State of California
Air Resources Board

EXECUTIVE ORDER A-17-32
Relating to Certification of New Motor Vehicles

AMERICAN MOTORS CORPORATION

Pursuant to the authority vested in the Air Resources Board by Sections 43100, 43102, and 43103 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-3;

IT IS ORDERED AND RESOLVED: That American Motors Corporation exhaust emission control systems for 1977 model-year passenger cars are certified for the engine family described below:

Engine Family: I-2C
Engine: 258 CID
Transmission: 3-Speed Automatic
Exhaust Emissions Control Systems: Air Injection, Exhaust Gas Recirculation, Oxidation Catalyst

Models: Pacer Sedan
Pacer Wagon
Hornet 2-Door Sedan
Hornet 4-Door Sedan
Hornet Hatchback
Hornet Wagon
Gremlin

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1977 model vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
I-2C	0.30	5.2	1.1

BE IT FURTHER RESOLVED: That this certification is contingent upon American Motors Corporation affixing a permanent catalyst overheat warning label on the driver's sun-visor of all catalyst-equipped vehicles. This label must be approved by the Executive Officer.

BE IT FURTHER RESOLVED: That this certification is also contingent upon American Motors Corporation listing in the owner's manual the operating cautions associated with a catalyst-equipped vehicle. This listing must be approved by the Executive Officer.

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 13 day of August, 1976.

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

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[X] Passenger Cars [ ] Light-Duty Trucks

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Engine Family I-2C Engine (CID) 258 Engine Code KA2C-3D-2 & KA2C-3D-T

Emission Control System AI, EGR, OC +10%(A/C) Yes [X] No [ ]

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type : EI, C, V, TCSA Mfgr. Part Number	Fuel System Type : 1-2V Mfgr. Part Number	EGR System : Backpressure Sensitive Part No. Service*	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
Pacer Hornet, Gremlin (KA2C-3D-2)	A/T3 (3.08) rear axle ratio)	3500	3229719, which is Prestolite IDJ-4002F #106 or 3230401	Carter 8117	Eaton G61353 (EGR Valve-Backpressure Sensor Integral System), which is 3230176. I-30,000 mi. or Eaton G61363, which is 3230181. I-30.000 mi.	(1) 8° + 2° BTDC @ 500 RPM in "drive" with vacuum disconnected (2) 25 RPM Lean Drop (3) 700 RPM + 100 RPM in "drive"
Pacer, Hornet, Gremlin (KA2C-3D-2)				Carter 8117SA	Eaton G61351	

Comments: Running Change No. 77-10, 1 November 1976
R/C 77-16C, 12 May, 1977, adds RFI suppressing distriburor

Date of Issue: August 11, 1976
12 May, 1977, R/C 77-25C adds engine code KA2C-3D-2

Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
VR-Vacuum Retard
HEI-High Energy Ignition
EI-Electronic Ignition

Fuel System
EFI, FI
nV-nVenturi Carburetor
VV-Variable Venturi

Exhaust Emission Control System
AI-Air Injection
CAI-Catalyst Air Injection
EFI-Electronic Fuel Injection
EGR-Exhaust Gas Recirculation
EM-Engine Modification
EFE-Early Fuel Evaporation
ESAC-Electronic Spark Advance Control
FI-Fuel Injection

TCSA-Transmission Controlled Spark Advance
OC-Oxidation Catalyst
PAI-Pulse Air Injection
RC-Reduction Catalyst
TR-Thermal Reactor
TWC-Three Way Catalyst
λ-Air Fuel Ratio Sensor

*Service
I-Inspect, repair/replace as needed
R-Replace