

IGNITION VACUUM ADVANCE CONTROL

DESCRIPTION AND OPERATION

(Figure 44)

The vacuum signal to the distributor advance is not present during idle and at low engine temperatures. Distributor advance is cut out at low temperatures to improve catalytic converter warm-up. A thermal vacuum control valve (A), located in a coolant passage, closes when the coolant temperature is below 40°C (104°F) to prevent manifold vacuum from reaching the distributor advance. Above 40°C the control valve is open allowing vacuum to pass to the solenoid valve (B).

The electrically operated solenoid valve (B) is energized whenever the throttle plates are closed. Energizing the solenoid closes the vacuum passage to the distributor advance, thus eliminating an over-advanced condition during idle or deceleration. Solenoid operations controlled by a throttle micro-switch (C) which provides an throttle plates are closed.

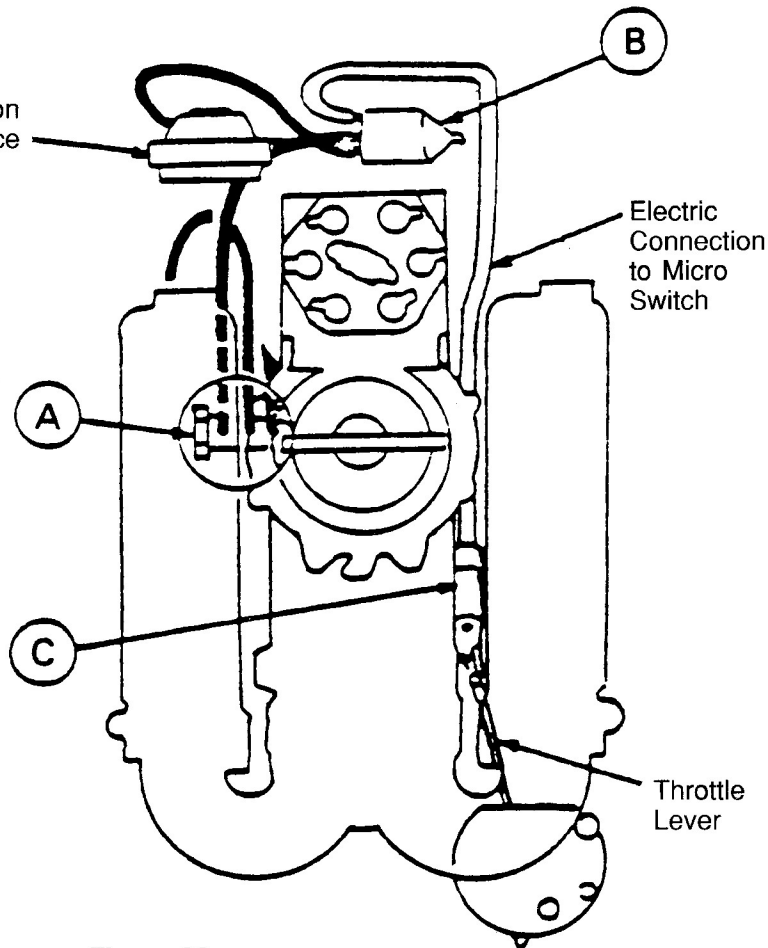


Figure 44

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