

3-2 1975-79 EMISSION CONTROL APPLICATIONS Domestic Cars – American Motors

1975-79 AMC

Year, Engine & Fuel System	Emission Control Systems & Devices	Remarks
1975 3.8L (232") 6-Cyl. 1-Bbl. ⁵ 3.8L (232") 6-Cyl. 1-Bbl. ⁶ 4.2L (258") 6-Cyl. 1-Bbl. ⁵ 4.2L (258") 6-Cyl. 2-Bbl. ⁶ 5.0L (304") V8 2-Bbl. ⁵ 5.0L (304") V8 2-Bbl. ⁶ 5.9L (360") V8 2-Bbl. ^{5 7} 5.9L (360") V8 2-Bbl. ^{6 7} 6.6L (401") V8 4-Bbl.	PCV, TAC, AIS, EVAP, CAT, EGR, SPK, CTO PCV, TAC, AIS ¹ , EVAP, EGR, CTO PCV, TAC, AIS, EVAP, CAT, EGR, SPK, CTO PCV, TAC, AIS ³ , EVAP, CAT ⁴ , EGR, CTO PCV, TAC, AIS, EVAP, CAT, EGR, CTO PCV, TAC, AIS, EVAP, CAT, EGR, CTO PCV, TAC, AIS, EVAP, CAT, BP/EGR ² , CTO PCV, TAC, AIS, EVAP, CAT, BP/EGR ² , CTO PCV, TAC, AIS, EVAP, CAT, BP/EGR ² , CTO	¹ – M/T Pacer & Hornet only. ² – Calif. only. ³ – M/T Hornet & Pacer & all Matador models only. ⁴ – M/T Matador only. ⁵ – Calif. models only. ⁶ – Federal models only. ⁷ – A/T only.
1976 3.8L (232") 6-Cyl. 1-Bbl. ⁶ 3.8L (232") 6-Cyl. 1-Bbl. ⁵ 4.2L (258") 6-Cyl. 1-Bbl. ⁶ 4.2L (258") 6-Cyl. 1-Bbl. ⁵ 4.2L (258") 6-Cyl. 2-Bbl. ⁶ 4.2L (258") 6-Cyl. 2-Bbl. ⁵ 5.0L (304") V8 2-Bbl. 5.9L (360") V8 2-Bbl. 6.6L (401") V8 4-Bbl.	PCV, TAC, AIS ¹ , EVAP, BP/EGR, SPK PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK PCV, TAC, AIS ² , EVAP, CAT ³ , BP/EGR, SPK PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK PCV, TAC, AIS ⁴ , EVAP, BP/EGR PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK ⁵ PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK ⁵ PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK ⁵	¹ – M/T Pacer & Hornet only. ² – M/T Pacer & Hornet & all Matadors. ³ – M/T Matador only. ⁴ – M/T Pacer only. ⁵ – Calif. models only. ⁶ – Federal models only.
1977 2.0L (121") 2-Bbl. 3.8L (232") & 4.2L (258") 1-Bbl. 4.2L (258") 2-Bbl. 5.0L (304") & 5.9L (360") 2-Bbl.	PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK ³ , VCV ⁴ PCV, TAC, AIS, EVAP, CAT ^{1 2} , BP/EGR, SPK ³ , VCV ⁴ PCV, TAC, AIS, EVAP, CAT ^{1 2} , BP/EGR, SPK ³ , VCV ⁴ PCV, TAC, AIS, EVAP, CAT ² , BP/EGR, SPK ³ , VCV ⁴	¹ – Exc. Fed. Gremlin, Hornet & Pacer with A/T & TCS. ² – Pre-CAT (Calif. only). ³ – W/O CAT. ⁴ – Calif. models only. ⁵ – A/T Gremlin, Hornet & Pacer w/o CAT.
1978 2.0L (121") 4-Cyl. 2-Bbl. 3.8L (232") 6-Cyl. 1-Bbl. 4.2L (258") 6-Cyl. 1-Bbl. Calif. & High Alt. 4.2L (258") 6-Cyl. 2-Bbl. Federal Only 5.0L (304") & 5.9L (360") V8 2-Bbl.	PCV, TAC, AIS, EVAP, CAT, EGR PCV, TAC, AIS, EVAP, CAT, EGR PCV, TAC, AIS, EVAP, CAT, EGR, SPK ¹ PCV, TAC, AIS, EVAP, CAT, EGR PCV, TAC, AIS, EVAP, CAT, EGR, SPK ¹	¹ – Calif. models only.
1979 2.0L (121") 4-Cyl. 2-Bbl. 3.8L (232") 6-Cyl. 1-Bbl. ² 4.2L (258") 6-Cyl. 1-Bbl. ¹ 4.2L (258") 6-Cyl. 2-Bbl. ² 5.0L (304") V8 2-Bbl. ²	PCV, AIS, EVAP, CAT, EGR, SPK ¹ APDV, EGR-CTO, S-CTO, TS PCV, TAC, AIS, EVAP, CAT, BP/EGR APDV, EGR-CTO, S-CTO PCV, TAC, AIS, EVAP, CAT, BP/EGR, SPK APDV, EGR-CTO, S-CTO, TS PCV, TAC, AIS, EVAP, CAT, BP/EGR APDV, EGR-CTO, TS ³ , TVS PCV, TAC, AIS, EVAP, CAT, BP/EGR APDV, EGR-CTO, TS	¹ – Calif. models only. ² – Federal models only. ³ – A/T models only.

1975-79 EMISSION CONTROL APPLICATIONS

Domestic Cars – American Motors

ACV – Air Control Valve	EAC – Electric Assist Choke	RV – Rollover Valve
AGE – Air Guard	EGR – Exhaust Gas Recirculation	SCTO – Spark Coolant Temp. Override
AGE-CTO – Air Guard Cool. Temp. Override	EGRS – EGR Solenoid	SPK – Spark
AIS – Air Injection System	EGR-TVS – EGR Therm. Vac. Switch	SPK-CTO – Spark Coolant Temp. Override
APCV – Air Pump Control Valve	EGR-DCTO – EGR Dual Cool. Temp. Override	SPK-DCTO – Spark Dual Coolant Temp. Override
APDV – Air Pump Diverter Valve	EGR-FDLV – EGR Forward Delay Valve	SPK-RDLVD – Spark Rev. Delay Valve (Dual)
APDV-TVS – APDV Therm. Vac. Switch	EGR-VSDV – EGR Vac. Signal Dump Valve	SPK-RDLVS – Spark Rev. Delay Valve (Single)
ASS – Air Switching Solenoid	ELE – Electric	SPK-SOL – Spark Solenoid
AWD – Air Warming Device	EVAP – Evaporative Emission Control	S-V – Sol-Vac
BF/EGR – Backpressure EGR	FDLV – Forward Delay Valve	TAC – Thermostatic Air Cleaner
BPS – Backpressure System	FTVC – Fuel Tank Vapor Control	TAC-CV – TAC Check Valve
BPV – Backpressure Valve	ICM – Ignition Control Module	TAC-DV – TAC Delay Valve
C4 – Computer Controlled Catalytic Converter	ICVS – Idle Control Sol. Vac. Switch	TAC-TVS – TAC Therm. Vac. Switch
CAT – Catalyst	ISC – Idle Speed Control Motor	TBI – Throttle Body Injection
CEC – Computerized Engine Control	KS – Knock Sensor	TBVV – Thermal Bowl Vent Valve
COV – Control Valve	MAFTS – Manifold Air/Fuel Temp. Sensor	TCS – Transmission Controlled Spark
CPS – Canister Purge Solenoid	MAP – Manifold Absolute Press. Sensor	TES – Thermal Electric Switch
CPV – Canister Purge Valve	MCU – Micro Computer Unit	TPS – Throttle Position Sensor
CTO – Coolant Temp. Override	MPI – Multi-Point Injection	TPSW – Throttle Position Switch
CTS – Coolant Temp. Sens.	NLV – Non-Linear Valve	TS – Transmission Switch
CTSW – Coolant Temp. Switch	OC – Oxidation Catalyst	TVS – Thermal Vacuum Switch
CTSWH – Closed Throttle Switch	O₂ – Oxygen Sensor	TWO-DLV – Two-Way Delay Valve
CTTS – Coolant Temp. Therm. Switch	PACV – Pulse Air Check Valve	TWC – Three-Way Catalytic
DBC – Dual Bed Catalytic	PAI – Pulse Air Injection	VCKV – Vacuum Check Valve
DCLV – Deceleration Valve	PCV – Positive Crankcase Ventilation	VRES – Vacuum Reservoir
D-CTO – Dual Coolant Temp. Override	PCVS – PCV Solenoid	VS – Vacuum Switch
DIDV – Dual Ignition Delay Valve	R-DLV – Reverse Delay Valve	VSDV – Vacuum Signal Dump Valve
	RDLVD – Reverse Delay Valve (Dual)	VSOL – Vacuum Solenoid
	RDLVS – Reverse Delay Valve (Single)	WOT-TVS – Wide Open Throttle TVS
		WOTS – Wide Open Throttle Switch