

# 1974-79 EXHAUST EMISSION SYSTEMS

## Chrysler Corp. Deceleration Fuel Cut-Off

3-67

### 1979 Models

### DESCRIPTION

Deceleration fuel cut-off system reduces HC emissions through use of an air switching valve, solenoid valve, and engine speed sensor. This system cuts off fuel to by-pass holes and pilot outlet by supplying additional air into the slow idle passage.

### OPERATION

When engine speed sensor detects 1700 RPM or less, it deactivates the air switching valve by opening the solenoid valve. This keeps smooth vehicle operation during engine made transient stage and prevents engine stalling.

### TESTING

- 1) Run engine at idle. Disconnect solenoid valve connector to disable solenoid valve (manifold vacuum will act on air switching valve, causing valve to open). If idle drops excessively or engine stalls, air switching valve and solenoid valve are okay.
- 2) If idle speed does not change, check vacuum passage for clogging and check condition of air switching valve or solenoid valve.
- 3) With engine idling, battery voltage should be measured at solenoid connector. If voltage is not present, electrical wiring or engine speed sensor is defective.
- 4) Increase speed to 1500 RPM. Check to ensure voltage is present at solenoid valve connector. If not, engine speed sensor is defective. Increase speed to 2500 RPM. Check to be sure voltage is present at solenoid valve connector. If it is, engine speed sensor is defective.

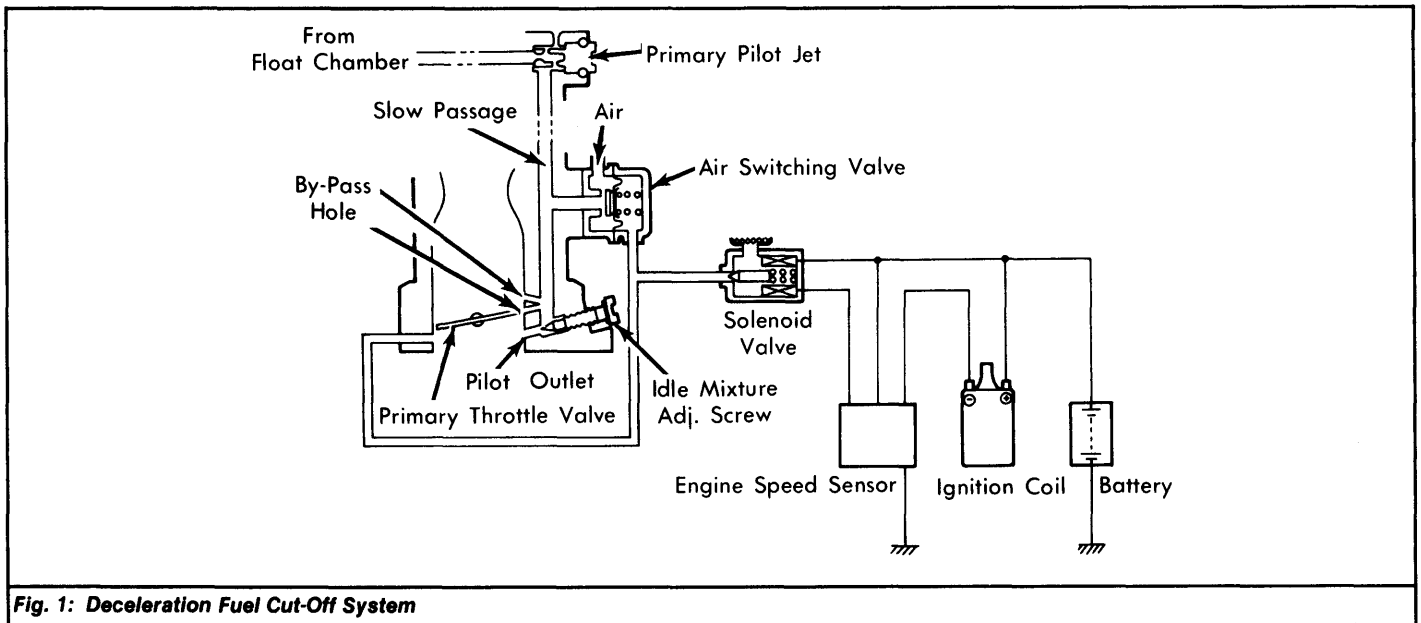


Fig. 1: Deceleration Fuel Cut-Off System