State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-19
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;

IT IS ORDERED AND RESOLVED: That Ford Motor Company exhaust emission control systems for 1974 model year light-duty motor vehicles are approved for the engine families described below:

Engine Family: 2.3 L, White
Engine: 2.3 L (140.2 CID) Automatic and Manual Transmission
Exhaust Emission Control System: Air Injection and Exhaust Gas Recirculation

Models: Pinto 2 door and 3 door sedan, Pinto Station Wagon, Mustang 2 door Notchback, Mustang 2 door Notchback Ghia, Mustang 3 door 2+2 Hatchback, Mustang 3 door 2 passenger Hatchback.

Engine Family: 2.8 L, White
Engine: 2.8 L (170.8 CID), Automatic and Manual Transmission.
Exhaust Emission Control System: Air Injection and Exhaust Gas Recirculation

Models: Mustang 2 door Notchback, Mustang 2 door Notchback Ghia, Mustang 3 door 2+2 Hatchback, Mustang 3 door 2 passenger Hatchback, Mustang Mach I, Capri 2 door sedan.

Engine Family: 200, White Fleet
Engine: 200 CID, Automatic Transmission
Exhaust Emission Control System: Air Injection and Exhaust Gas Recirculation

Models: Maverick 2 door sedan

Engine Family: 300, White
Engine: 300 CID, Manual Transmission
Exhaust Emissions Control System: Air Injection and Exhaust Gas Recirculation

Models: E-100 S.W.B. Van, E-100 S.W.B. Club Wagon, E-100 L.W.B. Van, E-200 S.W.B. Van, E-200 S.W.B. Club Wagon, E-200 L.W.B. Van, F-100 S.W.B. Styleside Pick-up, F-100 S.W.B. Flareside Pick-up, F-100 L.W.B. Styleside Pick-up, F-100 L.W.B. Flareside Pick-up.

Section 39152, Part I, Division 26 of the California Health and Safety Code requires that a decal be affixed to the side window which discloses the highest emissions from the certification fleet for that vehicle for which approval has been granted by the Board.

The following are the recommended values to be listed on the decal:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
2.3 L	2.3	35	1.7
2.8 L	3.1	37	1.9
200	2.7	34	1.9
300	2.8	32	1.8

According to the California Assembly-Line Test Procedure for 1974 Model Light-Duty Gasoline Powered Vehicles, these values shall be in effect during the first calendar quarter of model production and not to exceed 30 days thereafter. Not more than one month after the first and each succeeding calendar quarter of production, the exhaust emission shown on the window decal shall be the average quality audit values for the engine family of the previous calendar quarter of production.

Section B3 of the above procedure requires the manufacturer to submit to the Executive Officer before the start of the model-year, a list of the engine components and control systems affecting emissions to be functionally checked and the procedure for performing these checks.

In accordance with Section II E. of the California Exhaust Emission Standards and Test Procedures for 1973 through 1976 Models Gasoline-Powered Light-Duty Motor Vehicles, the manufacturer is requires to inform the Air Resources Board of any production changes which will affect emissions.

Supplemental information sheets are attached to this order which include tune-up specifications and emission control system data.

The Department of Motor Vehicles, the California Highway Patrol and the Bureau of Automotive Repair of the Department of Consumer Affairs will be notified of this approval by copy of this order and attachment.

Executed at Sacramento, California, this 11th day of September, 1973.

JOHN A. MAGA
Executive Officer