

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-66R  
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-45-3;

IT IS ORDERED AND RESOLVED: That Ford Motor Company exhaust emission control systems for 1976 model-year passenger cars are approved for the engine family described below:

Engine Family: 302 (2CMF) California  
Engine: 302 CID  
Transmission: 3 Speed Automatic  
Exhaust Emission Control Systems: Air Injection, Exhaust Gas Recirculation, Oxidation Catalyst

Models: Ford  
Mustang II  
Mustang II Mach I  
Mustang II Ghia  
Cobra II

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1976 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 (2CMF) California	0.6	3.5	1.0

BE IT FURTHER RESOLVED: That, pending further evaluation of the applicant's general standards submission, this approval is limited to the sale of vehicles with build dates no later than December 31, 1975.

BE IT FURTHER RESOLVED: That this Executive Order is issued subject to the following conditions:

- (1) Ford Motor Company will submit a list of all operating conditions which may lead to catalyst overheating, the provisions taken to protect against damage caused thereby and such other vehicle information concerning safety as the Air Resources Board may reasonably request.

(2) Ford Motor Company agrees to provide all purchasers of vehicles built and sold under this Executive Order with any information which is required to be given to purchasers of similar 1976 model-year vehicles manufactured under a subsequent Executive Order.

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 22 day of August, 1975.



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

AIR RESOURCES BOARD  
SUPPLEMENTAL INFORMATION

Rev. (3/23/76)  
(a) 302 (2CMF)-29 (10/1/75)

a/ 5-11N-R5

1976 MODEL YEAR

PASSENGER CARS

LIGHT-DUTY TRUCKS

MANUFACTURER: FORD MOTOR COMPANY

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PAGE NO. 1

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
					Mfr. Part No.	Type	Mfr. Part No.	Type	<input type="checkbox"/> OC	<input type="checkbox"/> TR	<input type="checkbox"/> EGR			
a/ 302 (2CMF) California	Mustang II Mustang II Mach I Mustang II Ghia Cobra II	302	A/T3 (C4-C4* C1(a)) 2.79 3.00	3500	EI, C, V	Ford D5DE-12127-AFA	1-2V	Ford D5DE-9510-AEA	AI, EGR, OC, CAN	D5ZE-5E214-BD D5ZE-5E212-CD D6ZE-5E212-BA D6ZE-5E214-DA D6ZE-5E212-BB D6ZE-5E214-DB D6ZE-5E212-BC D6ZE-5E212-BD D6ZE-5E214-DC D6ZE-5E214-DE D6ZE-5E214-DF	D5DE-9D475-A#A	700 RPM in Drive 500 RPM in Neutral w/TSP OFF	8° BTDC @ 500 RPM in Neutral Vacuum Disconnected	1) 10-60 RPM 2) 20-60 RPM in neutral Thermostat Disconnected

(#) means a number is placed in the position designated by #. This number identifies the EGR or catalyst vendors for the same part.

Abbreviations:  
 Distributor AI - Air Injection  
 C - Centrifugal Advance EGR - Exhaust Gas Recirculation  
 V - Vacuum Advance OC - Oxidation Catalyst  
 VR - Vacuum Retard Evaporative Control System  
 EI - Electronic Ignition CAN - Charcoal Canister Storage  
 \*Service None  
 Misc. TSP - Throttle Solenoid Positioner  
 Tune-up Specifications  
 1) Acceptable propane speed gain range  
 2) Propane speed gain set point

b/ 6-11N-R6

PASSENGER CARS  LIGHT-DUTY TRUCKS

MANUFACTURER: FORD MOTOR COMPANY EXECUTIVE ORDER NO. A-10-66 PAGE NO. 2

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
					Mfgr. Part No.	Type	Mfgr. Part No.	Type	OC <input checked="" type="checkbox"/>	TR <input type="checkbox"/>			
b/ 302 (2CMF California)	Mustang II Mustang II Mach I Mustang II Ghia Cobra II	302	A/T3 (C4-C) 2.79	3500	EI, C, V	Ford D5DE-12127-AFA	1-2V	Ford D5DE-9510-AEA	AI, EGR, OC, CAN	D5ZE-5E214-BD D5ZE-5E212-CD D6ZE-5E212-BA D6ZE-5E214-DA D6ZE-5E212-BB D6ZE-5E214-DB D6ZE-5E214-DC D6ZE-5E214-DE D6ZE-5E214-DF D6ZE-5E212-BC D6ZE-5E212-BD	D5DE-9D475-A#A	700 RPM in Drive 500 RPM in Neutral W/TSP OFF	8° BTDC @ 500 RPM in Neutral Vacuum Disconnected 1) 10-60 RPM 2) 20-60 RPM in Neutral Thermactor Disconnected
	(#) means a number is placed in the position designated by #. This signifies the same EGR or catalytic converter vendors for the same part.												

**Abbreviations:**  
 Distributor: AI - Air Injection, EGR - Exhaust Gas Recirculation, OC - Oxidation Catalyst, Evaporative Control System, CAN - Charcoal Canister Storage  
 Exhaust Emission Control System: AI - Air Injection, EGR - Exhaust Gas Recirculation, OC - Oxidation Catalyst, Evaporative Control System, CAN - Charcoal Canister Storage  
 \*Service: No Service, Misc. TSP - Throttle Solenoid Positioner  
 Tune-up Specifications: 1) Acceptable propane speed gain range, 2) Propane speed gain set point