



Fig. 6D-10 Distributor Vacuum Layout V-8 2 Bbl.

port above the throttle plate and directs full manifold vacuum to the advance side of the distributor vacuum unit (Fig. 6D-13). Since equal vacuum exists on both sides of the distributor vacuum diaphragm, it assumes a neutral position and eliminates spark retard. This allows earlier ignition of the fuel/air mixture with more efficient burning and resultant reduced emissions.

During all normal operations, and coast down where vacuum is below 21 h.g., the control valve is inoperative and the vacuum advance unit functions as shown in Figs. 6D-13 and 6D-14.

THERMOSTATIC VACUUM SWITCH (T.V.S.) (Fig. 6D-9)

The thermo. vacuum switch is used on all V-8 engines to maintain adequate cooling during idle.

With the use of leaner carburetor calibrations and a retarded spark at idle, engine operating temperatures, particularly at idle will be higher than would normally be experienced. The thermostatic switch located in the intake manifold coolant passage, is a wax powered vacuum spool valve that senses coolant temperature and controls the distributor spark advance accordingly. During engine operation below approx. 230°F. coolant temperature, the distributor