State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-20-21
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 1982 model-year Isuzu Motors Limited
exhaust emission control systems are certified as described below for
diesel-powered passenger cars.

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
CSZ111D6JCD6	111 (1.8)	Engine Modification

Vehicle Models, Transmissions, and Engine Codes 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 1982 model-year vehicles:

Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0.41	7.0	1.5

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

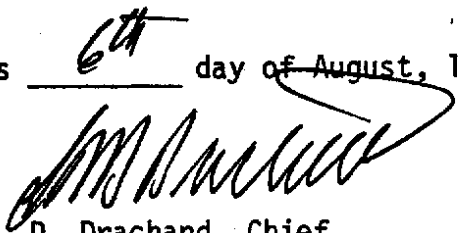| Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0.34	0.8	1.1

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with
the Board's 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 _____6th_____ day of August, 1981.

K. D. Drachand, Chief
Mobile Source Control Division

1982 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer __Isuzu Motors Limited__ Executive Order No. __A-20-21__ Page __1__

Engine Family __CSZ111D6JCD6__ Evaporative Family __NA__

Engine CID (Liters) __111 CID (1.8)__

ABBREVIATIONS

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

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

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 Injection
TC-Turbocharged

Models: I-MARK

    PD-1:   Coupe

    PD-2:   Sport Coupe

    PD-3:   Sedan

    PD-4:   Sport Sedan

DRIVE SYSTEM: Front engine/Rear wheel drive

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1982 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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

Manufacturer ___Isuzu Motors Limited___ E.O. #A -20-21

Engine Family ___CSZ111D6JCD6___ CID (liter) - Type ___111 (1.8) L-4___

ECS (Special Features) ___EM___

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System DIP Part No.	EGR Valve Part No.	Label Ident. Part No.
DCD-1	PD-1	M4 (M-1C)	2,500	NA	Diesel Kiki Co., Ltd.	NA	8942442970
	PD-1 PD-2 PD-3 PD-4	(M-2E)	2,625		8942429570 8942429590		
DCD-2	PD-1 PD-2	A3 (A-3)	2,750		8942429580 8942429600		
	PD-3 PD-4						

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:

011981