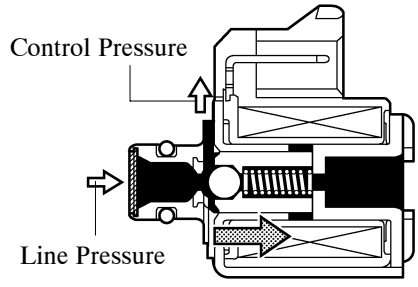


Solenoid Valve S1 ON

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Solenoid Valve S2 OFF



Solenoid Valve S2 ON

229LC166

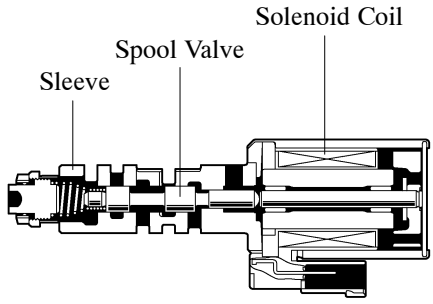
▶ Function of Solenoid Valve S1, S2 and SR ◀

Solenoid Valve	Type	Function
S1	3-way	Switches the 2 - 3 shift valve
S2	2-way	• Switches the 1 - 2 shift valve • Switches the 3 - 4 shift valve
SR	3-way	Switches the clutch apply control valve

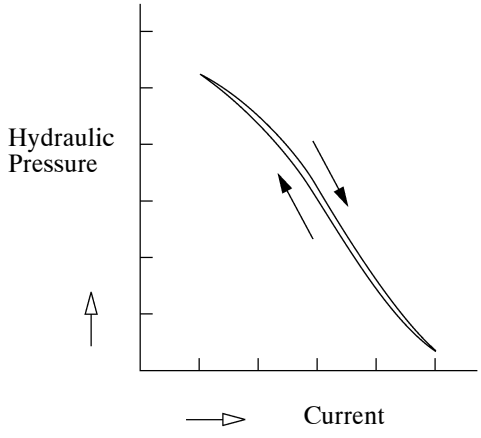
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Solenoid Valve SL1, SL2, SLT and SLU

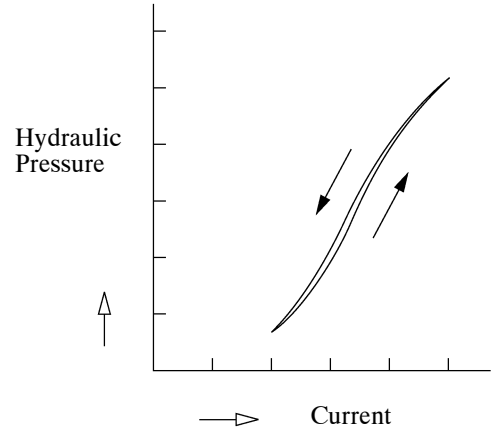
- SL1, SL2, SLT, and SLU are used by the ECM to control hydraulic pressures in a linear fashion based on the current that the ECM causes to flow through their solenoid coils. They control line, clutch, and brake engagement pressure based on the signals received from the ECM.
- The solenoid valves SL1, SL2, SLT, and SLU have the same basic structure.



Solenoid Valve SLT



Solenoid Valve SL1, SL2, and SLT



Solenoid Valve SLU

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▶ Function of Solenoid Valve SL1, SL2, SLT and SLU ◀

Solenoid Valve	Function
SL1	• Clutch pressure control • Accumulator back pressure control
SL2	Brake pressure control
SLT	• Line pressure control • Accumulator back pressure control
SLU	Lock-up clutch pressure control