CHRYSLER CORP. OSAC VALVE

DESCRIPTION

Orifice Spark Advance System (OSAC) is used on most Light Duty emission models to aid in control of oxides of nitrogen (NOx). It controls vacuum to vacuum advance actuator of distributor. A tiny orifice incorporated in OSAC valve delays change in ported vacuum to distributor by about 10 seconds when going from idle to part throttle. When going from part throttle to idle, change in ported vacuum to distributor will be instantaneous.

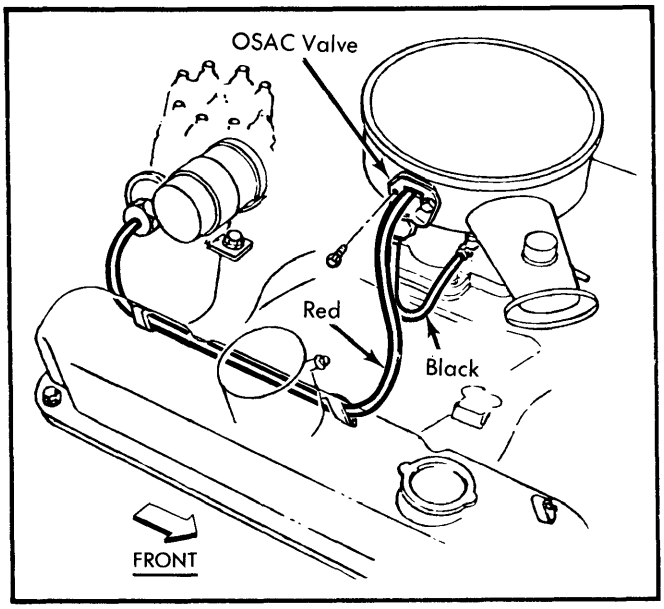

Fig. 1 Typical OSAC Valve Hose Routing (5.2L & 5.9L Engines Shown)

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.

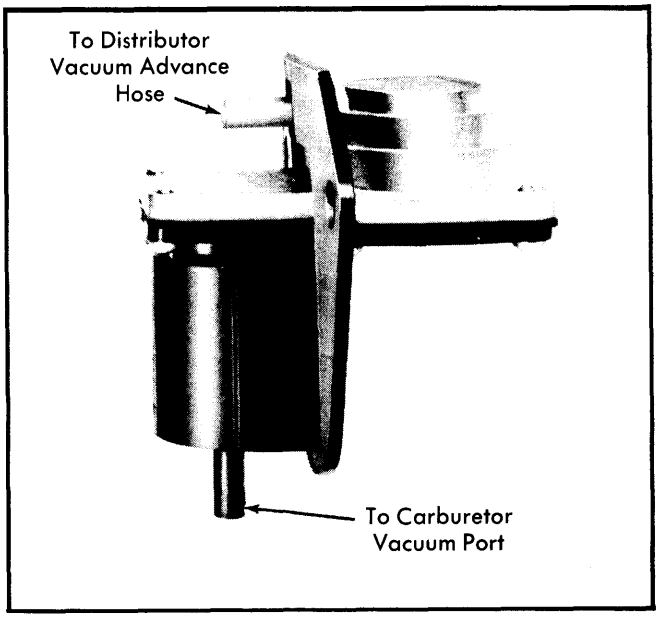

Fig. 2 Close-Up View of OSAC Valve

TESTING

1) Inspect all hoses for leakage or damage. Replace as necessary.

2) Warm engine to normal operating temperature. Tee a vacuum gauge into red hose at OSAC valve leading to distributor.

3) Set parking brake and run engine at 2,000 RPM in neutral.

4) Vacuum should gradually increase, in about 20 seconds, to a stable level (this will vary with different engines).

5) 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, OSAC valve is defective and must be replaced.