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State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-14
Relating to Certification of New Motor Vehicles

TOYOTA MOTOR COMPANY, 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 Toyota Motor Company, Ltd. exhaust emission control systems for 1977 model-year passenger cars are certified for the engine family described below:

Engine Family: 20R(C)
Engine: 133.6 CID
Transmission: 3 Speed Automatic, 4 Speed Manual or 5 Speed Manual
Exhaust Emission Control Systems: Air injection, engine modification, exhaust gas recirculation, oxidation catalyst

Models: Corona Sedan
Corona Hardtop
Corona Station Wagon

Celica Hardtop
Celica Liftback

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 |
|---|---|---|---|
| 20R(C) | 0.16 | 3.4 | 1.2 |

BE IT FURTHER RESOLVED: That this certification is contingent upon Toyota Motor Company, Ltd. 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 Toyota Motor Company Ltd. 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 27 day of October, 1976.

G. C. Hass

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

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[X] Passenger Cars [ ] Light-Duty Trucks

Manufacturer Toyota Motor Company, Ltd Executive Order No. A-14-14 Page 1

Engine Family 20R(C) Engine (CID) 133.6 Engine Code

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

| Vehicle Models (If Coded see attachment) | Trans | Inertia Weight | Distributor Type C,V, TI 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 |
|---|---|---|---|---|---|---|
| Corona Sedan Hardtop Station Wagon | A/T3 | 3000 | Nippondenso 19100-38010 | Aisan Kogyo 21100-38130 | 25620-38120 | (1) 8°BTDC@850RPM in neutral; vacuum line to the distributor remain connected. |
| Celica Hardtop Liftback | | 2750 3000 | | | | (2) Lean drop idle (see attached sheet) |
| | | | | | | (3) 850 RPM in neutral |
| Corona Sedan Hardtop Station Wagon | M/T4 | 3000 | 19100-38010 | 21100-38084 | 25620-38100 | (1) 8°BTDC@850RPM in neutral; vacuum line to the distributor remain connected. |
| Celica Hardtop LIftback | | 2750 3000 | | | | (2) Lean drop idle (see attached sheet) (3) 800 RPM in Neutral |

Comments ** No Service
Axle ratio: 3.58, 3.73 (available in Celica only)

Date of Issue October , 1976

Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
VR-Vacuum Retard
TI-Transistorized 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

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[X] Passenger Cars [ ] Light-Duty Trucks

Manufacturer Toyota Motor Comapny, Lt Executive Order No. A-14-14 Page 2

Engine Family 20R(C) Engine (CID) 133.6 Engine Code

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

| Vehicle Models (If Coded see attachment) | Trans | Inertia Weight | Distributor Type C,V TI (EI)* 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 |
|---|---|---|---|---|---|---|
| Corona Sedan Hardtop Station Wagon | M/T5 | 3000 | Nippondenso 19100-38011 | Aisan Kogyo 21100-38084 | 25620-38100 | (1) 8°BTDC@800RPM in neutral; vacuum line to the distributor remain connected. |
| Celica Hardtop Liftback | | 2750 3000 | 19100-38040 | | | (2) Lean drop idle (see attached sheet) (3) 800RPM in neutral |

Comments Axle ratio; 3.58, 3.73 (available on Celica only).
** No service
* EI on Celica with 5 speed transmission

Date of Issue October , 1976

Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
VR-Vacuum Retard
TI-Transistorized 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

# Toyota Lean Idle Drop Method

Manufacturer: Toyota Motor Company, Ltd.
Engine Family: 20R(C)



All adjustments must be made with engine at normal operating temperature.

(1) Coolant temperature 190°F
(2) Choke valve fully open

Before adjusting the idle mixture, the basic timing, 8° BTDC @ 800 RPM (manual transmission (M/T)) or 8° BTDC @ 850 RPM (automatic transmission (A/T)) and idle speed, 800 RPM (M/T) or 850 RPM (A/T), must be within specifications. All adjustments must be made in neutral with all accessories (wipers, heaters, air conditioning, etc.) off.

Adjust the idle mixture screw to obtain the maximum engine speed (engine RPM). Readjust idle speed screw to return engine speed to 870 RPM (M/T) or 920 RPM (A/T). Repeat attempt to increase the engine speed by adjusting idle mixture screw and again readjusting the engine speed back to 870 RPM (M/T) or 920 RPM (A/T). When it is no longer possible to increase engine speed by adjusting the mixture screw, the idle mixture screw must be adjusted until the idle speed at 800 RPM (M/T) or 850 RPM (A/T) is obtained.