

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-20  
Relating to Certification of New Motor Vehicles.

TOYO KOGYO CO., LTD.

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 Toyo Kogyo Co., Ltd. exhaust emission control systems for 1977 model-year light-duty trucks are certified for the engine family described below:

Engine Family: RET  
Engine: 40.0x2  
Transmission: 5-speed Manual and 3-speed Automatic  
Exhaust Emission Control Systems: Air Injection, Thermal Reactor

Model: Mazda Rotary Pickup

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1977 model-year 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>
RET	0.66	6.6	0.9

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 28 day of January, 1977.



G. C. Hass, Chief  
Vehicle Emissions Control Division

Manufacturer TOYO KOGYO Executive Order No. A-16-20 Page 1  
 Engine Family RET Engine (CID) 40.0 X 2 Engine Code CRT-A  
CRT-M  
 Emission Control System AI + TR +10%(A/C) Yes  No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C, V 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
Mazda Rotary Pickup	M-5 A-3	3000	Mitsubishi T5T02372	Hitachi KCH348-22 for manual  KCH348-27 for automatic	None	1) Trailing 20 + 4° ATDC at idle RPM. Leading 5+1° ATDC at idle RPM, with distributor vacuum line connected. 2) Remove idle limiter cap from mixture adjust screw (MAS). Turn MAS clock wise until the engine hunts severely. Then turn MAS counter-clockwise in small steps until CO decreases to 0.1% (do not over turn MAS to CO less than 0.1%.) From that position, turn MAS counter-clockwise 1/2 turn (Idle CO should be less than 0.1% after these adjustments). 3) Warm engine, accessories off, fuel filler cap off, plug idle compensator hose 750 + 25 in neutral for manual trans. 750 + 25 in "D" range for automatic.

Comments

Date of Issue

**Abbreviations**

Distributor

- C-Centrifugal Advance
- V-Vacuum Advance
- R-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