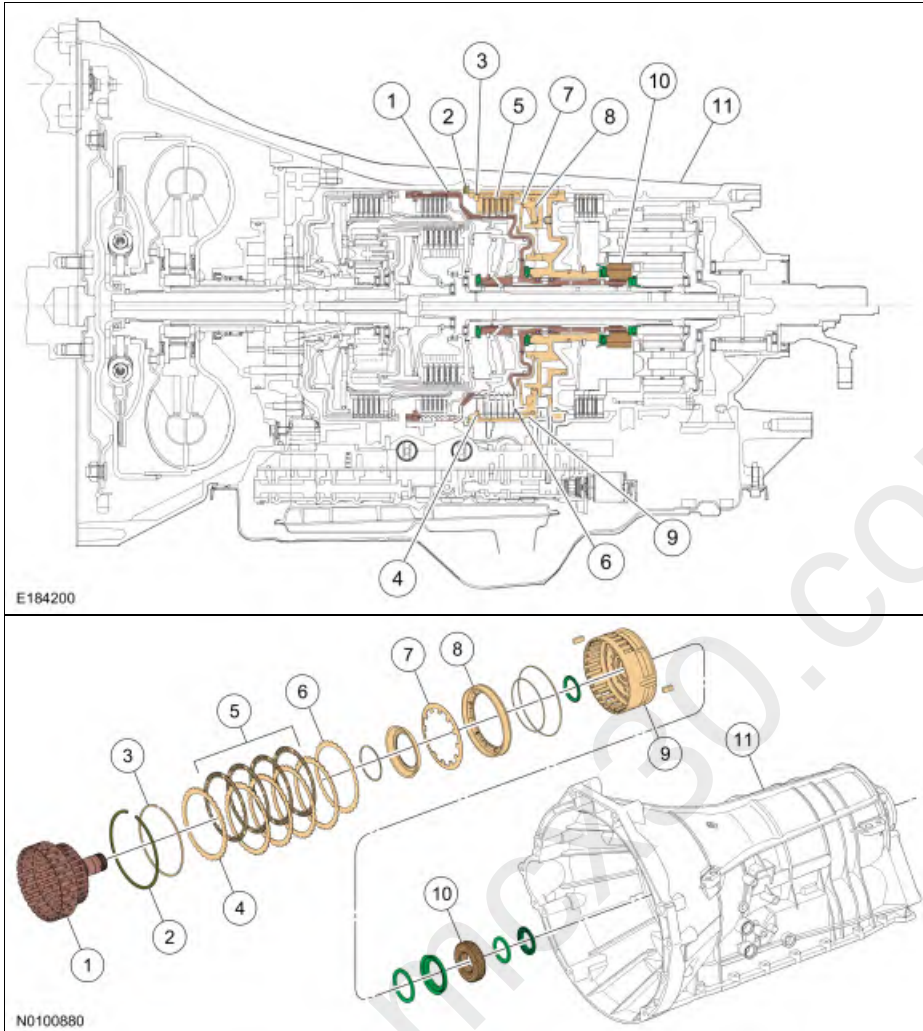


Intermediate Clutch Assembly

Intermediate Clutch Cutaway View



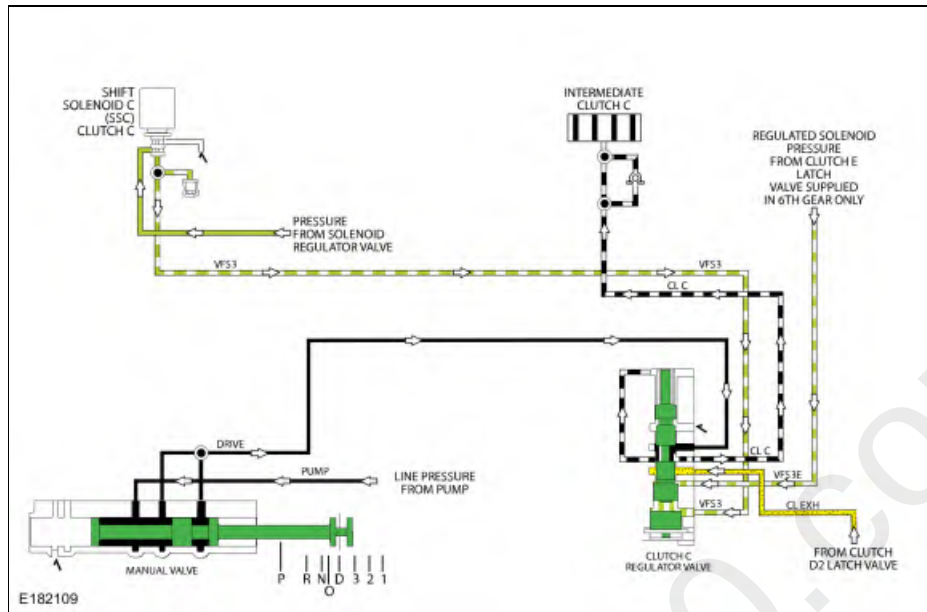
Intermediate (2, 6) Clutch Exploded View

Item	Description
1	Direct clutch (B) cylinder
2	Center support retaining ring
3	Intermediate clutch (C) pressure plate retaining ring (selective)
4	Intermediate clutch pressure plate
5	Intermediate clutch assembly (quantity model dependent)
6	Intermediate clutch plate spring
7	Intermediate clutch piston return spring
8	Intermediate clutch piston
9	Center support assembly
10	Rear planetary sun gear No. 2
11	Transmission case assembly

Intermediate Clutch (C) Hydraulic Circuits

To apply the intermediate clutch, the manual valve can be in the DRIVE, 3, 2 or 1 position to provide line pressure to the clutch C regulator valve through the DRIVE circuit. SSC provides regulated solenoid pressure from the SREG circuit to the clutch C regulator valve through the VFS3 circuit to position the valve to apply the intermediate clutch). As the intermediate clutch is applied, SSC increases pressure to the clutch C regulator valve. The clutch C regulator valve provides regulated line pressure to the CL C circuit to apply the intermediate clutch. In 6th gear, regulated solenoid pressure from the clutch E latch valve is supplied to the clutch C regulator valve through the VFS3E circuit. VFS3E opposes VFS3 pressure. This action effectively reduces the amount of VFS3 force acting on the regulator valve and results in a smooth shift into 6th gear.

Intermediate (2, 6) Clutch Hydraulic Circuits (Applied)



In 2nd, 3rd, 4th, 5th and 6th gear, the D2 Latch valve directs a small amount of fluid from the PUMP circuit the CL EXH circuit. When SSC is hydraulically off and the Manual Valve is in DRIVE, the Clutch C circuits are filled with fluid from the CL EXH circuit under low pressure, (21kPa/ 3 PSI). This keeps air out of the Clutch C circuits resulting in smooth shifts when the clutch is applied in 2nd and 6th gear.

Intermediate (2, 6) Clutch Hydraulic Circuits (Released)

