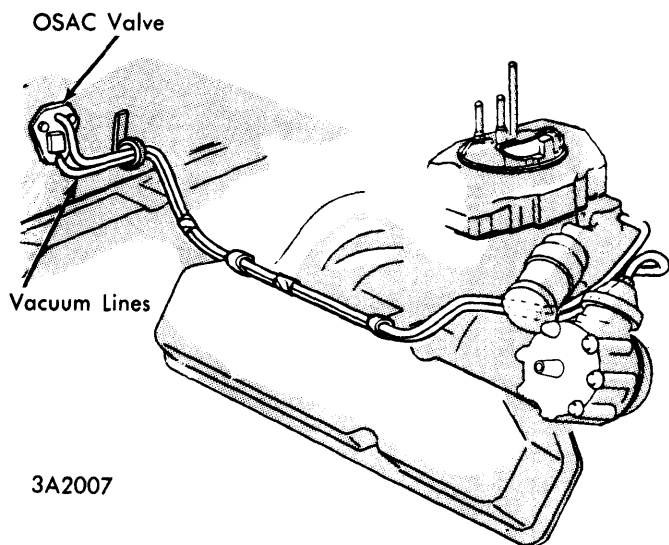


## 1973-74 CHRYSLER CORP. OSAC VALVE

### DESCRIPTION

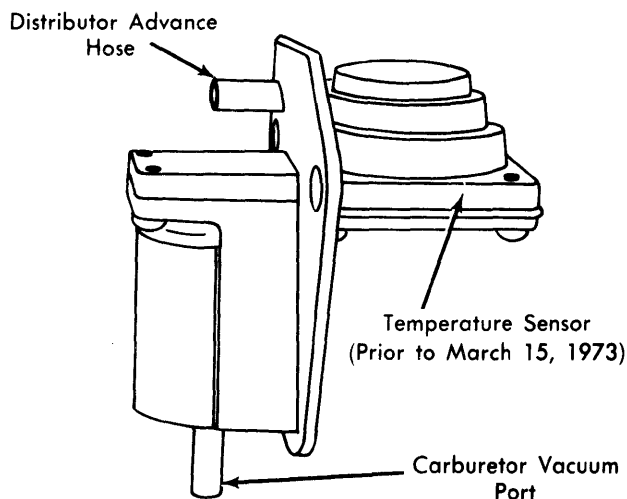
Orifice Spark Advance Control System (OSAC) is used on all engines to aid in control of NO<sub>x</sub> (Oxides of Nitrogen). It controls vacuum to distributor vacuum advance actuator. A tiny orifice incorporated in OSAC Valve delays change in ported vacuum to distributor by about 17 seconds (27 seconds on some models) when changing from idle to partial throttle. When changing from partial throttle back to idle, change in ported vacuum will be instantaneous. On vehicles built prior to March 15, 1973, OSAC Valve will only delay ported vacuum when ambient temperature is 60°F or higher. On vehicles built after March 15, 1973, OSAC Valve has no temperature sensor and will operate at all ambient temperatures.



OSAC VALVE VACUUM HOSE ROUTING (TYPICAL 1973)

### OPERATION

Vacuum is obtained by a vacuum tap just above throttle valves of carburetor. This type of tap provides no vacuum at idle, but provides manifold vacuum as soon as throttle valves are opened slightly. Proper operation requires air tight fittings.

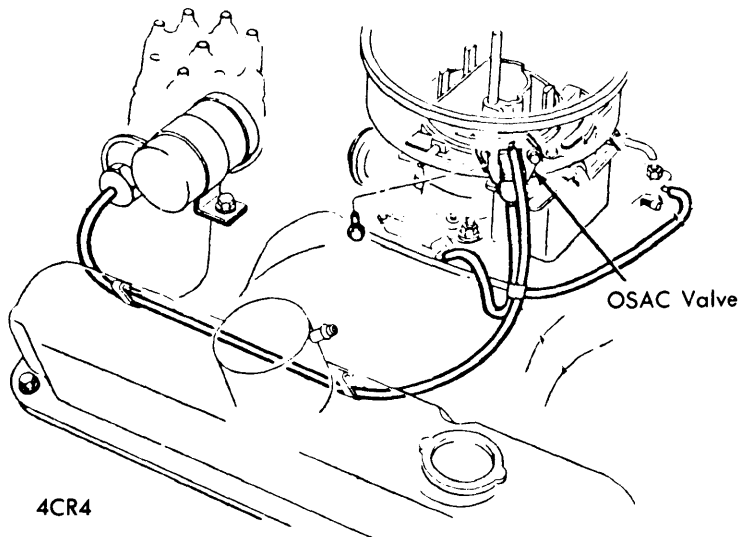


OSAC VALVE

### TESTING

Inspect all hoses for leaks or damage. With engine running at 2000 RPM in Neutral, disconnect hose at OSAC Valve leading to distributor, attach suitable vacuum gauge to fitting. Valve is operating properly if observed vacuum increase is very gradual, about 15-20 seconds to a stabilized level (different engines and cars will vary somewhat). If vacuum immediately goes up to same level as manifold vacuum, OSAC Valve is faulty and must be replaced. If no vacuum increase is observed, OSAC Valve is not operating and must be replaced. **NOTE** — Temperature in area of OSAC Valve must be above 68°F on all vehicles built prior to March 15, 1973 while making this test as Valve is temperature sensitive.

**NOTE** — OSAC Valve may be by-passed during very hot engine operating temperatures. See Chrysler Corp. Thermal Ignition Control (TIC) Valve information.



OSAC VALVE VACUUM HOSE ROUTING (TYPICAL 1974)