State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-20-25
Relating to Certification of New Motor Vehicles

ISUZU MOTORS LIMITED

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That 1983 model-year Isuzu Motors Limited exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks.

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
DSZ119T2FDGX	119 (1.9)	Air Injection - Pump Exhaust Gas Recirculation Three-way Catalyst with Closed Loop

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the emission standards for this engine family to be listed on the window decal required by California Assembly-Line Test Procedures for 1983 model-year vehicles:

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.41	9.0	1.0

The following are the certification emission values for this engine family:

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.17	3.4	0.6

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.15 of Title 13, California Administrative Code which includes repair or replacement of emission control components up to 7 years or 75,000 miles if found defective by the Executive Officer.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered Motor Vehicles."

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (Title 13, California Administrative Code, Section 2290) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

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

The Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 20th day of August, 1982.

K. D. Drachand, Chief
Mobile Source Control Division

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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Engine Family DSZ119T2FDGX Evaporative Family CAN-B

Engine CID (Liters) 119 (1.9)-L4

ABBREVIATIONS

Ignition System
CA-Centrifugal Advance
EEC-Electronic Engine Control
EI-Electronic Ignition
ESAC-Electronic Spark Advance Control
VA-Vacuum Advance
VR-Vacuum Retard

Exhaust Emissions Control System
AIP-Air Injection-Pump
AIV-Air Injection-Valve
CL-Closed Loop
EGR-Exhaust Gas Recirculation
EM-Engine Modification
OC-Oxidation Catalyst System
TR-Thermal Reactor
TWC-Three Way Catalyst System

Special Features
CCV-Combustion Chamber Valve
CFI-Central Fuel Injection
DID-Diesel Injection-Direct
DIP-Diesel Injection-Prechamber
MFI-Mechanical Fuel Injecti
TC-Turbocharged

Fuel System
CFI, CL, DID, DIP, EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Models: Isuzu P'UP

P'UP-1: Pick-up 2WD (Short wheel base)
P'UP-3: Pick-up 2WD (Long wheel base)
P'UP-4: Pick-up 4WD

DRIVE SYSTEM: Rear Wheel

Issued:

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1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

__ Passenger Cars X Light-Duty Trucks __ Medium-Duty Vehicles X Gas __ Diesel

Manufacturer Isuzu Motors Limited E.O. #A-20-25

Engine Family DSZ119T2FDGX CID (liter) - Type 119 (1.9)-L4

ECS (Special Features) TWC,CL,AIP and EGR

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System Part No.	EGR Valve Part No.	Label Ident. Part No.
TDG-1	P'UP-1	M4 (M-1K) / M5 (M-2K)	2,750	Nippon Denso Co., Ltd. 8942537440	Hitachi Ltd. 8942507060	Jidosha Buhin Kogyo Co., Ltd. 8942123000	See tune up label (Pg. 3)
	P'UP-3	M4 (M-1K) / M5 (M-2K)	2,875				
	P'UP-4	M4 (M-1E)	3,000				
TDG-2	P'UP-1 / P'UP-3	A3 (A-4)	2,875	8942537450	8942507070		

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP list for correct dyno test HP settings based on model and equipment. If two test weights are listed, the lower weight will be used for testing.

*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -

Revisions:

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Manufacturer Isuzu Motors Limited.

Executive Order No. A-20-25

Engine Family DSZ119T2FDGX

Evaporative Family CAB-B

Engine CID (Liters) 119 (1.9)-L4

VEHICLE EMISSION CONTROL INFORMATION
ISUZU MOTORS LIMITED

CATALYST
TWC, EGS, AIP AND EGR

ENGINE TUNE-UP SPECIFICATIONS ARE APPLICABLE TO ANY ALTITUDE

EVAPORATIVE FAMILY		CAN-B
ENGINE FAMILY		DSZ119T2FDGX
ENGINE DISPLACEMENT		119 C.I.D. (1.9 LITRE)
IDLE SPEED		900 RPM
IGNITION TIMING		6° BTDC AT 900 RPM
SPARK PLUG GAP		0.04 IN. (1.05 MM)
VALVE LASH (COLD)	IN.	0.006 IN. (0.15 MM)
	EXH.	0.010 IN. (0.25 MM)

SET PARKING BRAKE AND BLOCK DRIVE WHEELS

ENGINE TUNE-UP CONDITIONS

MAKE IDLE SPEED ADJUSTMENT WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN, AIR CONDITIONER OFF IF INSTALLED, AIR CLEANER INSTALLED, DISTRIBUTOR VACUUM LINE, CANISTER PURGE LINE AND EGR VACUUM LINE DISCONNECTED AND PLUGGED, IDLE COMPENSATOR VACUUM LINE CLOSED BY BENDING RUBBER HOSE, AND TRANSMISSION IN NEUTRAL.
(BOTH MANUAL AND AUTOMATIC)

IDLE SPEED SETTING PROCEDURE

1. ADJUST THROTTLE ADJUST SCREW TO 900 RPM.
2. IF AIR CONDITIONER IS INSTALLED: TURN A.C. ON MAX. COLD AND HIGH BLOWER. OPEN THE THROTTLE TO APPROX. 1/3 AND ALLOW THE THROTTLE TO CLOSE. (THIS ALLOWS THE SPEED-UP SOLENOID TO REACH FULL TRAVEL.) ADJUST THE SPEED-UP CONTROLLER ADJUSTING SCREW TO SET IDLE AT 900 RPM.

IDLE MIXTURE ADJUSTING SCREW IS PRESET AND SEALED AT THE FACTORY. PROVISION FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

IGNITION TIMING SETTING PROCEDURE

1. SET IDLE SPEED TO 900 RPM.
2. CONNECT TIMING LIGHT LEAD TO NO. 1 CYLINDER.
3. ALIGN MARK ON CRANKSHAFT PULLEY TO TIMING MARK WITH TIMING LIGHT AIMED TOWARD TIMING MARK.

UNPLUG AND RECONNECT ALL VACUUM LINES WHEN ADJUSTMENTS ARE COMPLETED.

SEE SHOP MANUAL AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1983 MODEL YEAR NEW MOTOR VEHICLES.

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