

# 3-4 1975-79 EMISSION CONTROL APPLICATIONS Domestic Cars – Chrysler Corp.

## 1975-77 CHRYSLER CORP.

Year, Engine & Fuel System	Emission Control Systems & Devices	Remarks
<b>1975</b> 3.7L (225") 6-Cyl. 1-Bbl. 5.2L (318") V8 2-Bbl. <sup>5 7</sup> 5.2L (318") V8 2-Bbl. <sup>2 3</sup> 5.9L (360") V8 2-Bbl. <sup>3 7</sup> 5.9L (360") V8 4-Bbl. <sup>3</sup> 6.5L (400") V8 2-Bbl. <sup>3 7</sup> 6.5L (400") V8 4-Bbl. <sup>3</sup> 7.2L (440") V8 4-Bbl. <sup>3</sup>	<b>PCV <sup>1</sup>, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, EAC, IES <sup>3</sup>, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, EVAP, EGR, SPK, DSC <sup>6</sup>, EAC, IES <sup>3</sup>, OSAC</b> <b>PCV <sup>1</sup>, TAC, AIS, EVAP, OC, EGR, SPK, EAC, IES, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, EVAP, OC, EGR, SPK, EAC, IES, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, AIS, EVAP, OC <sup>2</sup>, EGR, SPK, DSC, IES, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, EVAP, OC, EGR, SPK, EAC, IES, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, EAC, IES, OSAC, TIC <sup>4</sup></b> <b>PCV <sup>1</sup>, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, EAC, IES, OSAC, TIC <sup>4</sup></b>	<sup>1</sup> – Type 4 closed. <sup>2</sup> – Calif. only. <sup>3</sup> – A/T only. <sup>4</sup> – Max. cooling and/or A/C only. <sup>5</sup> – Engines use either catalytic converter or air injection. <sup>6</sup> – M/T only. <sup>7</sup> – Federal only.
<b>1976</b> 3.7L (225") 6-Cyl. 1-Bbl. <sup>8</sup> 3.7L (225") 6-Cyl. 1-Bbl. <sup>7</sup> 5.2L (318") V8 2-Bbl. <sup>8</sup> 5.2L (318") V8 2-Bbl. <sup>7</sup> 5.9L (360") V8 2-Bbl. <sup>4 8</sup> 5.9L (360") V8 4-Bbl. <sup>4 8</sup> 5.9L (360") V8 4-Bbl. <sup>7 9</sup> 6.5L (400") V8 2-Bbl. <sup>4 8</sup> 6.5L (400") V8 4-Bbl. <sup>4 8</sup> 6.5L (400") V8 4-Bbl. <sup>4 7</sup> 7.2L (440") V8 4-Bbl. <sup>8 9</sup> 7.2L (440") V8 4-Bbl. <sup>4 7</sup>	<b>PCV, TAC, EVAP, OC, EGR, SPK, EAC, OSAC <sup>1</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC</b> <b>PCV, TAC, AIS <sup>4</sup>, EVAP, OC <sup>3</sup>, EGR, SPK, EAC, OSAC <sup>2</sup>, TIC <sup>5</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC, TIC <sup>5</sup></b> <b>PCV, TAC, EVAP, OC, EGR, SPK, EAC, OSAC, TIC <sup>5</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC, TIC</b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, TIC <sup>5</sup></b> <b>PCV, TAC, EVAP, OC, EGR, SPK, EAC, OSAC, TIC</b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC, TIC <sup>5</sup>, ELB <sup>6</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC, TIC <sup>5</sup></b> <b>PCV, TAC, EVAP, OC <sup>6</sup>, EGR <sup>6</sup>, SPK, EAC, TIC <sup>6</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC, TIC</b>	<sup>1</sup> – M/T only. <sup>2</sup> – A/T with AIS and port vac. to distributor. <sup>3</sup> – Without AIS. <sup>4</sup> – A/T engines with OSAC & port vac. to distributor. <sup>5</sup> – Not used after 3/6/76. <sup>6</sup> – Electronic lean burn is used on some Fed. 400" & 440" 4-Bbl. engines. Engines with ELB system use AAS, EAC, EVAP, PCV & TAC systems only. <sup>7</sup> – Calif. only. <sup>8</sup> – Federal only. <sup>9</sup> – A/T only.
<b>1977</b> 3.7L (225") 6-Cyl. 1 & 2-Bbl. 5.2L (318") V8 2-Bbl. 5.9L (360") V8 2-Bbl. 5.9L (360") V8 4-Bbl. 5.9L (360") V8 4-Bbl. HP 6.5L (400") V8 4-Bbl. 6.5L (400") V8 4-Bbl. HP 7.2L (440") V8 4-Bbl. 7.2L (440") V8 4-Bbl. HP	<b>PCV, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, AAS <sup>1</sup>, EAC, OSAC, TIC <sup>3</sup></b> <b>PCV, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, AAS, EAC, OSAC, TIC <sup>3</sup></b> <b>PCV, TAC, EVAP, OC, EGR, SPK, AAS, EAC, OSAC, TIC <sup>3</sup></b> <b>PCV, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, AAS <sup>1</sup>, EAC, ELB, OSAC, TIC <sup>3</sup></b> <b>PCV, TAC, AIS <sup>2</sup>, EVAP, OC, EGR, SPK, AAS <sup>1</sup>, OSAC, EAC, TIC <sup>3</sup></b> <b>PCV, TAC, EVAP, OC, EGR <sup>4</sup>, SPK, AAS, EAC, ELB, OSAC <sup>4</sup>, TIC <sup>3</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR <sup>4</sup>, SPK, EAC, OSAC, TIC <sup>3</sup></b> <b>PCV, TAC, AIS <sup>2</sup>, EVAP, OC, EGR <sup>4</sup>, AAS, EAC, ELB, OSAC <sup>4</sup>, TIC <sup>3</sup></b> <b>PCV, TAC, AIS, EVAP, OC, EGR <sup>4</sup>, AAS, EAC, OSAC, TIC <sup>3</sup></b>	<sup>1</sup> – Not used on High Alt. <sup>2</sup> – Calif. only. <sup>3</sup> – Max. cooling and/or A/C. <sup>4</sup> – Electronic lean burn is used on some Fed. 400" & 440" 4-Bbl. engines. Engines with ELB system use AAS, EAC, EVAP, PCV & TAC systems only.

# 1975-79 EMISSION CONTROL APPLICATIONS Domestic Cars – Chrysler Corp.

3-5

## 1978-79 CHRYSLER CORP.

Year, Engine & Fuel System	Emission Control Systems & Devices	Remarks
<b>1978</b> 1.7L (104") 4-Cyl. Omni & Horizon 2-Bbl. 3.7L (225") 1 & 2-Bbl. Federal Calif. & High Alt. 5.2L (318") V8 2-Bbl. Federal & High Alt. 5.2L (318") V8 4-Bbl. Calif. 5.9L (360") V8 2 & 4-Bbl. Federal 5.9L (360") V8 2 & 4-Bbl. Calif. & High Alt. 6.5L (400") & 7.2L (440") V8 4-Bbl. Federal 7.2L (440") V8 4-Bbl. High Alt. 7.2L (440") V8 4-Bbl. Calif.	PCV, TAC, AIS <sup>5,6</sup> , EVAP, OC, EGR, SPK, EAC PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, OSAC PCV, TAC, AIS, EVAP, EGR, SPK, CCEV, EAC, OSAC PCV, TAC, AIS <sup>4</sup> , EVAP, OC, EGR, SPK, EAC, ELB, ESA PCV, TAC, AIS, EVAP, EGR, SPK, CCEV, EAC PCV, TAC, AIS, EVAP, OC, EGR <sup>1</sup> , SPK, CCEV, EAC, ELB, ESA PCV, TAC, AIS <sup>3</sup> , EVAP, EGR, SPK, CCEV, EAC, TIC <sup>2</sup> PCV, TAC, AIS, EVAP, OC, EGR <sup>4</sup> , SPK, EAC, ELB, ESA PCV, TAC, AIS, EVAP, EGR, SPK, CCEV, EAC, ELB, ESA PCV, TAC, AIS <sup>4</sup> , EVAP, OC <sup>4</sup> , SPK, CCEV, EAC, ELB <sup>4</sup> , ESA <sup>4</sup>	<sup>1</sup> – 2-Bbl. models only. <sup>2</sup> – Max. cooling and/or A/C. <sup>3</sup> – High alt. 360" V8 2-Bbl. only. <sup>4</sup> – Some models only. <sup>5</sup> – Fed. models after 1/23/78. <sup>6</sup> – Calif. & Fed. models up to 1/23/78.
<b>1979</b> 1.7L (104") 4-Cyl. 2-Bbl. 3.7L (225") 1-Bbl. 3.7L (225") 1-Bbl. 5.2L (318") V8 2-Bbl. <sup>1</sup> 5.2L (318") V8 4-Bbl. <sup>2</sup> 5.9L (360") V8 2-Bbl. <sup>1</sup> 5.9L (360") V8 4-Bbl. 6.5L (400") & 7.2L (440") V8 4-Bbl. Federal 7.2L (440") V8 4-Bbl. High Alt. 7.2L (440") V8 4-Bbl. Calif.	PCV, TAC, AIS, EVAP, OC, EGR, SPK, APDV <sup>2</sup> , CCEGR, EEC, ESC PCV, TAC, AIS <sup>2</sup> , EVAP, OC, EGR, SPK, APDV <sup>2</sup> , ASV <sup>2</sup> , CC/EGR <sup>1</sup> , CCEV <sup>2</sup> , ESC, VSV PCV, TAC, AIS, EVAP, OC/TWC <sup>3</sup> , EGR, SPK, CEC, ASV, APDV, CC/EGR, ESC, VSV PCV, TAC, EVAP, OC, EGR, SPK, ESC, VSV PCV, TAC, AIS, EVAP, OC, EGR, SPK, APDV, ASV, ESC, PHDV, VSV PCV, TAC, AIS, EVAP, OC, EGR, SPK, CCEV, ESC, VSV PCV, TAC, AIS <sup>2</sup> , EVAP, OC, EGR, SPK, ASV <sup>2</sup> , APDV <sup>2</sup> , CCEV, ESC, PHDV <sup>2</sup> , VSV, TIC <sup>2</sup> PCV, TAC, AIS, EVAP, OC, EGR, SPK, EAC, ELB, ESA PCV, TAC, AIS, EVAP, EGR, SPK, CCEV, EAC, ELB, ESA PCV, TAC, AIS <sup>4</sup> , EVAP, OC <sup>4</sup> , SPK <sup>4</sup> , CCEV, EAC, ELB <sup>4</sup> , ESA <sup>4</sup>	<sup>1</sup> – Federal only. <sup>2</sup> – Calif. only. <sup>3</sup> – Aspen/Volare only. <sup>4</sup> – Some models only.

# 1975-79 EMISSION CONTROL APPLICATIONS

## Domestic Cars – Chrysler Corp.

<b>AAS</b> - Aspirator Air System	<b>HAC</b> - High Altitude Compensator
<b>AICV</b> - Air Injection Check Valve	<b>HAD</b> - Heated Air Diaphragm
<b>AIS</b> - Air Injection System	<b>HATS</b> - Heated Air Temp. Sensor
<b>AS</b> - Airflow Sensor	<b>HATSV</b> - Heated Air Temp. Sensing Valve
<b>ASCPS</b> - Air Switch Canister Purge Solenoid	<b>HP</b> - High Performance
<b>ASCPT</b> - Air Switch Canister Purge Timer	<b>IAST</b> - Inlet Air Surge Tank
<b>ASDV</b> - Air Switching Diverter Valve	<b>IES</b> - Idle Enrichment System
<b>ASOV</b> - Air Shut-Off Valve	<b>MAP</b> - Manifold Absolute Pressure Sensor
<b>ASRV</b> - Air Switching Relief Valve	<b>MPI</b> - Multi-Point Injection
<b>ASRV-SOL</b> - Air Switching Relief Valve Solenoid	<b>O<sub>2</sub></b> - Oxygen Sensor
<b>ASV</b> - Air Switching Valve	<b>OC</b> - Oxidation Catalyst
<b>ASVS</b> - Air Switching Vacuum Solenoid	<b>OSAC</b> - Orifice Spark Advance Control
<b>APDV</b> - Air Pump Diverter Valve	<b>PAF</b> - Pulse Air Feeder
<b>BP/EGR</b> - Backpressure EGR	<b>PCV</b> - Positive Crankcase Ventilation
<b>BPS</b> - Backpressure System	<b>PHCV</b> - Power Heat Control Valve
<b>BP/EGR-TRANS</b> - Backpressure EGR Transducer	<b>PHDV</b> - Power Heat Delay Valve
<b>BS</b> - Barometer Solenoid	<b>PR-RV</b> - Pressure Relief Rollover Valve
<b>BVV</b> - Bowl Vent Valve	<b>PVCS</b> - Ported Vacuum Control System
<b>CBVV</b> - Carburetor Bowl Vent Valve	<b>PVFFC</b> - Pressure/Vacuum Fuel Filler Cap
<b>CCEGR</b> - Coolant Controlled EGR	<b>RVSV</b> - Rollover/Vapor Separator Valve
<b>CCEVV</b> - Coolant Controlled Engine Vacuum Valve	<b>SCC</b> - Spark Control Computer
<b>CCEVS</b> - Coolant Controlled Engine Vacuum Switch	<b>SEGR</b> - Sub-EGR
<b>CCIV</b> - Coolant Controlled Idle Enrichment Valve	<b>SOL</b> - Solenoid
<b>CEC</b> - Computerized Engine Control	<b>TAC</b> - Thermostatic Air Cleaner
<b>CPCV</b> - Canister Purge Control Valve	<b>TCS</b> - Transmission Controlled Spark
<b>CPS</b> - Canister Purge Solenoid	<b>TDDV</b> - Trap Door Delay Valve
<b>CTS</b> - Charge Temp. Switch/Coolant Temp. Switch	<b>TDS</b> - Time Delay Solenoid
<b>CVSCC</b> - Coolant Vacuum Switch Cold Closed	<b>TIC</b> - Thermal Ignition Control Valve
<b>CVSCO</b> - Coolant Vacuum Switch Cold Open	<b>TPBPV</b> - Tank Pressure By-Pass Valve
<b>DAS</b> - Distributor Advance Solenoid	<b>TPS</b> - Throttle Position Sensor
<b>DLV</b> - Delay Valve	<b>TV</b> - Thermo Valve
<b>DS</b> - Detonation Sensor	<b>TWC</b> - Three-Way Catalyst
<b>DSC</b> - Dual Stage Electric Assist Choke	<b>VA</b> - Vacuum Amplifier
<b>DRS</b> - Distributor Retard Solenoid	<b>VAC</b> - Vacuum Advance Control
<b>DV</b> - Diverter Valve	<b>VAC-CV</b> - Vacuum Check Valve
<b>EAC</b> - Electric Assist Choke	<b>VBOV</b> - Vacuum Bleed-Off Valve
<b>EFC</b> - Electronic Feedback Carburetor	<b>VDLV</b> - Vacuum Delay Valve
<b>EGR</b> - Exhaust Gas Recirculation	<b>VDV</b> - Vacuum Diverter Valve
<b>EGR-AMP</b> - EGR Amplifier	<b>VM</b> - Vacuum Modulator
<b>EGR-DS</b> - EGR Diagnostic Solenoid	<b>VQRV</b> - Vacuum Quick Release Valve
<b>EGR-SOL</b> - EGR Solenoid	<b>VR</b> - Vacuum Regulator
<b>EGR-DV</b> - EGR Diverter Valve	<b>VRES</b> - Vacuum Reservoir
<b>EIS</b> - Electronic Ignition System	<b>VRV</b> - Vacuum Regulator Valve
<b>ELB</b> - Electronic Lean Burn	<b>VS</b> - Vacuum Switch
<b>ESA</b> - Electronic Spark Advance	<b>VSS</b> - Vehicle Speed Sensor
<b>ESC</b> - Electronic Spark Control	<b>VSV</b> - Vacuum Solenoid Valve
<b>ETC</b> - Electronic Throttle Control	<b>VVCS</b> - Venturi Vacuum Control System
<b>EVAP</b> - Evaporative Control System	<b>WSTGT</b> - Wastegate
<b>FJ/EGR</b> - Floor Jet EGR	<b>WSTGT-SOL</b> - Wastegate Solenoid