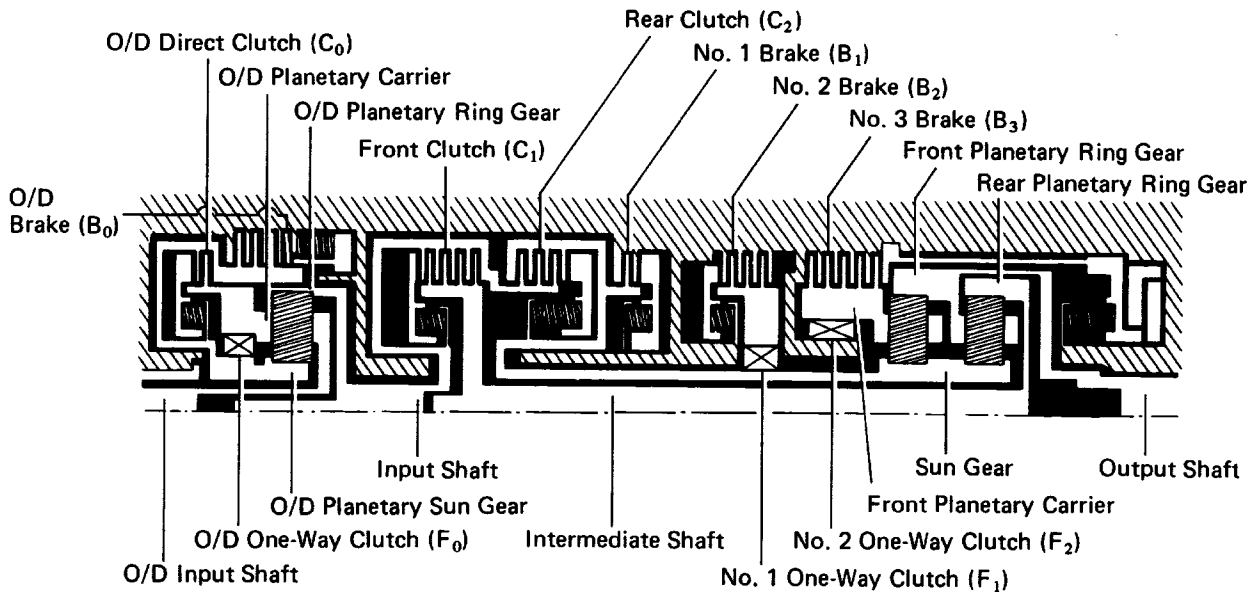
OPERATION

Mechanical Operation

OPERATING CONDITIONS



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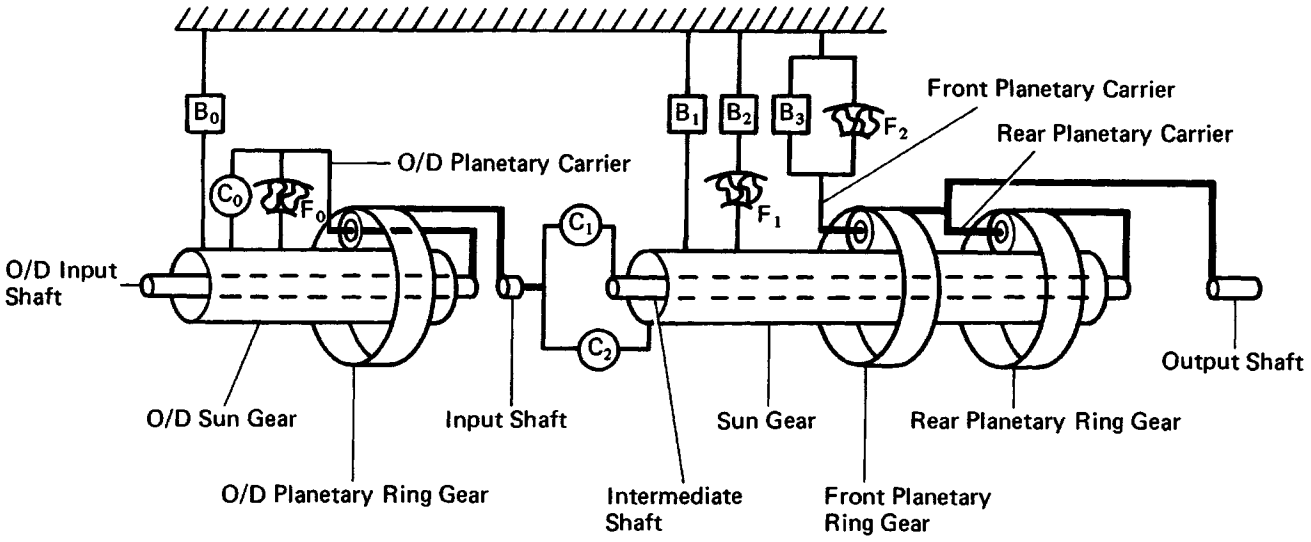
○ ..... Operating

Shift lever position	Gear position	C_0	C_1	C_2		B_0	B_1	B_2	B_3		F_0	F_1	F_2
				I.P.	O.P.				I.P.	O.P.			
P	Parking	○							○	○	○		
R	Reverse	○		○	○				○	○	○		
N	Neutral	○									○		
D	1 st	○	○								○		○
	2nd	○	○					○			○	○	
	3rd	○	○		○			○			○		
	O/D		○		○	○		○					
2	1st	○	○								○		○
	2nd	○	○				○	○			○	○	
L	1 st	○	○						○	○	○		○

I.P. ..... Inner Piston
O.P. ..... Outer Piston

FUNCTION OF COMPONENTS

NOMENCLATURE	OPERATION
O/D Direct Clutch (C_O)	Connects overdrive sun gear and overdrive carrier
O/D Brake (Bo)	Prevents overdrive sun gear from turning either clockwise or counterclockwise
O/D One–Way Clutch (Fo)	When transmission is being driven by engine, connects overdrive sun gear and overdrive carrier
Front Clutch (C_1)	Connects input shaft and intermediate shaft
Rear Clutch (C_2)	Connects input shaft and front & rear planetary sun gear
No. 1 Brake (B_1)	Prevents front & rear planetary sun gear from turning either clockwise or counterclockwise
No.2 Brake (B_2)	Prevents outer race of F_1 from turning either clockwise or counterclockwise, thus preventing front & rear planetary sun gear from turning counterclockwise
No.3 Brake (B3)	Prevents front planetary carrier from turning either clockwise or counterclockwise
No. 1 One–Way Clutch (F_1)	When B_2 is operating, prevents front & rear planetary sun gear from turning counterclockwise
No.2 One–Way Clutch (F_2)	Prevents front planetary carrier from turning counterclockwise



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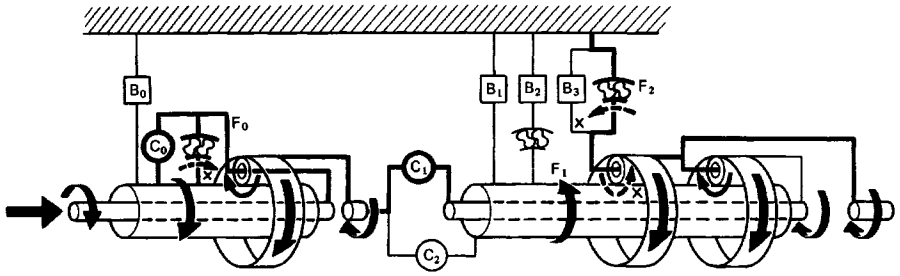
FUNCTION OF COMPONENTS (Cont'd)

The conditions of operation for each gear position are shown in the following illustrations:

D or 2 Position 1st Gear



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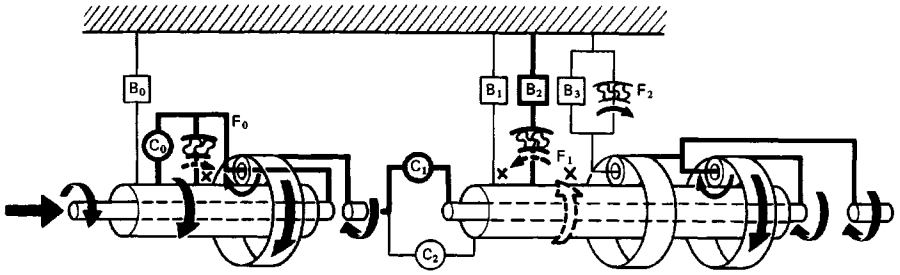
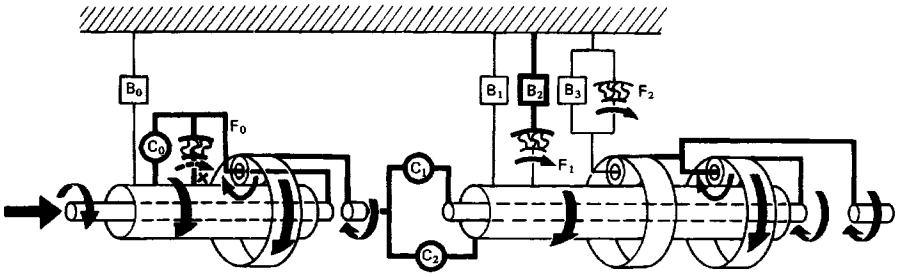
D Position 2nd Gear



AT7803

D or 2 Position 3rd Gear



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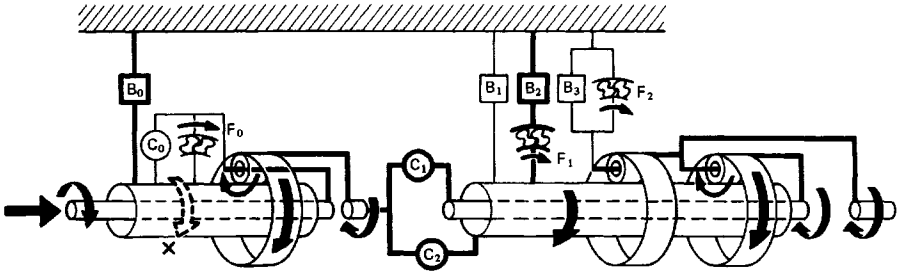
D Position O/D



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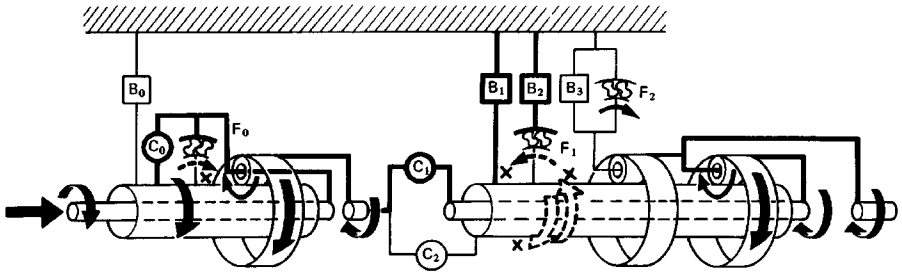
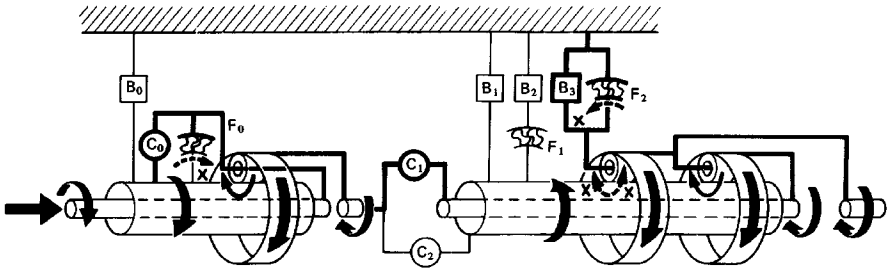
FUNCTION OF COMPONENTS (Cont'd)

2 or L Position 2nd Gear



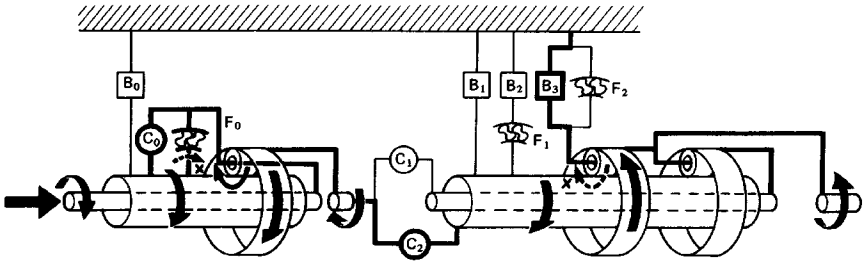
AT7806

L Position 1st Gear



AT7807

R Position Reverse Gear



AT7808

Hydraulic Control System

The hydraulic control system is composed of the oil pump, the valve body, the governor body, the accumu–lators, the clutches and brakes as well as the fluid passages which connect all of these components.
Based in the hydraulic pressure created by the oil pump, the hydraulic control system governs the hydraulic pressure acting on the torque converter clutch, clutches and brakes in accordance with the vehicle driving conditions.