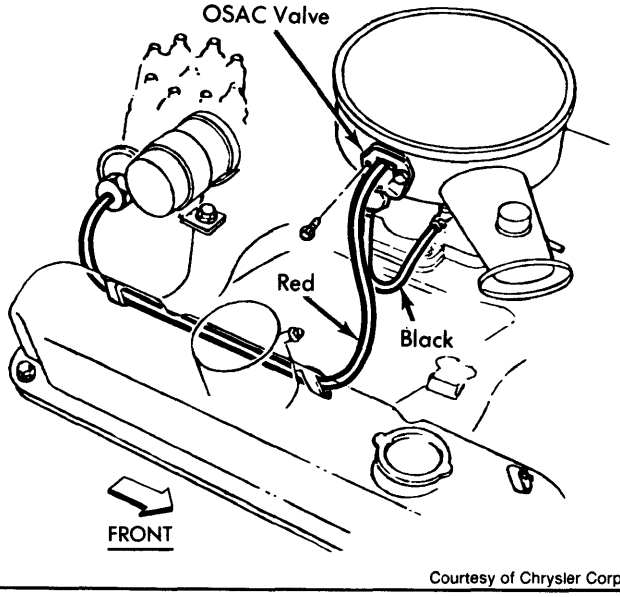
# 1975-79 EXHAUST EMISSION SYSTEMS
# Chrysler Corp. OSAC Valve

## DESCRIPTION

Orifice Spark Advance Control (OSAC) valve is used on most Light Duty emissions models to aid in control of oxides of nitrogen (NOx). OSAC controls vacuum to distributor vacuum advance. A tiny orifice incorporated in OSAC valve delays ported vacuum signal to distributor when going from idle to part throttle. OSAC valve will not delay vacuum when going from part throttle to idle

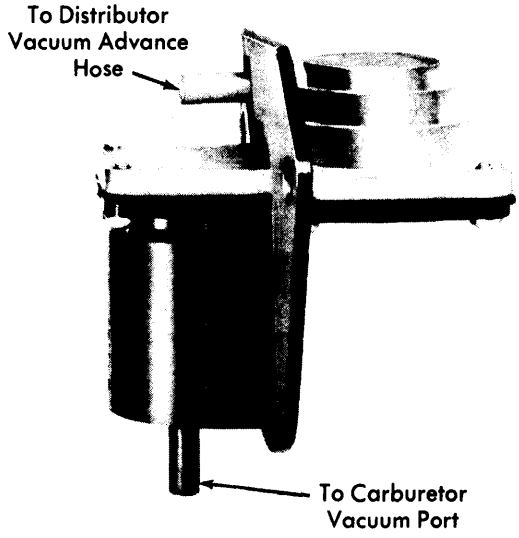



Courtesy of Chrysler Corp.

*Fig. 1: Typical OSAC Valve Hose Routing*

## OPERATION

Ported vacuum from carburetor is supplied to OSAC valve. OSAC valve delays this ported vacuum signal by about 17-27 seconds to the distributor vacuum advance to reduce exhaust emissions. There is no delay in releasing vacuum from the distributor advance.




Courtesy of Chrysler Corp.

*Fig. 2: View of OSAC Valve*

## TESTING

**1)** Inspect all hoses for leaks and/or damage. Replace as necessary. Warm engine to normal operating temperature. Tee a vacuum gauge into vacuum hose at OSAC valve leading to distributor.

**2)** Set parking brake and run engine at 2 000 RPM in Neutral. Vacuum should gradually increase to a stable level (this will vary with different engines).

**3)** If vacuum immediately rises to same level as manifold vacuum, OSAC valve is not operating properly and must be replaced. If there is NO increase in vacuum, check for ported vacuum at carburetor and OSAC valve. If vacuum supply is okay, OSAC valve is defective and must be replaced.