

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-6-164
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 are certified as described below for 1979 model-year gasoline-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
920X2CJU	151	Exhaust Gas Recirculation Three-Way Catalyst

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

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1979 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>
920X2CJU	0.41	6.7	0.6

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 except Motorcycles".

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, or have been granted a temporary exemption from the aforementioned "Specifications" by Executive Order AA-6 series.

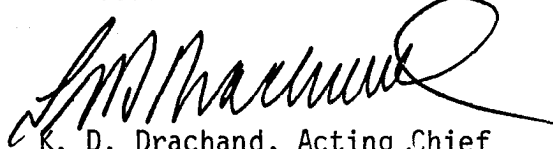
GENERAL MOTORS CORPORATION

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

The Department of Motor Vehicles and the Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 31 day of July, 1979.


K. D. Drachand, Acting Chief
Mobile Source Control Division

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer GENERAL MOTORS Executive Order No. A-6-164 Page 1

Engine Family 920X2CJU Engine (CID) 151

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
 EI-Electronic Ignition
 ESAC
 VA-Vacuum Advance
 VR-Vacuum Retard

Fuel System

EFI, MFI
 nV-nVenturi Carburetor
 VV-Variable Venturi

Exhaust Emissions Control System

AI-Air Injection
 CCAV-Comb. Chamber Air Valve
 EFI-Electronic Fuel Injection
 EGR-Exhaust Gas Recirculation
 EM-Engine Modification

ESAC-Electronic Spark Advance Control

MFI-Mechanical Fuel Injection

OC-Oxidation Catalyst
 PAI-Pulse Air Injection
 TC-Turbo Charged
 TR-Thermal Reactor
 TWC-Three Way Catalyst
 (Feedback Control)
 WOC-Warm-up Oxidation Catalyst

EVAP FAMILY: 9B6-2

<u>DIVISION</u>	<u>BASIC BODY</u>	<u>TRIM</u>	<u>BODY TYPE</u>
1	H	M	07
	H	M	27
	H	R	07
<u>CHEVROLET MONZA</u>			
			2 + 2 H' Back coupe
			Notchback Coupe
			2 + 2 Sport H'Back Coupe
2	H	R	27
	H	M	07
	H	M	27
<u>PONTAIC SUNBIRD</u>			
			Coupe
			Sport H' Back Coupe
			Sport Coupe
3	H	D	07
	H	T	07
<u>OLDSMOBILE STARFIRE</u>			
			Starfire SX
			Starfire

AIR RESOURCES BOARD 1979 SUPPLEMENTAL DATA SHEET - GM FORMAT

Passenger Cars

Manufacturer: GENERAL MOTORS CORPORATION Executive Order No. A-6-164

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Engine Family 920X2CJU Engine CID 151 Transm. _____

Exhaust Emission Control System EGR, TWC +10% (A/C) Yes No

Eng. Code	Air Cond.	Ign. Syst. EI, CA, VA Dist. Part No.	Fuel System 2V Carb. Part No.	EGR Valve Part No.	Inertia Wt. Class	Divisions	Basic Body	Trim	Body Type	Transmission	Tune-up Label & Page No.	Rev. Notes
1	W	Delco Remy 11105600	Rochester 17059776	17058401	3000	123 12	H H		07 27	A3	RP 3	
2	WO		17059774			123 12	H H		07 27		RR 3	
3	W		17059777			123 12	H H		07 27		M4 RS 4	
4	WO		17059775			123 12	H H		07 27		RT 4	

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP lists for correct dyno test HP settings based on model, equipment and inertia weight class.

Date of Issue: 071879. Revisions:

Manufacturer: General Motors Corporation

Executive Order No. A-6-164 Pg. 3

Issued: 071879.

RP
2.5 LITER
*7902XCU
99A-2

RR
2.5 LITER
*7902XCU
99A-2

RR

RR

VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

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SET PARKING BRAKE AND BLOCK DRIVE WHEELS.
REMOVE AIR CLEANER AND PLUG AIR CLEANER VACUUM SOURCE. DISCONNECT A/C COMPRESSOR CLUTCH CONNECTOR AND START ENGINE. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. CHOKE OPEN, A/C OFF, AUTOMATIC TRANSMISSION IN DRIVE - UNLESS OTHERWISE NOTED.

1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED IDLE SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DWELL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DWELL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURATOR FUEL CONTROL VALVE WIRES, AND TO GROUND.
6. SELECT "C" WITH THE DWELL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT/ON NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.
7. SET IDLE SPEED SCREW TO OBTAIN SPECIFIED RPM. TURN A/C CONTROL SWITCH ON, OPEN THROTTLE Slightly, AND ADJUST THE SOLENOID IDLE SCREW, TURN A/C OFF.
8. PLACE AUTOMATIC TRANSMISSION IN PARK.
9. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
10. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT FUEL VACUUM HOSE, CANISTER PURGE HOSE AND A/C COMPRESSOR CLUTCH CONNECTOR.



THIS VEHICLE CONFORMS TO U.S., EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1979 MODEL YEAR NEW PASSENGER CARS.

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1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED IDLE SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DWELL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DWELL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURATOR FUEL CONTROL VALVE WIRES, AND TO GROUND.
6. SELECT "C" WITH THE DWELL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT/ON NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.
7. SET THE SOLENOID IDLE SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID ACTIVE. RECONNECT SOLENOID WIRE.
8. PLACE AUTOMATIC TRANSMISSION IN PARK.
9. DISCONNECT AND PLUG AIR CLEANER VACUUM HOSE AT BEAR VALVE.
10. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
11. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT FUEL VACUUM HOSE, AND CANISTER PURGE HOSE.



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CATALYST

AUTOMATIC TRANSMISSION

TIMING (° BT @ RPM)	17° @ 650 (D)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM)	850 (D)
SOLENOID ACTIVE	650 (D)
CARB. SCREW (RPM)	500 (D)
SOLENOID INACTIVE	2600 (D) OR (N)

DIE MISTURE SCREWS ARE PRESET AND SEALED AT THE FACTORY. PROVISIONS FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

FOR MAJOR REPAIR, ADJUSTING MISTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURE MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.

SEE SERVICE MANUAL, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

CATALYST

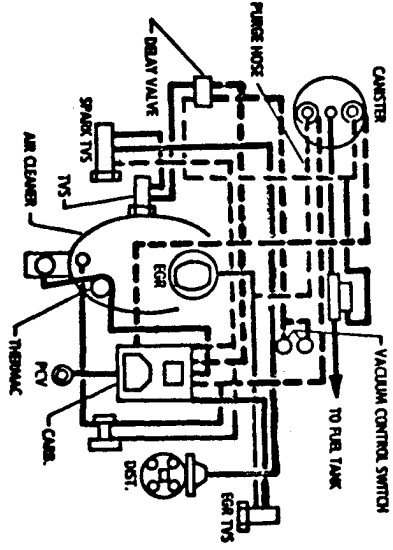
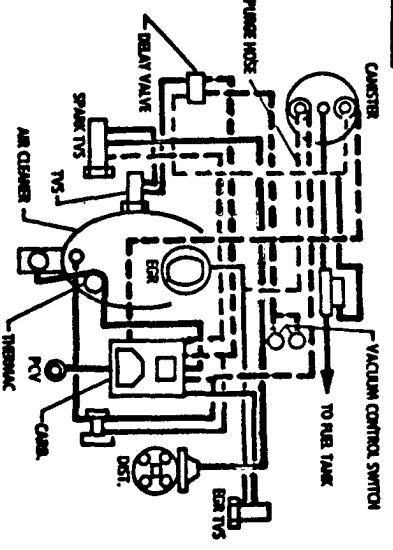
AUTOMATIC TRANSMISSION

TIMING (° BT @ RPM)	17° @ 650 (D)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM)	N/A
SOLENOID ACTIVE	N/A
CARB. SCREW (RPM)	500 (D)
SOLENOID INACTIVE	2600 (D) OR (N)

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1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET - GM FORMAT

Manufacturer: **General Motors Corporation**

Executive Order No. **A-6-164**

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Issued: 071879.

RS VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

SET PARKING BRAKE AND BLOCK DRIVE WHEELS.
REMOVE AIR CLEANER AND PLUG AIR CLEANER VACUUM SOURCE. DISCONNECT A/C COMPRESSOR CLUTCH CONNECTOR AND START ENGINE. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. CHOKE OPEN, A/C OFF, MANUAL TRANSMISSION IN NEUTRAL. UNLESS OTHERWISE NOTED.

1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED ROL SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DUEL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DUEL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURRETOR FUEL CONTROL VALVE WIRES, AND TO GROUND. SELECT "6. COUNTER" WITH THE DUEL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT OR NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.

6. SET ROL SPEED SCREW TO OBTAIN SPECIFIED RPM. TURN A/C CONTROL SWITCH ON, OPEN THROTTLE ADJUSTMENT TO INSURE SOLENOID IS FULLY EXTENDED. SET SOLENOID ACTIVE ROL SPEED BY ADJUSTING THE SOLENOID ROL SCREW. TURN A/C OFF.
7. ADJUST FAST ROL SCREW ON TOP STEP OF FAST ROL CAM TO OBTAIN SPECIFIED RPM.
8. DISCONNECT AND PLUG FOR VACUUM HOSE AT FOR VALVE.
9. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT FOR VACUUM HOSE, CANISTER PURGE HOSE AND A/C COMPRESSOR CLUTCH CONNECTOR.

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1979 MODEL YEAR PASSENGER CARS. PT. 10012853

CATALYST

THIMING (°BT @ RPM)	17° @ 1000 (N)
SPARK PLUG GAP (IN.)	0.040
SOLENOID SCREW (RPM)	1200 (N)
SOLENOID ACTIVE (SOLENOID INACTIVE)	1000 (N)
FAST ROL SCREW (RPM)	2400 (N)

SOLENOID SCREWS ARE PRESET AND SEALED AT THE FACTORY. PROVISIONS FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

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, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

RT VEHICLE EMISSION CONTROL INFORMATION

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6. SET ROL SPEED SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID INACTIVE.
7. ADJUST FAST ROL SCREW ON TOP STEP OF FAST ROL CAM TO OBTAIN SPECIFIED RPM.
8. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT FOR VACUUM HOSE, AND CANISTER PURGE HOSE.

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1979 MODEL YEAR NEW PASSENGER CARS. PT. 10012854

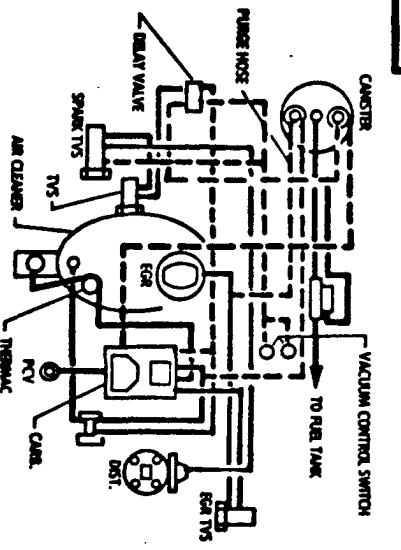
CATALYST

THIMING (°BT @ RPM)	17° @ 1000 (N)
SPARK PLUG GAP (IN.)	0.040
SOLENOID SCREW (RPM)	N/A
SOLENOID ACTIVE (SOLENOID INACTIVE)	800 (N)
FAST ROL SCREW (RPM)	2400 (N)

SOLENOID SCREWS ARE PRESET AND SEALED AT THE FACTORY. PROVISIONS FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

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RS EMISSION HOSE ROUTING



RT EMISSION HOSE ROUTING

