JEEP SPARK CONTROL SYSTEMS

DESCRIPTION

Jeep vehicles use spark control devices to assist the ignition system in controlling exhaust emissions. They are the Spark Control Temperature Override (CTO) valve, the Non-Linear Vacuum Regulator (NLVR) valve, a Forward Delay Valve, A Reverse Delay Valve, and on 4 cylinder engines, a Vacuum Spark Control Delay Valve and a Thermal Vacuum Spark Control valve. System application depends upon engine size, emissions category and vehicle model.

SPARK COOLANT TEMPERATURE OVERRIDE SYSTEM

This system alternates distributor vacuum advance vacuum source between carburetor ported vacuum and manifold vacuum, depending upon coolant temperature. Two types of CTO switch are used: a single-function switch for models with standard cooling systems, and a single-function switch for heavy duty cooling systems. The CTO switch is threaded into the left rear of block on 6 cylinder engines, and into the thermostat housing on 4 and 8 cylinder engines. On some models, this system is used in conjunction with the NLVR valve.

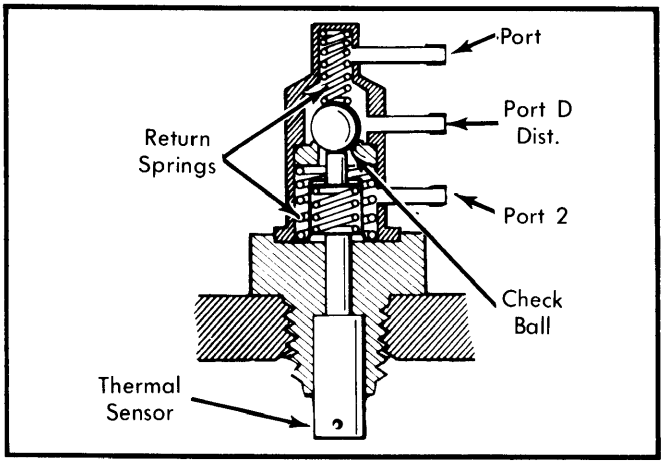

Fig 1 Sectional View of Single-Function CTO Switch

NON-LINEAR VACUUM REGULATOR VALVE

Used on some models, this valve supplies vacuum advance unit with a regulated combination of manifold and carburetor ported vacuum when engine load is low and switches to supply only carburetor ported vacuum as load increases.

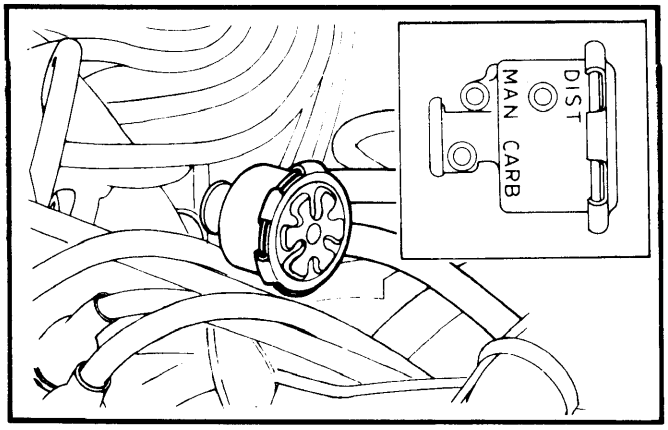

Fig. 2 Non-Linear Vacuum Regulator Valve

OPERATION

SPARK COOLANT TEMPERATURE OVERRIDE SWITCH

Single-Function for Standard Cooling – When coolant temperature is below 149°F on 6 and 8 cylinder engines, or 120°F on 4 cylinder engines, the check ball is held against inner seat by spring tension. Manifold vacuum enters through port "1" and is applied through port "D". When temperature goes above specified limits, the check ball is moved up in the valve and manifold vacuum is applied from port "2" to port "D" on 4 cylinder engines, or carburetor ported vacuum is applied from port "2" to port "D" on 6 and 8 cylinder engines.

Single-Function for Heavy-Duty Cooling – Valve is used to prevent engine overheating at high ambient temperatures. When coolant temperature is below 220°F, carburetor ported vacuum enters port "1" and is applied through port "D". This allows full ported vacuum to distributor. Above 220°F, port "1" is blocked and manifold vacuum enters through port "2" and connects to port "D". Manifold vacuum then controls spark advance. *Fig. 1.*

NON-LINEAR VACUUM REGULATOR VALVE

There are 2 input ports on the NLVR: intake manifold vacuum and carburetor ported vacuum. One outlet port connects to the distributor vacuum unit. At curb idle, regulated vacuum is supplied to the advance unit, when manifold vacuum is high and ported vacuum is very low. The NLVR regulates the vacuum signal so it is between these two vacuum source levels at idle. As engine load increases and vacuum signal is above 7.5 in. Hg, regulator valve switch to ported vacuum output.

FORWARD DELAY VALVE

Some engines use this valve to improve driveability and reduce hydrocarbon emissions. The valve functions to delay the effects of sudden increases in vacuum. This prevents sudden spark advance during deceleration.

REVERSE DELAY VALVE

Some engines use this valve to improve cold driveability and reduce hydrocarbon emissions. The valve is installed in the vacuum line to delay the effects of manifold vacuum decrease which causes ignition timing to be retarded.

THERMAL VACUUM SPARK CONTROL VALVE

This valve is used on California 4 cylinder engines and is located in the air cleaner. It passes manifold vacuum to port "1" of the CTO valve and distributor vacuum advance mechanism only when the air cleaner intake is below 63°F. At temperatures above 63°F, manifold vacuum is prevented from reaching the CTO valve until the coolant temperature reaches the spark CTO valve switching point.

VACUUM SPARK CONTROL DELAY VALVE

This valve is used on 4 cylinder engines to improve driveability when the engine is cold. It is located in the vacuum advance circuit. When vacuum is greater at port "4" than at port "1", air must flow through the orifice to equalize the pressure. This creates a momentary delay that prevents a sudden decrease in spark advance. When vacuum is greater at port "1" than at

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port "4", air flows freely through the check valve and pressure is instantly equalized.

MAINTENANCE

Periodic maintenance is not normally required; should any switch or valve fail to function properly it should be replaced.

TESTING

SPARK COOLANT TEMPERATURE OVERRIDE SWITCH

Single-Function For Standard Cooling (6 and 8 Cylinder) – Connect a vacuum gauge to center port "D" of CTO switch. When coolant is below 165°F, manifold vacuum should register. Above 165°F, carburetor ported vacuum should register. If valve does not meet these requirements, it must be replaced.

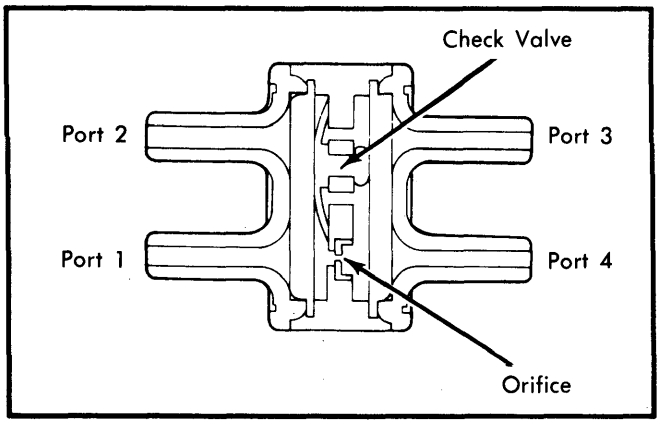

Fig. 3 Vacuum Spark Control Delay Valve (4 Cylinder Engines)

Single-Function for Standard Cooling (4 Cylinder) – Disconnect vacuum hose from distributor vacuum advance mechanism and connect a vacuum gauge to hose. Start engine. With coolant temperature below 120°F, manifold vacuum should register. Disconnect vacuum hose from port "4" of delay valve and cap. Manifold vacuum should not register until coolant temperature reaches 120°F. If valve fails these tests it must be replaced.

NOTE – *Ported vacuum is not available with throttle closed. Ported vacuum is available at part throttle (equivalent of 1000 RPM).*

Single-Function for Heavy-Duty Cooling – Connect a vacuum gauge to center port ("D") of CTO switch. When coolant is below 220°F, carburetor ported vacuum should register. Above 220°F, manifold vacuum should be indicated.

NON-LINEAR VACUUM REGULATOR VALVE

Connect vacuum gauge to distributor port ("DIST") on NLVR. With engine at idle speed, a vacuum reading of 7 in. Hg should be shown. As throttle is opened and engine speed increases, ported vacuum level should be indicated. If not, replace NLVR.

FORWARD DELAY VALVE

1) Connect an external vacuum source to port on black (or red) side of delay valve. Connect one end of a 24" section of rubber hose to vacuum gauge and the other end to the port on colored side of valve.

2) With elapsed time device in view and a constant 10 in. Hg of vacuum applied, note time required for gauge pointer to move from 0 in. Hg to 8 in. Hg.

3) If valve fails to meet time limits, replace valve. If valve meets specifications, install so that black (or red) side is toward vacuum source.

Forward Delay Valve Time Limits①

Valve Color	Min. Time	Max. Time
Black/Purple	0.3	0.7
Black/Gray	0.6	1.6
Black/Brown	1.0	3.0
Red/Blue	1.9	5.7
Black/White	2.7	9.3
Black/Yellow	4.5	13.2
Black/Green	14.0	47.2

① – Time in seconds.

REVERSE DELAY VALVE

1) Connect external vacuum source to port on colored (non-white) side of delay valve. Connect one end of a 24" rubber hose to vacuum gauge and the other end to port on white side of valve.

2) With elapsed time device in view and a constant 10 in. Hg of vacuum applied, note time required for gauge pointer to move from 0 in. Hg to 8 in. Hg.

3) If valve fails to meet time limits, replace valve. If valve meets specifications, install with non-white side toward vacuum source.

Reverse Delay Valve Time Limits①

Valve Color	Min. Time	Max. Time
White/Purple	0.3	0.7
White/Gray	0.6	1.6
White/Gold	0.8	2.3
White/Brown	1.0	3.0
White/Yellow	4.5	13.2
White/Red	14.0	47.2

① – Time in seconds.

VACUUM SPARK CONTROL DELAY VALVE

1) Connect a tee fitting at ports "1" and "4". Connect vacuum gauge to each fitting. Start engine. Vacuum should be equal at both ports.

2) When throttle is suddenly depressed, vacuum at port "1" will instantly decrease and vacuum at port "4" should be maintained momentarily. If valve fails these tests, replace valve.

JEEP SPARK CONTROL SYSTEMS (Cont.)

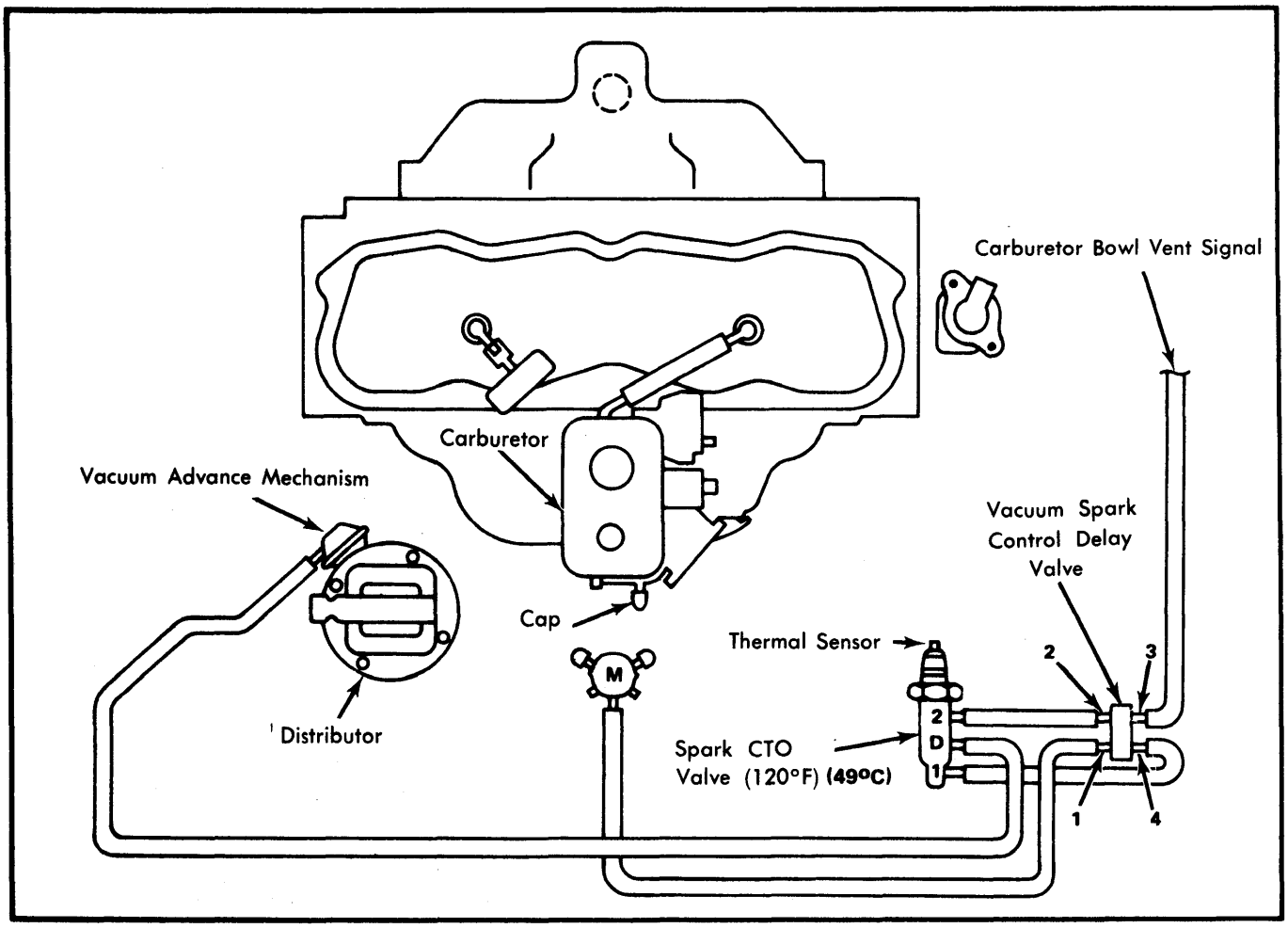

Fig. 4 California 4-Cylinder Spark Control System