

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-40
Relating to Approval of New Motor Vehicles

FORD MOTOR COMPANY

Pursuant to the authority vested in the Air Resources Board by Sections 39150 and 39151 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Section 39023 of the Health and Safety Code and Executive Order G-45-1;

IT IS ORDERED AND RESOLVED: That Ford Motor Company exhaust emission control systems for 1975 model-year light-duty trucks are approved for the engine family described below:

Engine Family: 302 "A" (I-CEF)
Engine: 302 CID
Exhaust Emission Control System: Exhaust gas recirculation, air injection, oxidation catalyst

Models:

Ford: (A/T-3, M/T-3, and M/T-4)

F-100 Long Wheelbase (LWB) Regular Cab 1/
F-100 Short Wheelbase (SWB) Regular Cab 2/

Ford: (A/T-3 and M/T-3)

Bronco Wagon

Engine Family: 360/390 (I-CEF)
Exhaust Emission Control System: Exhaust gas recirculation, air injection, oxidation catalyst

Engine: 360 CID
Ford: (A/T-3, M/T-3 and M/T-4)

F-100 Short Wheelbase (SWB) Regular Cab 2/
F-100 Long Wheelbase (LWB) Regular Cab 1/
F-100 Short Wheelbase (SWB) Supercab (Extended Cab) 2/
F-100 Long Wheelbase (LWB) Supercab (Extended Cab) 2/

Ford: (A/T-3 and M/T-4)

F-100 with 4X4 option Long Wheelbase (LWB) Regular Cab 2/

Ford: (M/T-4)

F-100 with 4X4 option Short Wheelbase (SWB) Regular Cab 1/

Engine: 390 CID
Ford: (A/T-3)

F-100 Short Wheelbase (SWB) Regular Cab 2/
 F-100 Long Wheelbase (LWB) Regular Cab 1/

Notes: 1/ Bodystyles - Styleside and Flareside pickups
2/ Bodystyles - Styleside pickup

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1975 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>
302 "A" (I-CEF)	0.8	9	1.9
360/390 (I-CEF)	0.7	10	1.4

Vehicles approved 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 18 day of July, 1974.

G. C. Hass
 G. C. Hass, Chief
 Division of Vehicle
 Emissions Control

AIR RESOURCES BOARD
SUPPLEMENTAL INFORMATION
1975 MODEL YEAR

PASSENGER CARS

LIGHT-DUTY TRUCKS

(302-28) Revised 2/20/75

MANUFACTURER: **Ford Motor Company**

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Engine Family	Vehicle Models (If coded see attachment)	Engine CID	Trans & Axle Ratio	Inertia Weight	Distributor		Fuel System		Emission Control System			Idle RPM	Basic Timing	Idle Mixture		
					Type	Mfgr. Part No.	Type	Mfgr. Part No.	Type	OC	TR				Part No. Service*	Part No. Service*
302 "A" a/ (1-CEF)	Bronco Wagon	302	M-3 3.50 4.11	4000	C, V	Ford D5TE- 12127- AHA	1, 2V	Ford D5TE- 9510- AYB	AI EGR OC CAN	<input checked="" type="checkbox"/> OC	<input type="checkbox"/> TR	D5TE- 5E212-JA No Service	D5TE- 9D475- FA No Service	750 in. Neutral	6° @ 550 RPM in neutral	1) 10-100 RPM 2) 10-60 RPM Thermac- tor Discon- nected in neutral (Reset Curb Idle before proceed)

Abbreviations:
Distributor
C - Centrifugal Advance
V - Vacuum Advance
VR - Vacuum Retard

Exhaust Emission Control System
AI - Air Injection
EGR - Exhaust Gas Recirculation
OC - Oxidation Catalyst
Evaporative Control System
CAN - Charcoal Canister Storage

Service
I - inspect, repair,
replace as needed
R - replace
Misc.
TSP - Throttle Solenoid
Positioner

Tune-up Specifications
1) Acceptable propane speed
gain range
2) Propane speed gain set
point

N/A - Not Available