State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-20
Relating to Certification of New Motor Vehicles

TOYO KOGYO CO., LTD.

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 Toyo Kogyo Co., Ltd. exhaust emission control systems for 1977 model-year light-duty trucks are certified for the engine family described below:

Engine Family: RET
Engine: 40.0x2
Transmission: 5-speed Manual and 3-speed Automatic
Exhaust Emission Control Systems: Air Injection, Thermal Reactor

Model: Mazda Rotary Pickup

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

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
RET	0.66	6.6	0.9

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 28 day of January, 1977.

G. C. Hass, Chief
Vehicle Emissions Control Division

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

☐ Passenger Cars ☒ Light-Duty Trucks

Manufacturer TOYO KOGYO Executive Order No. A-16-20 Page 1

Engine Family RET Engine (CID) 40.0 X 2 Engine Code CRT-A CRT-M

Emission Control System AI + TR +10%(A/C) Yes ☐ No ☒

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V Mfgr. Part Number	Fuel System Type 1-2V Mfgr. Part Number	EGR System Part No. Service*	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
Mazda Rotary Pickup	M-5 A-3	3000	Mitsubishi T5T02372	Hitachi KCH348-22 for manual KCH348-27 for automatic	None	1) Trailing 20 ± 4°ATDC at idle RPM. Leading 5±1° ATDC at idle RPM, with distributor vacuum line connected. 2) Remove idle limiter cap from mixture adjust screw (MAS). Turn MAS clock wise until the engine hunts severely. Then turn MAS counter-clockwise in small steps until CO decreases to 0.1% (do not over turn MAS to CO less than 0.1%.) From that position, turn MAS counter-clockwise 1/2 turn (Idle CO should be less than 0.1% after these adjustments). 3) Warm engine, accessories off, fuel filler cap off, plug idle compensator hose 750 ± 25 in neutral for manual trans. 750 ± 25 in "D" range for automatic.

Comments

Date of Issue

Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
R-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

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