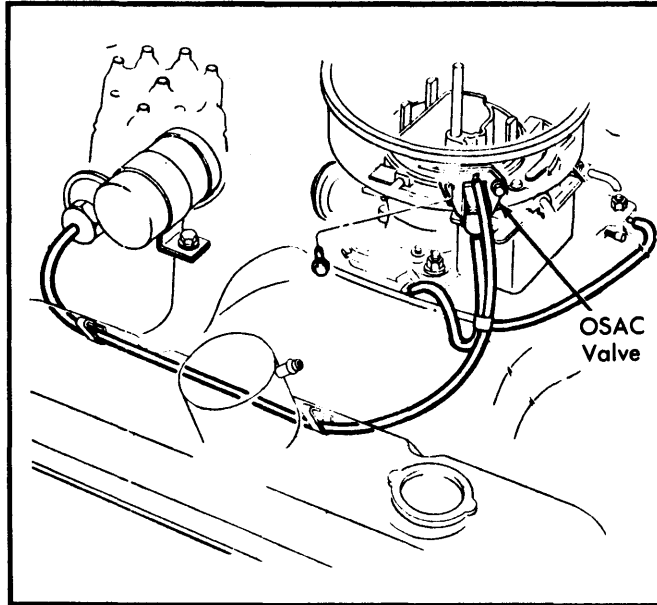


## CHRYSLER CORP. OSAC VALVE

### DESCRIPTION

Orifice Spark Advance Control (OSAC) valve is used on some engines to assist in control of NOx emissions. System controls vacuum to vacuum advance actuator of the distributor. A tiny orifice in OSAC valve delays changes in vacuum to distributor by about 10-27 seconds (depending on application), when going from idle to part throttle. When going from part throttle to idle, vacuum change is instantaneous.

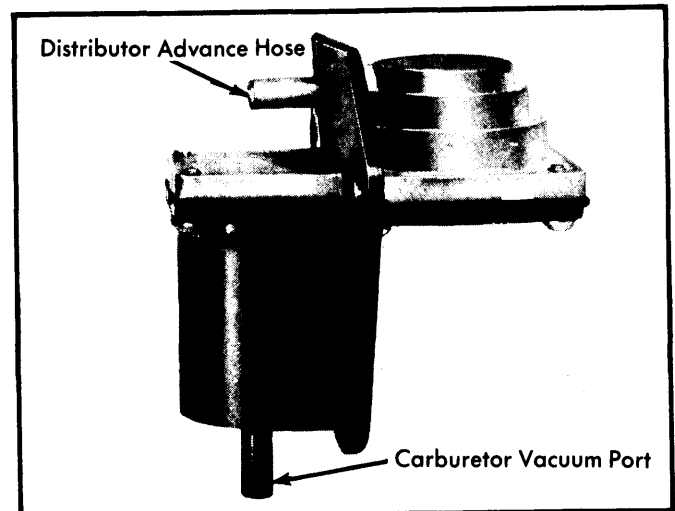


**Fig. 1 Typical OSAC Valve Vacuum Hose Routing**

**NOTE** — For vacuum hose routings on all engines, see **CHRYSLER CORP. VACUUM DIAGRAMS** in this section.

### OPERATION

Vacuum is obtained by a ported vacuum tap just above throttle valves of carburetor. Ported vacuum provides no vacuum at idle, but provides manifold vacuum as soon as throttle valves are slightly opened.



**Fig. 2 Illustration of OSAC Valve Connections**

### TESTING

- 1) Inspect hose connections between valve, carburetor and distributor. Replace any hardened or faulty hoses that may allow air leakage.
- 2) With engine warmed up, tee a vacuum gauge into hose at OSAC valve leading to distributor.
- 3) Set parking brake and run engine at 2000 RPM in NEUTRAL.
- 4) Valve is operating properly if a very gradual increase from zero vacuum is observed. About 20 seconds may be required to reach a stabilized level.
- 5) If vacuum immediately rises to same level as manifold vacuum, the OSAC valve is not operating properly and must be replaced.
- 6) If no increase in vacuum is observed, OSAC valve is defective and must be replaced.

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