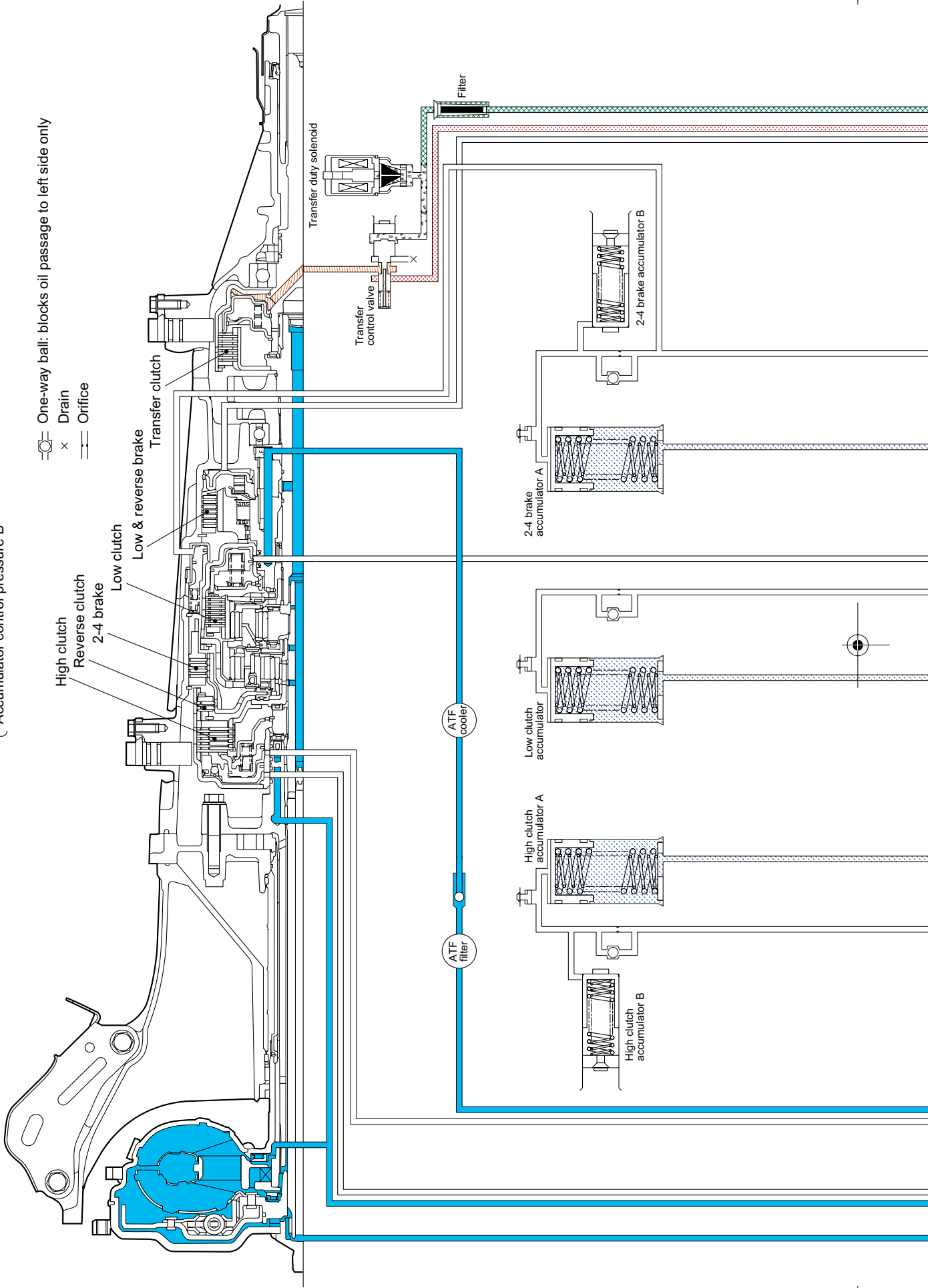
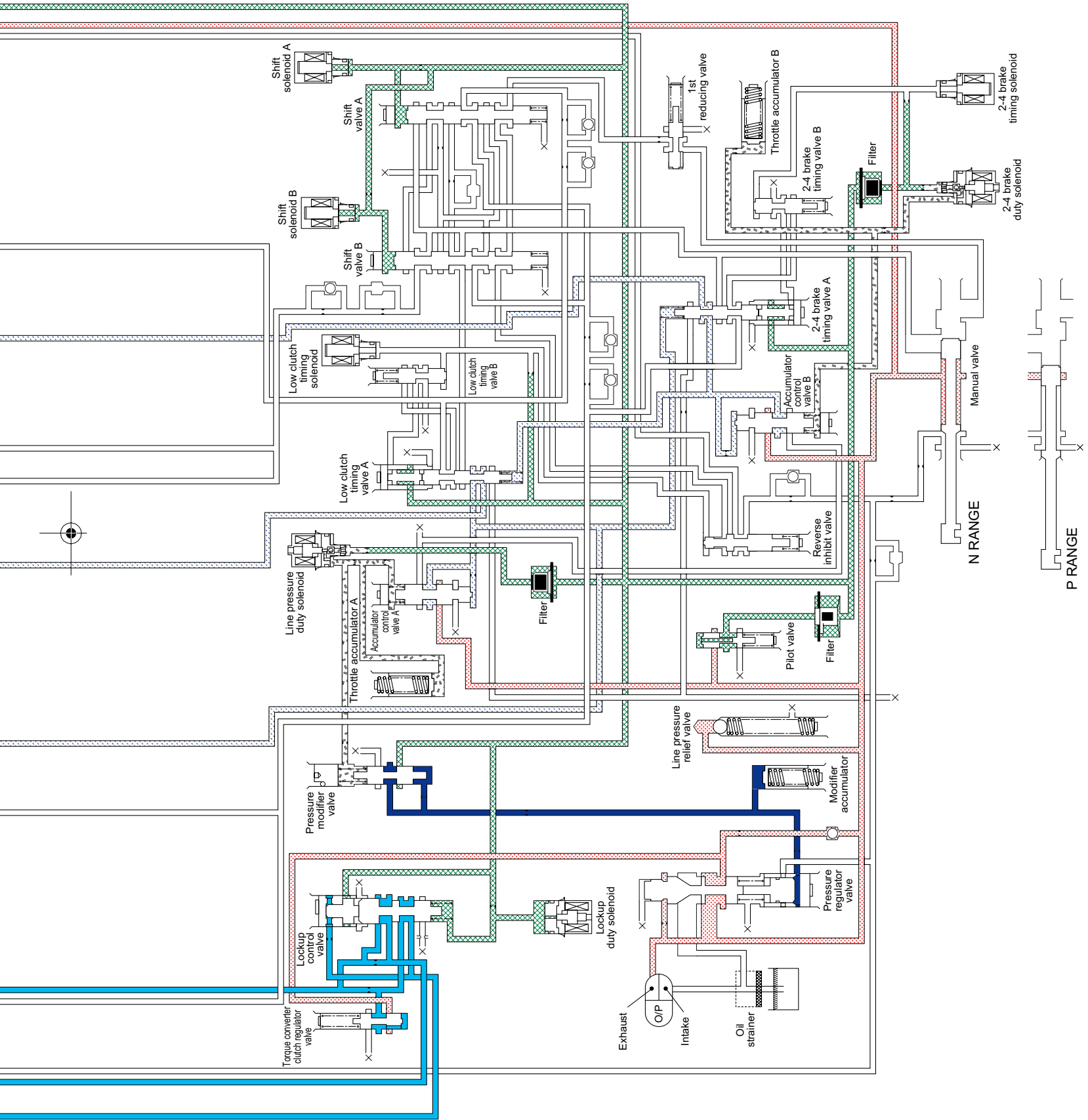


10. Schematic Drawings

A: P AND N RANGES

- 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

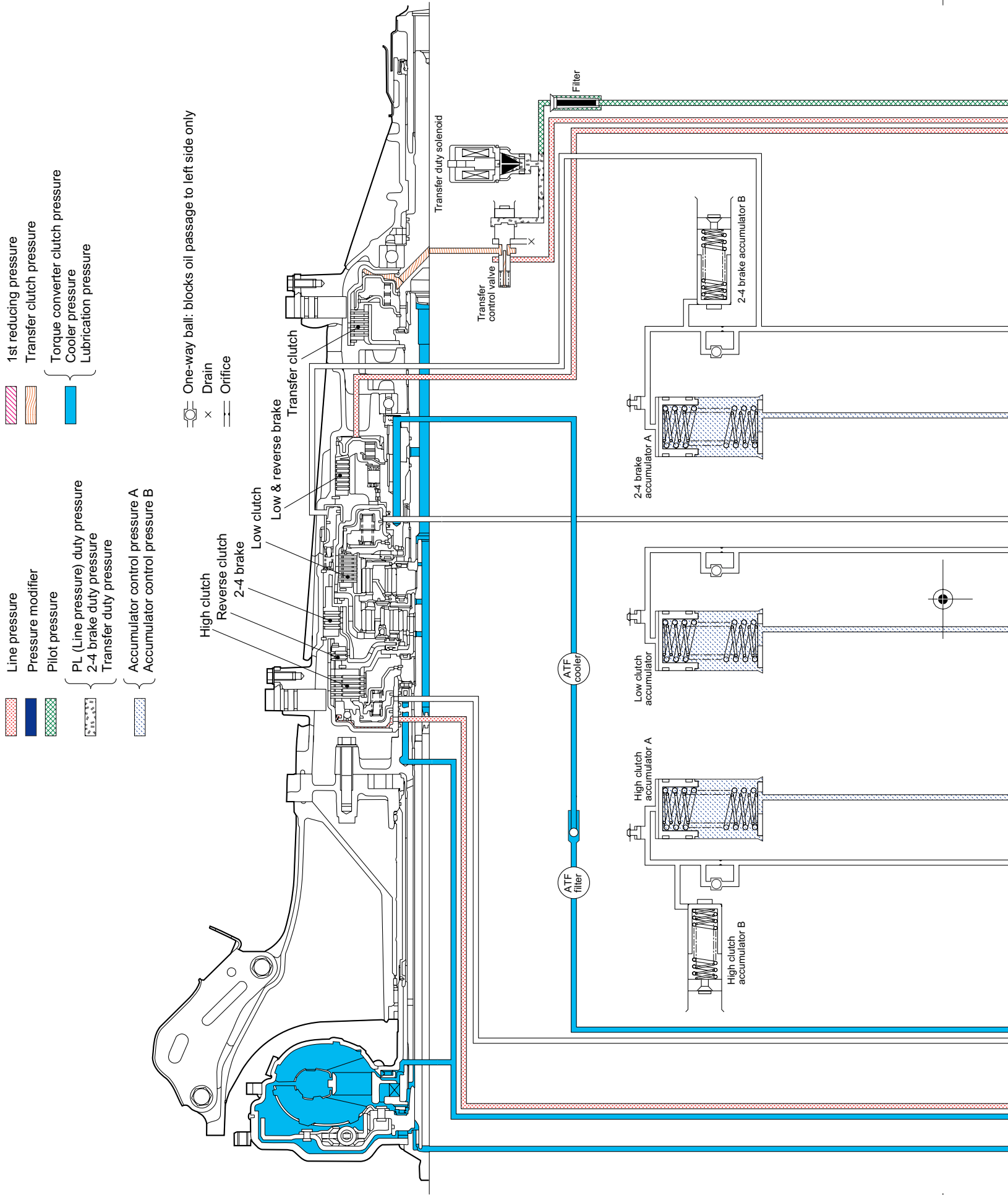


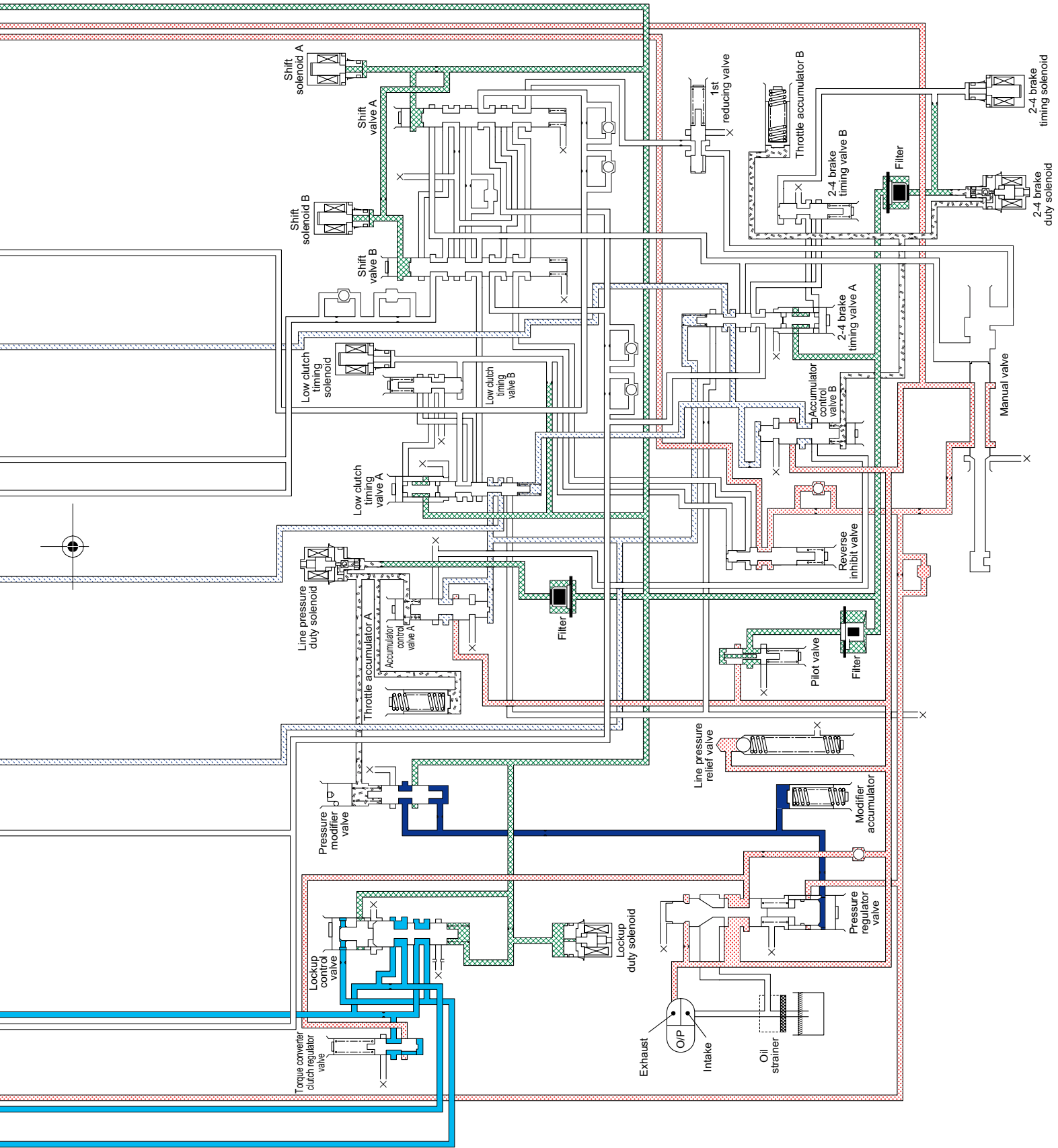


N RANGE

P RANGE

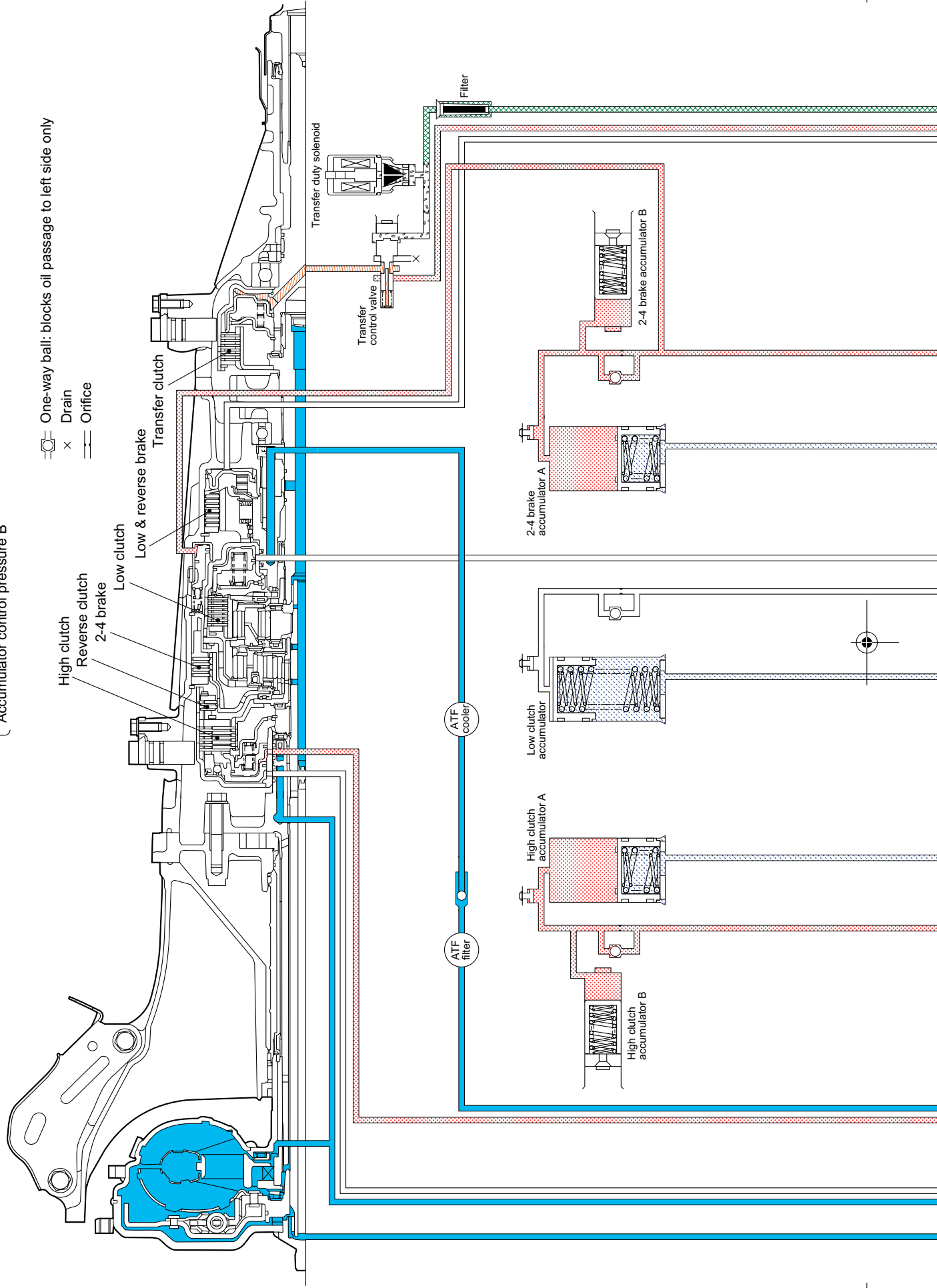
B: R RANGE





C: 4TH SPEED GEAR IN D RANGE (LOCKUP OFF)

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



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

x Drain
— Orifice

High clutch

Reverse clutch
2-4 brake

Low clutch

Low & reverse brake

Transfer clutch

Transfer duty solenoid

Transfer control valve

ATF cooler

ATF filter

High clutch accumulator A

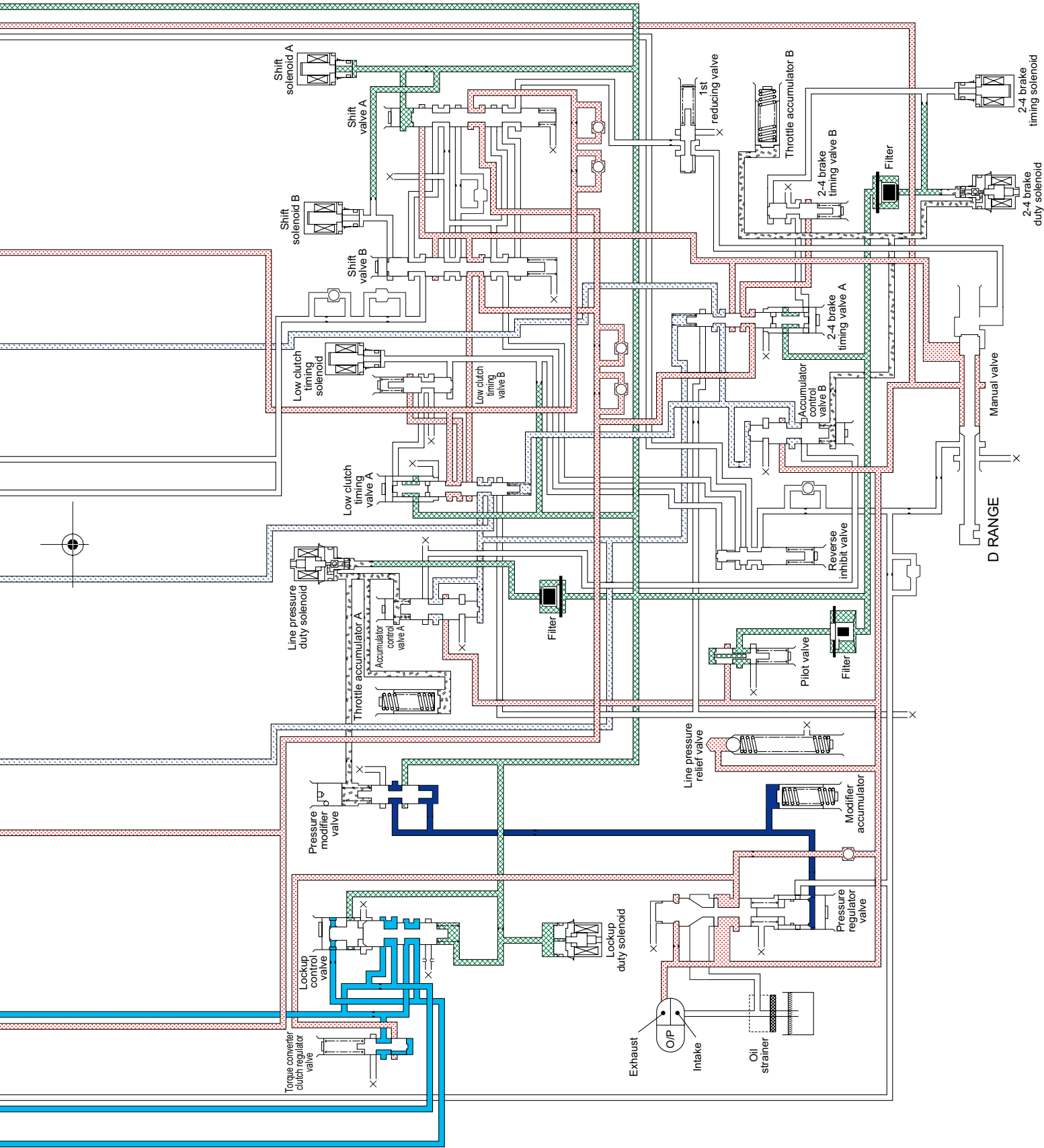
High clutch accumulator B

Low clutch accumulator

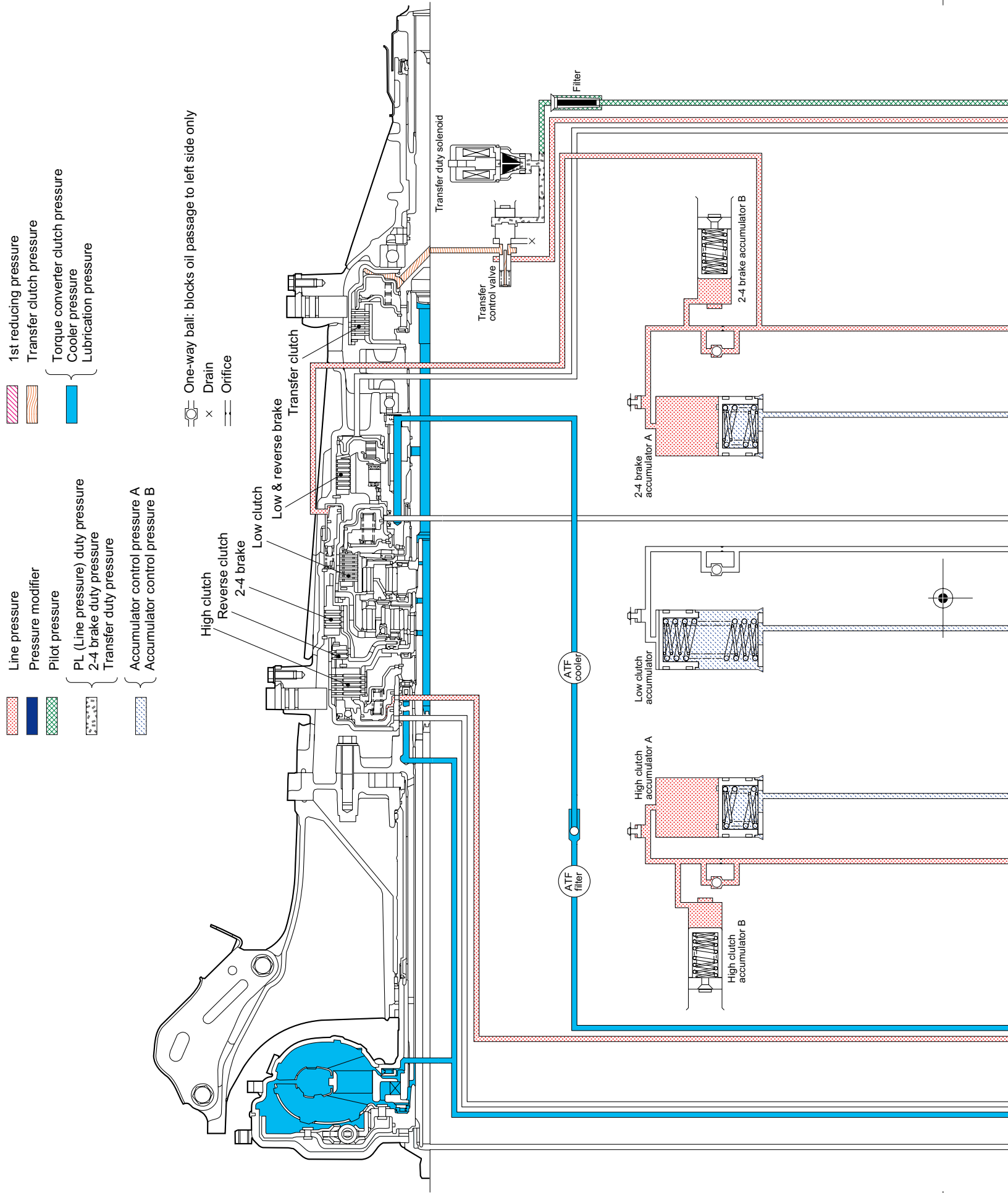
2-4 brake accumulator A

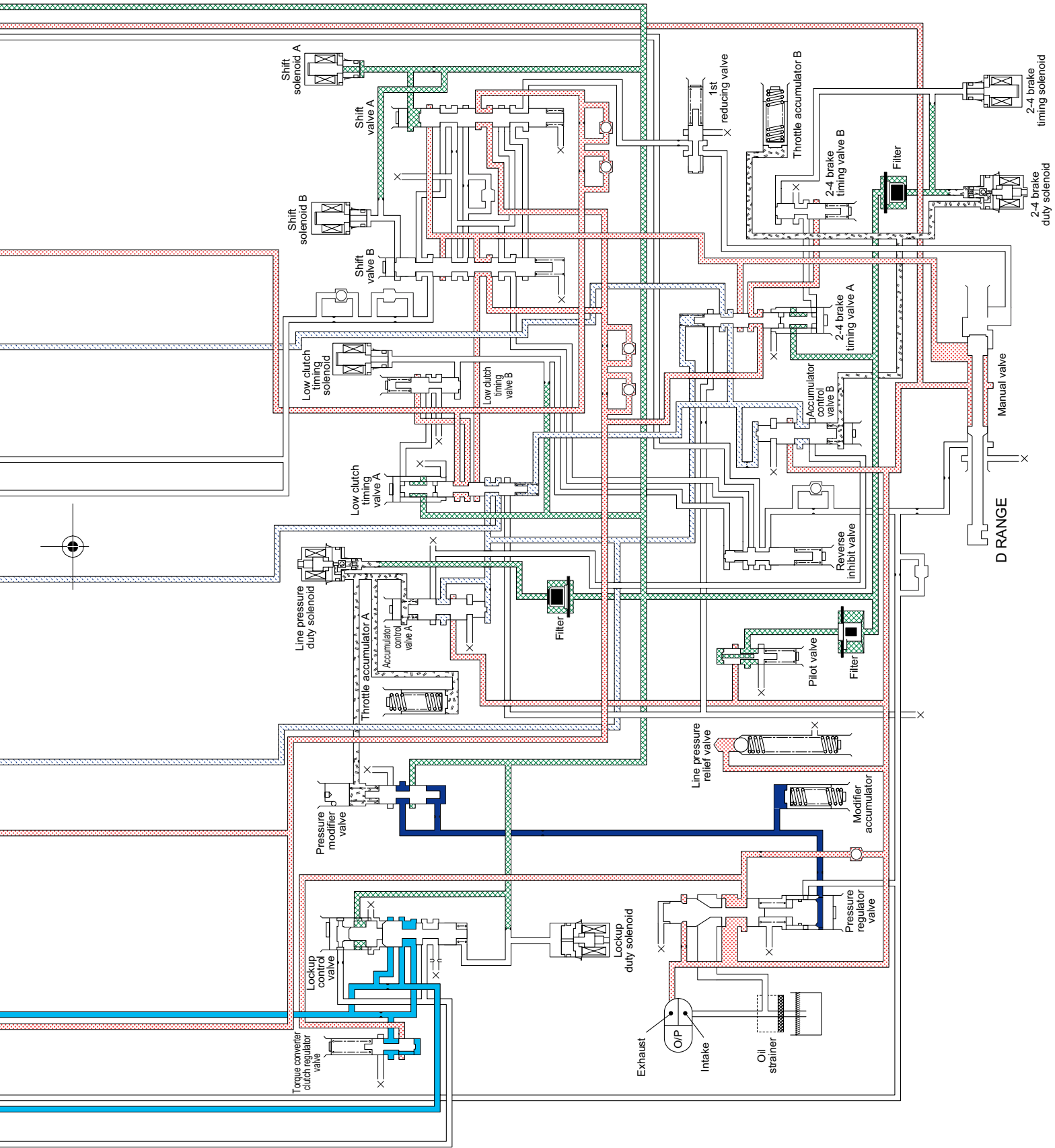
2-4 brake accumulator B

Filter



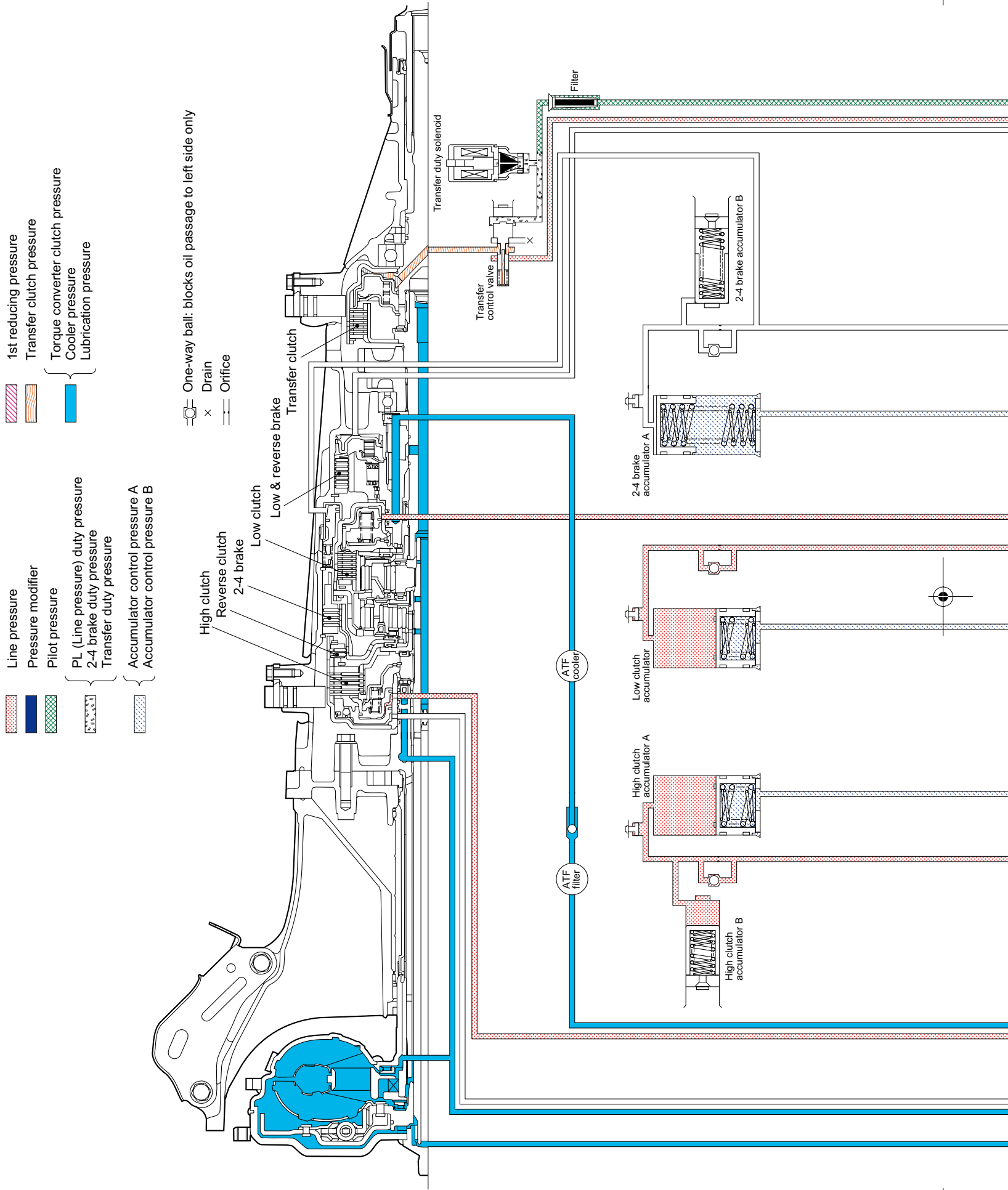
D: 4TH SPEED GEAR IN D RANGE (LOCKUP ON)

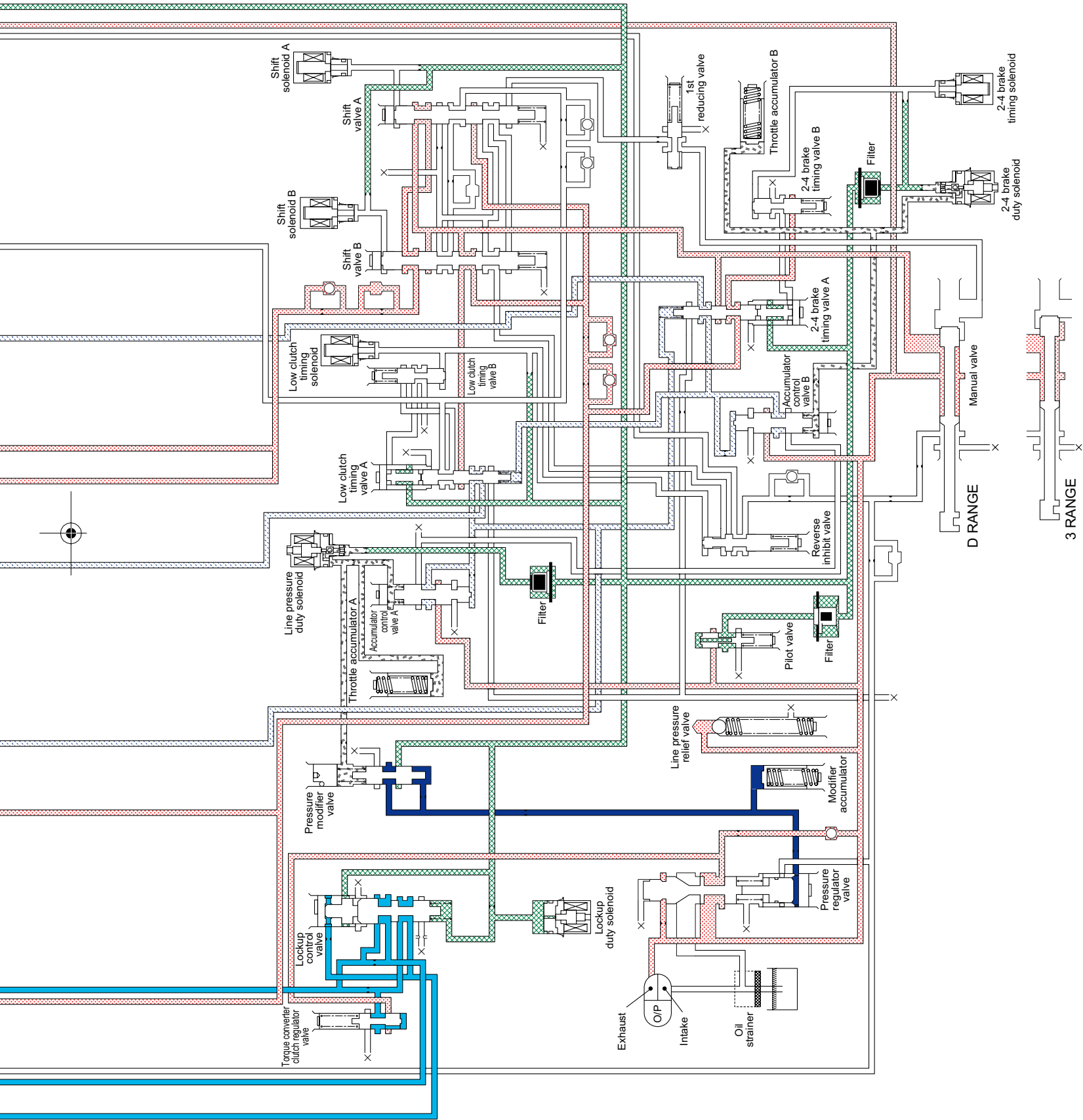




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E: 3RD SPEED GEAR IN D AND 3 RANGES



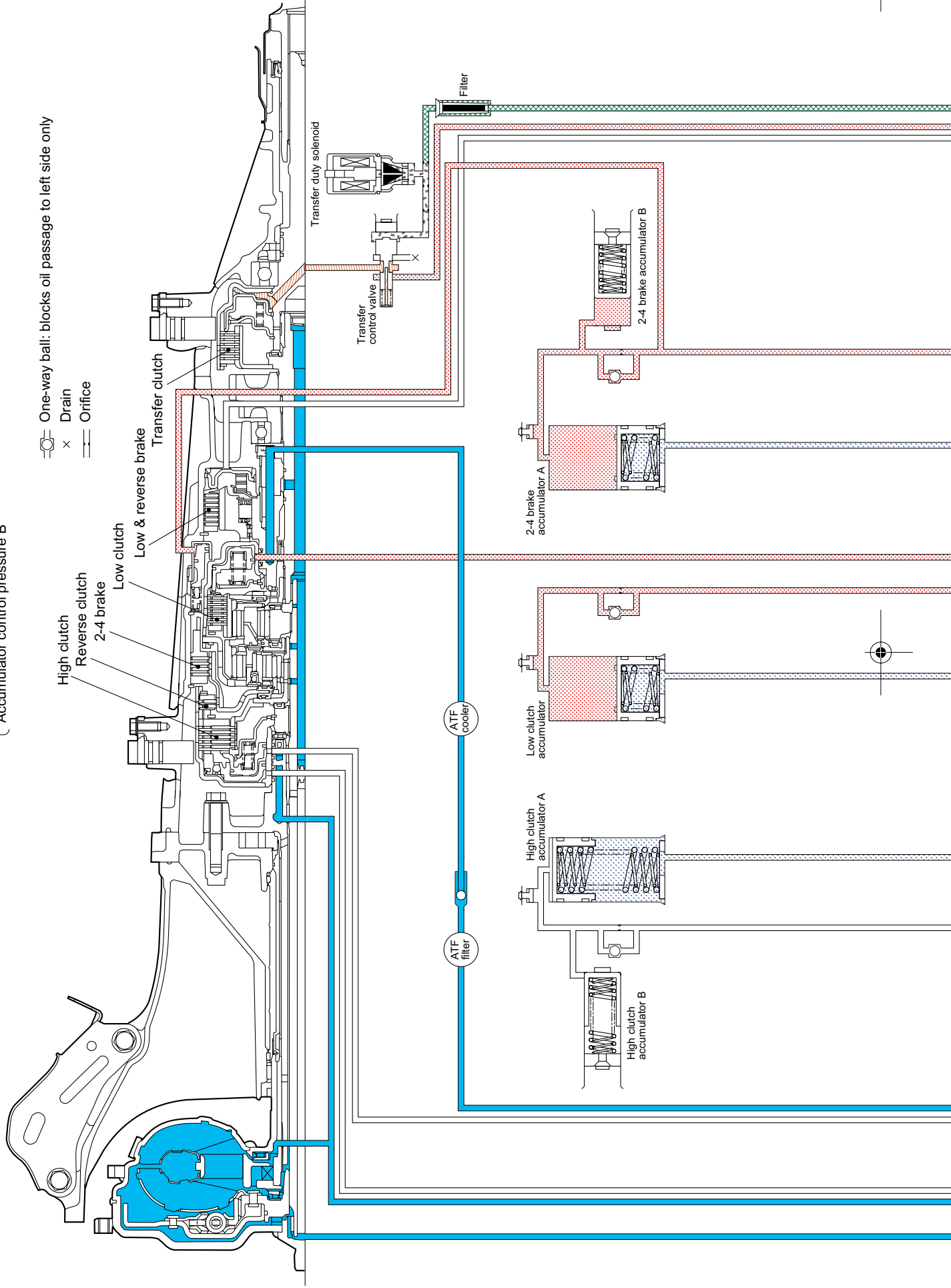


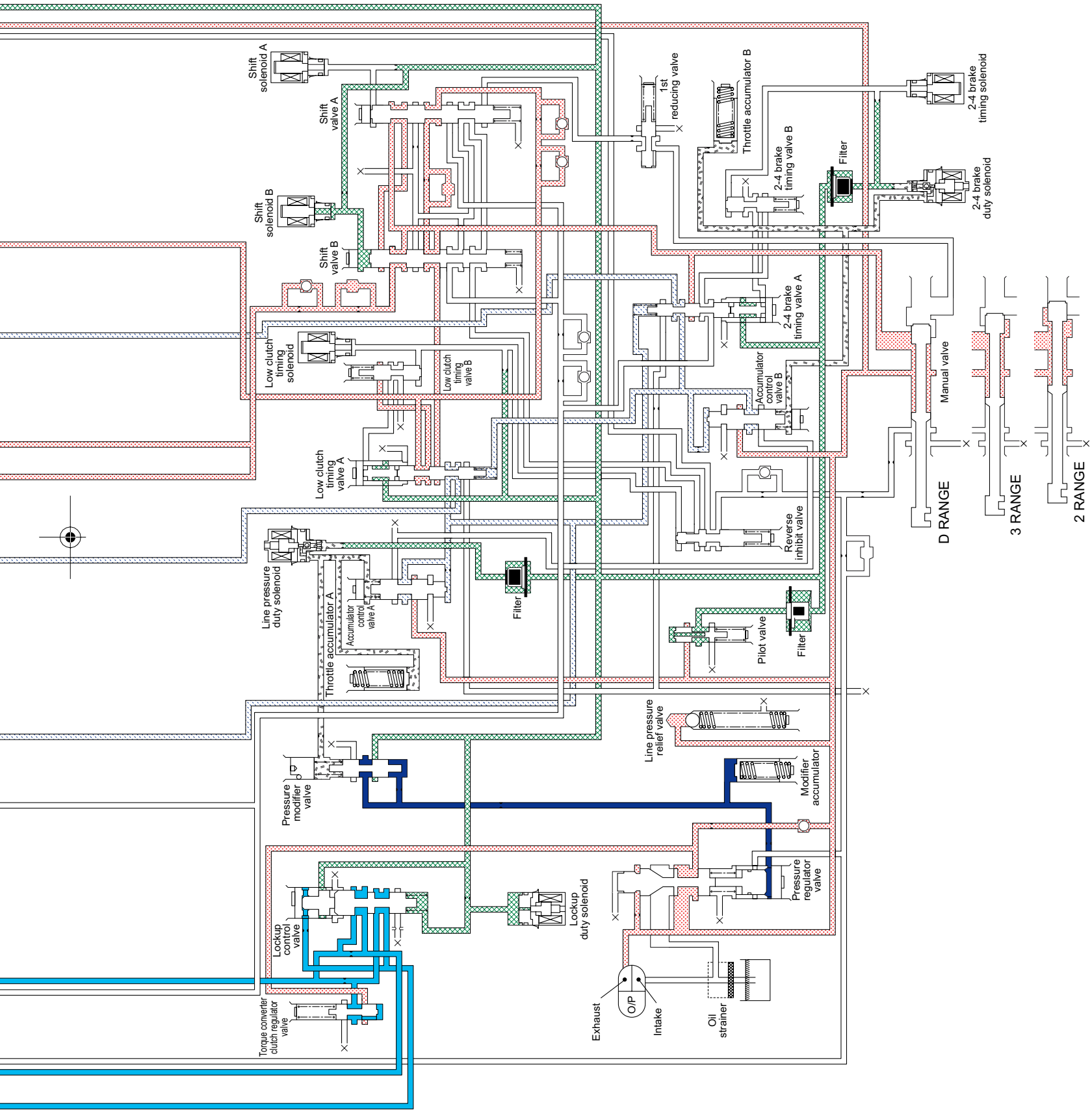
F: 2ND SPEED GEAR IN D, 3 AND 2 RANGES

- 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

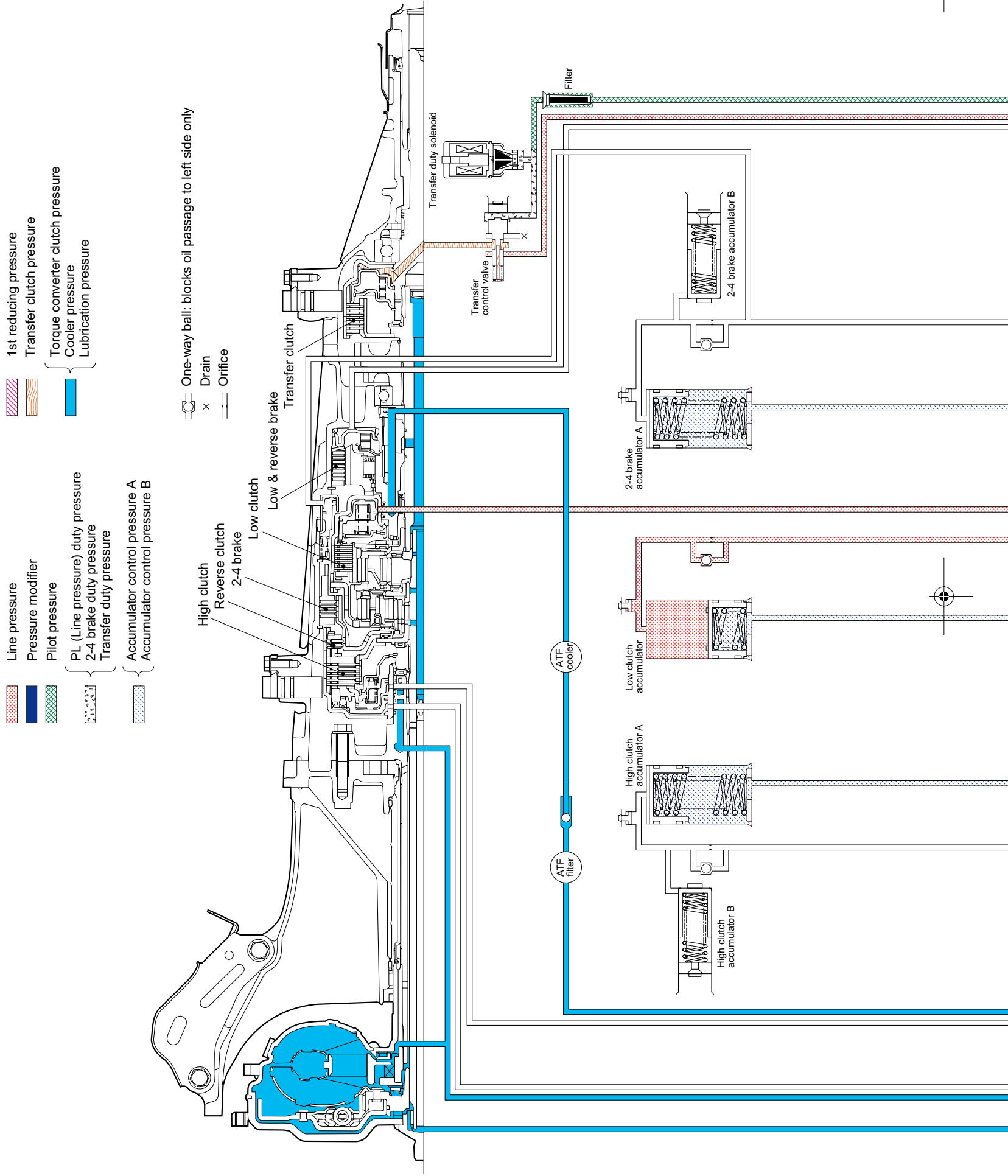
- 1st reducing pressure
- Transfer clutch pressure
- Torque converter clutch pressure
- Cooler pressure
- Lubrication pressure

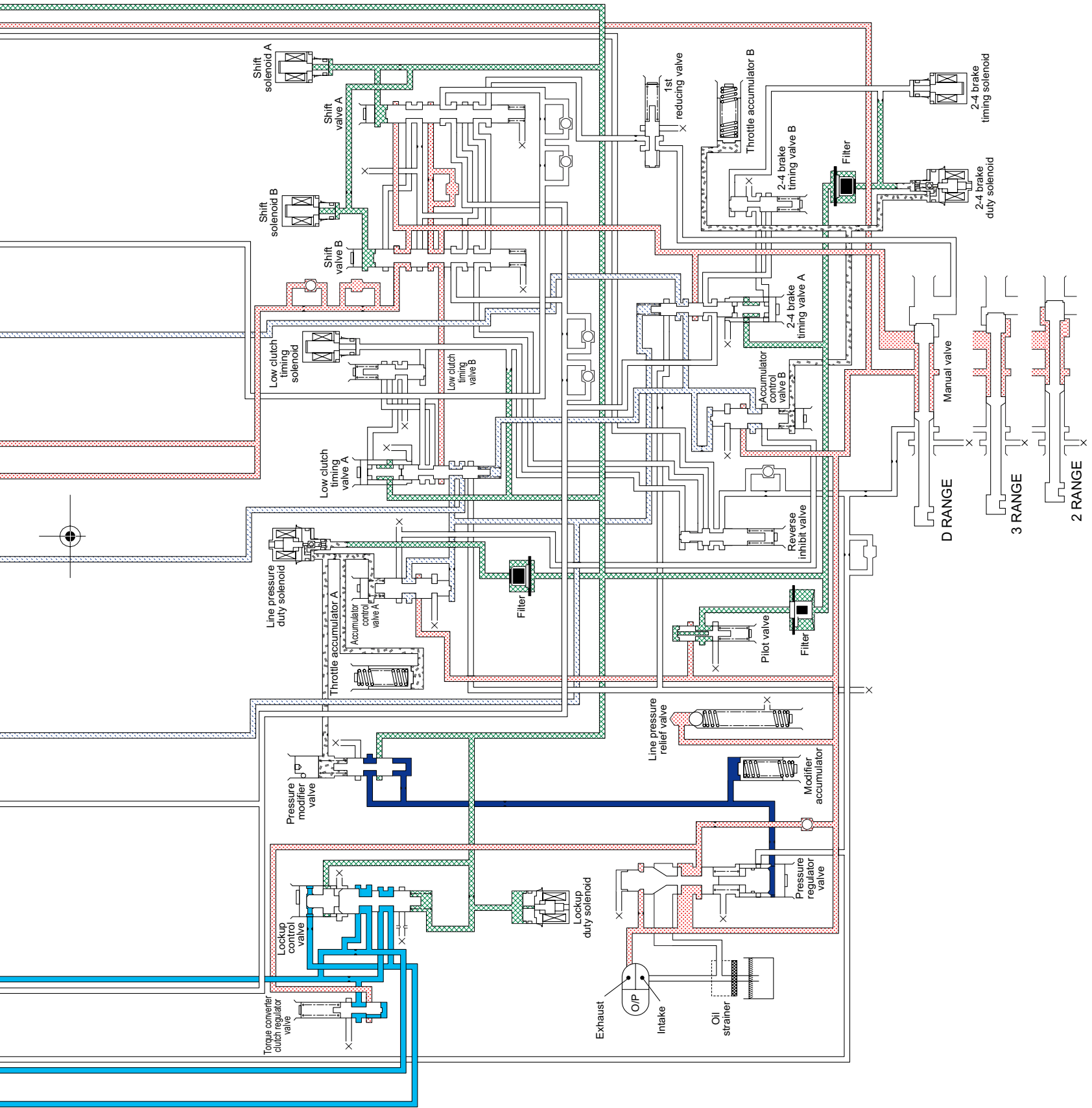
- One-way ball: blocks oil passage to left side only
- Drain
- Orifice





G: 1ST GEAR IN D, 3, AND 2 RANGES





H: 1ST SPEED GEAR IN 1 RANGE

