

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-86-5
Relating to Certification of New Motor Vehicles

MITSUBISHI MOTORS CORPORATION

Pursuant to the authority vested in the Air Resources Board by Sections 43100, 43102, and 43103 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-3;

IT IS ORDERED AND RESOLVED: That Mitsubishi Motors Corporation exhaust emission control systems for 1977 model-year passenger cars are certified for the engine family described below:

Engine Family: 4G3-C

Engine: 97.5 CID

Exhaust Emission Control Systems: Thermal Reactor, Exhaust Gas Recirculation
Air Injection

Models: (Marketed by the Dodge Division of
Chrysler Corporation)

Transmission: 4-Speed Manual

- 6M-21 Dodge Colt 2-Door Coupe Medium Line
- 6H-21 Dodge Colt 2-Door Coupe High Line
- 6H-41 Dodge Colt 4-Door Sedan High Line

Transmission: 5-Speed Manual

- 6H-41 Dodge Colt 4-Door Sedan High Line
- 6S-23 Dodge Colt Carousel 2-Door Hardtop
Special Line
- 6P-23 Dodge Colt GT 2-Door Hardtop Premium Line

Transmission: 3-Speed Automatic

- 6M-21 Dodge Colt 2-Door Coupe Medium Line
- 6H-21 Dodge Colt 2-Door Coupe
- 6H-41 Dodge Colt 4-Door Sedan High Line

(Marketed by the Plymouth Division of
Chrysler Corporation)

Transmission: 4-Speed Manual

- 7L-24 Plymouth Arrow 160 2-Door Hatchback
Coupe Low Line
- 7H-24 Plymouth Arrow 160GS 2-Door Hatchback
Coupe High Line

Transmission: 5-Speed Manual

7P-24 Plymouth Arrow 160GT 2-Door Hatchback Coupe
Premium Line

Transmission: 3-Speed Automatic

7L-24 Plymouth Arrow 160 2-Door Hatchback Coupe
Low Line
7H-24 Plymouth Arrow 160GS 2-Door Hatchback Coupe
High Line

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1977 model vehicles:

<u>Engine Family</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
4G3-C	0.36	5.6	1.3

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

The Department of Motor Vehicles, the California Highway Patrol, and the Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California, this 15th day of October, 1976.

G. C. Hass by A. D. Richard
G. C. Hass, Chief
Division of Vehicle Emissions Control

Manufacturer Mitsubishi Motors Corporation Executive Order No. A-86-5 Page 1
 Engine Family 4G3-C Engine (CID) 97.5 Engine 4G3-C-AL, 4G3-C-A
 Code 4G3-C-ML, 4G3-C-M
 Emission Control System TR,EGR,AI +10%(A/C) Yes No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V, VR Mfgr. Part Number	Fuel System Type 1-2V Mfgr. Part Number	EGR System Part No. Service*	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
6M-21	M-4	2,250	T3T05672XXX for engine with counter balance * shafts	28-32DID TA-60XXX	K5T55271 I-15,000	See Tune-Up Label No. MD007284 and MD007285 See Page 2.
6H-21	M-4	2,250				
6H-41	M-4	2,500				
7L-24	M-4	2,500				
7H-24	M-4	2,500				
6H-41	M-5	2,500	T3T04278XXX for engine without counter balance shafts.			
6S-23	M-5	2,500				
6P-23	M-5	2,500				
7P-24	M-5	2,500				
6M-21	A-3	2,500		28-32DID TA-62XXX		
6H-21	A-3	2,500				
6H-41	A-3	2,500				
7L-24	A-3	2,500				
7H-24	A-3	2,500				

Comments *** ENGINE CODES 4G3-C-A (WHICH ARE A FEW OF THE AUTOMATIC) AND 4G3-C-M (WHICH ARE THE 5-SPEEDS) ALL HAVE THE COUNTER BALANCE SHAFTS.**

Date of Issue
 Rev. 11/5/76

Abbreviations

- Distributor
 C-Centrifugal Advance
 V-Vacuum Advance
 VR-Vacuum Retard
 HEI-High Energy Ignition
 EI-Electronic Ignition
Fuel System
 EFI, FI
 nV-nVenturi Carburetor
 VV-Variable Venturi

Exhaust Emission Control System

- AI-Air Injection
 CAI-Catalyst Air Injection
 EFI-Electronic Fuel Injection
 EGR-Exhaust Gas Recirculation
 EM-Engine Modification
 EFE-Early Fuel Evaporation
 ESAC-Electronic Spark Advance Control
 FI-Fuel Injection

- OC-Oxidation Catalyst
 PAI-Pulse Air Injection
 RC-Reduction Catalyst
 TR-Thermal Reactor
 TWC-Three Way Catalyst
 λ-Air Fuel Ratio Sensor

*Service
 I-Inspect, repair/replace as needed
 R-Replace

Manufacturer Mitsubishi Motors Corporation Executive Order No. A-86-5 Page 1
 Engine Family 4G3-C Engine (CID) 97.5 Engine 4G3-C-AL, 4G3-C-A
 Code 4G3-C-ML, 4G3-C-M
 Emission Control System TR,EGR,AI +10%(A/C) Yes No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V, VR Mfgr. Part Number	Fuel System Type 1-2V Mfgr. Part Number	EGR System Part No. Service*	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
6M-21	M-4	2,250	T3T05672XXX for engine with counter balance shafts	28-32DID TA- 60XXX	K5T55271 I-15,000	See Tune-Up Label No. MD007284 and MD007285 See Page 2.
6H-21	M-4	2,250				
6H-41	M-4	2,500				
7L-24	M-4	2,500				
7H-24	M-4	2,500				
6H-41	M-5	2,500	T3T04278XXX for engine without counter balance shafts.	28-32DID TA- 62XXX		
6S-23	M-5	2,500				
6P-23	M-5	2,500				
7P-24	M-5	2,500				
6M-21	A-3	2,500				
6H-21	A-3	2,500				
6H-41	A-3	2,500				
7L-24	A-3	2,500				
7H-24	A-3	2,500				

Comments

Date of Issue
 Rev. 11/5/76

Abbreviations

Distributor

- C-Centrifugal Advance
- V-Vacuum Advance
- VR-Vacuum Retard
- HEI-High Energy Ignition
- EI-Electronic Ignition
- Fuel System
- EFI, FI
- nV-nVenturi Carburetor
- VV-Variable Venturi

Exhaust Emission Control System

- AI-Air Injection
- CAI-Catalyst Air Injection
- EFI-Electronic Fuel Injection
- EGR-Exhaust Gas Recirculation
- EM-Engine Modification
- EFE-Early Fuel Evaporation
- ESAC-Electronic Spark Advance Control
- FI-Fuel Injection

- OC-Oxidation Catalyst
- PAI-Pulse Air Injection
- RC-Reduction Catalyst
- TR-Thermal Reactor
- TWC-Three Way Catalyst
- λ-Air Fuel Ratio Sensor
- *Service
- I-Inspect, repair/replace as needed
- R-Replace

Executive Order A 86-5

Engine Family : 4G3-C, with manual transmission

VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY I.D.: 4G3-C ENGINE CID: 97.5
EXHAUST EMISSION CONTROL TYPE: TR+EGR+AIR

THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND IS CERTIFIED FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET. THIS VEHICLE CONFORMS TO CALIFORNIA REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND MAY BE SOLD IN CALIFORNIA AT ANY ALTITUDE.

ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS

AT NORMAL OPERATING TEMPERATURE WITH LIGHTS AND ACCESSORIES OFF AND TRANSMISSION IN NEUTRAL

STEP	SPEC.	CONDITIONS
1. BASIC IGNITION TIMING SETTING	5° BTDC ± 1° AT 950 ± 50 RPM	REMOVE RUBBER CAP FROM DISTRIBUTOR
2. IGNITION TIMING CHECK, IDLE SPEED & IDLE MIXTURE SETTING	5° ATDC ± 3° 950 ± 50 RPM	ATTACH RUBBER CAP TO DISTRIBUTOR REMOVE AIR HOSE AND PLUG REED VALVE AIR INLET ADJUST IDLE CO TO BE LEANEST POSSIBLE, WITHOUT ANY MISFIRING, WITHIN THE RANGE OF 0.5~2.0%
3. IDLE SPEED CHECK, AND RESET IF NECESSARY	SAME SPEED AS ABOVE	PUT AIR HOSE BACK TO REED VALVE
VALVE CLEARANCE IN (ENGINE HOT) 0.006 in EX 0.010 in		BREAKER POINT GAP 0.018~0.022 in SPARK PLUG GAP 0.030 in



MD007284

Engine Family : 4G3-C, with automatic transmission

VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY I.D.: 4G3-C ENGINE CID: 97.5
EXHAUST EMISSION CONTROL TYPE: TR+EGR+AIR

THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND IS CERTIFIED FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET. THIS VEHICLE CONFORMS TO CALIFORNIA REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND MAY BE SOLD IN CALIFORNIA AT ANY ALTITUDE.

ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS

AT NORMAL OPERATING TEMPERATURE WITH LIGHTS AND ACCESSORIES OFF AND TRANSMISSION IN NEUTRAL

STEP	SPEC.	CONDITIONS
1. BASIC IGNITION TIMING SETTING	5° BTDC ± 1° AT 850 ± 50 RPM	REMOVE RUBBER CAP FROM DISTRIBUTOR
2. IGNITION TIMING CHECK, IDLE SPEED & IDLE MIXTURE SETTING	5° ATDC ± 3° 850 ± 50 RPM	ATTACH RUBBER CAP TO DISTRIBUTOR REMOVE AIR HOSE AND PLUG REED VALVE AIR INLET, ADJUST IDLE CO TO BE LEANEST POSSIBLE, WITHOUT ANY MISFIRING, WITHIN THE RANGE OF 0.5~2.0%
3. IDLE SPEED CHECK, AND RESET IF NECESSARY	SAME SPEED AS ABOVE	PUT AIR HOSE BACK TO REED VALVE
VALVE CLEARANCE IN (ENGINE HOT) 0.006 in EX 0.010 in		BREAKER POINT GAP 0.018~0.022 in SPARK PLUG GAP 0.030 in



MD007285

ISSUE DATE			
REVISION NO			
DATE			