

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-6-111
Relating to Certification of New Motor Vehicles

GENERAL MOTORS CORPORATION

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; 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 General Motors Corporation exhaust emission control systems for 1978 model-year passenger cars are certified for the vehicles described below:

Engine Family: 810F1SMU
Engine: 250 CID
Transmission: 3-speed automatic
Exhaust Emission Control System: Air Injection, Early Fuel Evaporation, Exhaust Gas Recirculation, Oxidation Catalyst

Models and Engine Codes as listed in attachment.

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1978 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>
810F1SMU	0.36	5.0	1.2

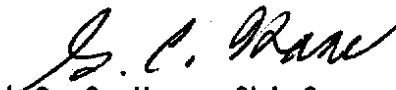
BE IT FURTHER RESOLVED: That the above models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (13 California Administrative Code, Section 2290) for the aforementioned model year, or have been granted a temporary exemption from the aforementioned "Specifications" by Executive Order AA-6 series.

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

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 26 day of August, 1977.



G. C. Hass, Chief
Vehicle Emissions Control Division

Manufacturer GENERAL MOTORS CORPORATION Executive Order No. A-6-111 Page 1


Engine Family 810F1SMU Engine (CID) 250

ABBREVIATIONS

<u>Distributor</u>	<u>Exhaust Emission Control</u>	ESAC-Electronic Spark Advance Control
C-Centrifugal Advance	AI-Air Injection	OC-Oxidation Catalyst
V-Vacuum Advance	CAI-Catalyst Air Injection	PAI-Pulse Air Injection
VR-Vacuum Retard	EFI-Electronic Fuel Injection	TC-Turbo Charged
HEI-High Energy Ignition	EGR-Exhaust Gas Recirculation	TWC-Three Way Catalyst (Feedback Control)
<u>Fuel System</u>	EM-Engine Modification	
EFI	EFE-Early Fuel Evaporation	
nV-nVenturi Carburetor		

Division
Basic Body
Trim
Body Type

1	<u>CHEVROLET</u>		
X X 17	Nova Hatchback		
X 27	Nova	Coupe	
X 27	Nova Custom	Coupe	
X 69	Nova	Sedan	
Y 69	Nova Custom	Sedan	
B L 47	Impala	Coupe	
N 47	Caprice Classic	Coupe	
L 69	Impala	Sedan	
N 69	Caprice Classic	Sedan	
F Q 87	Camaro		
R 87	Camaro "Type LT"		

XT 250 CU. IN. 810F1SMU 888V	VEHICLE EMISSION CONTROL INFORMATION GENERAL MOTORS CORPORATION 	CATALYST AIR-EGR-EFE LOW ALTITUDE CERTIFICATION	TRANSMISSION
			AUTOMATIC
SET PARKING BRAKE AND BLOCK DRIVE WHEELS.		TIMING (° BTC @ RPM)	6° @ 600
MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE FULL OPEN, AIR CLEANER INSTALLED, AND AIR CONDITIONING OFF.		SPARK PLUG GAP (IN.)	0.035
1. DISCONNECT AND PLUG VACUUM HOSE AT DISTRIBUTOR. SET IGNITION TIMING AT SPECIFIED ENGINE SPEED. UNPLUG AND RECONNECT VACUUM HOSE TO DISTRIBUTOR.		CURB IDLE SPEED (RPM)	600 (DR)
2. DISCONNECT AND PLUG VACUUM HOSE AT EGR VALVE AND CANISTER PURGE HOSE AT CANISTER. TURN CARBURETOR SOLENOID TO OBTAIN SPECIFIED CURB IDLE SPEED.		BASE IDLE SPEED (RPM)	400 (DR)
3. DISCONNECT ELECTRICAL LEAD AT SOLENOID. ADJUST BASE IDLE SPEED TO SPECIFICATION BY TURNING 1/8 HEX. SCREW LOCATED IN END OF SOLENOID BODY. RECONNECT ELECTRICAL LEAD.		FAST IDLE SPEED (RPM)	2000 (P) OR (N)
4. WITH TRANSMISSION IN PARK OR NEUTRAL, BEND FAST IDLE CAM FOLLOWER TO OBTAIN SPECIFIED FAST IDLE SPEED ON HIGH STEP OF CAM. UNPLUG AND RECONNECT VACUUM HOSE TO EGR VALVE AND CANISTER PURGE HOSE TO CANISTER.		NOTE IDLE MIXTURE SCREW IS PRESET AND CAPPED AT FACTORY — DO NOT BREAK CAP — ADJUSTMENT DURING TUNE UP IS NOT RECOMMENDED.	
		FOR MAJOR REPAIR, ADJUSTING MIXTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURE MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.	
SEE SERVICE MANUAL AND MAINTENANCE SCHEDULE H FOR ADDITIONAL INFORMATION.			

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THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1978 MODEL YEAR NEW MOTOR VEHICLES.

PT. NO. 473425

Passenger Cars
 Manufacturer: General Motors Corporation

Executive Order No. A-6-111 Pg. 2

Engine Family 810F1SMU Engine (CID) 250 Transm. _____

Exhaust Emission Control System AI/EGR/OC/EFE +10% (A/C) Yes No

Eng. Code	Air Cond.	Distrib. Type HEI C,V Mfgr. Part No.	Fuel System TV Mfgr. Part No.	EGR System Part No. Service	Inertia Wt. Class	Divisions	Basic Body	Trim	Body Type	Trans- mission	Tune-up Label & Page No.	Rev. Notes
1	With and W/O	Delco Remy 1110716	Rochester 17058314	1705075 No Service	3500	1	X	X	27	A-3	XT 1	
					4000	1	X	Y	17			
						1	X		27			
						1	X		69			
						1	B		47			
1	B	69										
2				17056554 No Service		1	F	87				

Comments: Some models have special road load HP settings. See page one for abbreviations.

Date of Issue 091277 Revisions: