State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-10R
Relating to Approval of New Motor Vehicles

TOYOTA MOTOR COMPANY, LTD.

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 Toyota Motor Company, Ltd. exhaust emission control systems for 1976 model-year passenger cars are approved for the engine family described below:

Engine Family: 4M
Engine: 156.4 CID
Transmission: 3-Speed Automatic or 4-Speed Manual
Exhaust Emission Control Systems: Air Injection, Exhaust Gas Recirculation, Engine Modification, Oxidation Catalyst

Models: Toyota Corona Mark II
Sedan
Hardtop
Station Wagon

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1976 model vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
4M	0.3	1.8	1.5

The above values are based on Toyota's fourth quarter quality audit data for the 1975 model-year on this engine family.

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 Toyota Motor Company, Ltd. submitting 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.

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 8th day of October, 1975.

G C Hass by R D Bachand

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

AIR RESOL[illegible]S BOARD
SUPPLEMENTAL INFORMATION
1976 MODEL YEAR (a) 42-764MCAL-6 (12/17/75)
[X] PASSENGER CARS [ ] LIGHT-DUTY TRUCKS

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Engine Family	Vehicle Models (If coded see attachment)	Engine CID	Trans.	Inertia Weight	Distributor Type	Distributor Mfgr. Part No.	Fuel System Type	Fuel System Mfgr. Part No.	Emission Control System Type	[X] OC [ ] TR Part No. Service	EGR Part No. Service	Tune-up Specifications Idle RPM	Basic Timing	Idle Mixture*
4M	Toyota Corona Mark II Sedan Hardtop Station Wagon	156.4	M/T4 A/T3	3000	TI, C,V VR	Nippon-denso 19100-45062	1-2V	Aisan 21100-45100 21100-45102(a)	AI, EGR, EM, OC	17400-45010 No Service	25620-45011 (Manual trans-mission) 25620-45021 (Auto-matic trans-mission) No Service	800 RPM in Neutral (Manual trans-mission) 750 RPM in Neutral (Auto-matic trans-mission	5° BTDC @ 800 RPM in Neutral (Manual trans-mission) Vacuum Connected 5° BTDC @ 750 RPM in Neutral Vacuum Connec-ted	1) 870 RPM 2) 800 RPM in Neutral (Manual Trans) 1) 820 RPM 2) 750 RPM in Neutral (Auto Trans) Lean Drop Idle

[illegible]reviations:

[illegible]stributor
[illegible] - Centrifugal Advance
[illegible] - Vacuum Advance
[illegible] - Vacuum Retard
[illegible]I- High Energy Ignition
[illegible] - Electronic Ignition
[illegible]I-Transistorized Ignition

Exhaust Emission Control System
AI - Air Injection
EFI- Electronic Fuel Injection
EGR- Exhaust Gas Recirculation
EM - Engine Modifications
CAI- Catalyst Air Injection

EFE- Early Fuel Evaporation
FI - Fuel Injection
OC - Oxidation Catalyst
RC - Reduction Catalyst
TR - Thermal Reactor

ESAC-Electronic Spark Advance Control
PAI -Pulse Air Injection

*Idle Mixture
1) Idle Mixture Speed
2) Idle RPM