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State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-6-164
Relating to Certification of New Motor Vehicles

GENERAL MOTORS CORPORATION

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That General Motors Corporation exhaust emission control systems are certified as described below for 1979 model-year gasoline-powered passenger cars.

Engine Family	Displacement Cubic Inches	Exhaust Emission Control Systems (Special Features)
920X2CJU	151	Exhaust Gas Recirculation Three-Way Catalyst

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1979 model-year vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
920X2CJU	0.41	6.7	0.6

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered Motor Vehicles except Motorcycles".

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (Title 13, California Administrative Code, Section 2290) for the aforementioned model year, or have been granted a temporary exemption from the aforementioned "Specifications" by Executive Order AA-6 series.

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

The Department of Motor Vehicles and the Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 31 day of July, 1979.

K. D. Drachand, Acting Chief
Mobile Source Control Division

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer GENERAL MOTORS Executive Order No. A-6-164 Page 1

Engine Family 920X2CJU Engine (CID) 151

ABBREVIATIONS

Ignition System
CA-Centrifugal Advance
EI-Electronic Ignition
ESAC
VA-Vacuum Advance
VR-Vacuum Retard

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

Exhaust Emissions Control System
AI-Air Injection
CCAV-Comb. Chamber Air Valve
EFI-Electronic Fuel Injection
EGR-Exhaust Gas Recirculation
EM-Engine Modification

ESAC-Electronic Spark Advance Control
MFI-Mechanical Fuel Injection

OC-Oxidation Catalyst
PAI-Pulse Air Injection
TC-Turbo Charged
TR-Thermal Reactor
TWC-Three Way Catalyst (Feedback Control)
WOC-Warm-up Oxidation Catalyst

EVAP FAMILY: 9B6-2

DIVISION	BASIC BODY	TRIM	BODY TYPE	
				CHEVROLET MONZA
1	H	M	07	2 + 2 H' Back coupe
	H	M	27	Notchback Coupe
	H	R	07	2 + 2 Sport H'Back Coupe
				PONTAIC SUNBIRD
2	H	R	27	Coupe
	H	M	07	Sport H' Back Coupe
	H	M	27	Sport Coupe
				OLDSMOBILE STARFIRE
3	H	D	07	Starfire SX
	H	T	07	Starfire

Issued: 071879.

AIR RESOURCES BOARD 1979 SUPPLEMENTAL DATA SHEET - GM FORMAT
Passenger Cars

Manufacturer: GENERAL MOTORS CORPORATION Executive Order No. A-6-164 Pg. 2

Engine Family 920X2CJU Engine CID 151 Transm. _____

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

Eng. Code	Air Cond.	Ign. Syst. EI,CA,VA Dist. Part No.	Fuel System 2V Carb. Part No.	EGR Valve Part No.	Inertia Wt. Class	Divisions	Basic Body	Trim	Body Type	Trans-mission	Tune-up Label & Page No.	Rev. Notes
1	W	Delco Remy 11105600	Rochester 17059776	17058401	3000	123 12	H H		07 27	A3	RP 3	
2	WO		17059774			123 12	H H		07 27		RR 3	
3	W		17059777			123 12	H H		07 27	M4	RS 4	
4	WO		17059775			123 12	H H		07 27		RT 4	

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP lists for correct dyno test HP settings based on model, equipment and inertia weight class.

Date of Issue: 071879. Revisions:

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET - GM FORMAT

Manufacturer: General Motors Corporation Executive Order No. A-6-164 Pg. 3

Issued: 071879.

RP 2.5 LITER *920X2CJU 986-2

VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

EGR LOW ALTITUDE CERTIFICATION

CATALYST

AUTOMATIC TRANSMISSION

RP

SET PARKING BRAKE AND BLOCK DRIVE WHEELS

REMOVE AIR CLEANER AND PLUG AIR CLEANER VACUUM SOURCE. DISCONNECT A/C COMPRESSOR CLUTCH CONNECTOR AND START ENGINE. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN, A/C OFF, AUTOMATIC TRANSMISSION IN DRIVE - UNLESS OTHERWISE NOTED.

1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED IDLE SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DWELL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DWELL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURETOR FUEL CONTROL VALVE WIRES, AND TO GROUND. SELECT "6 CYLINDER" WITH THE DWELL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT/OR NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.
6. SET IDLE SPEED SCREW TO OBTAIN SPECIFIED RPM. TURN A/C CONTROL SWITCH ON. OPEN THROTTLE MOMENTARILY TO INSURE SOLENOID IS FULLY EXTENDED. SET SOLENOID ACTIVE IDLE SPEED BY ADJUSTING THE SOLENOID IDLE SCREW, TURN A/C OFF.
7. PLACE AUTOMATIC TRANSMISSION IN PARK.
8. DISCONNECT AND PLUG EGR VACUUM HOSE AT EGR VALVE.
9. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
10. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT EGR VACUUM HOSE, CANISTER PURGE HOSE AND A/C COMPRESSOR CLUTCH CONNECTOR.

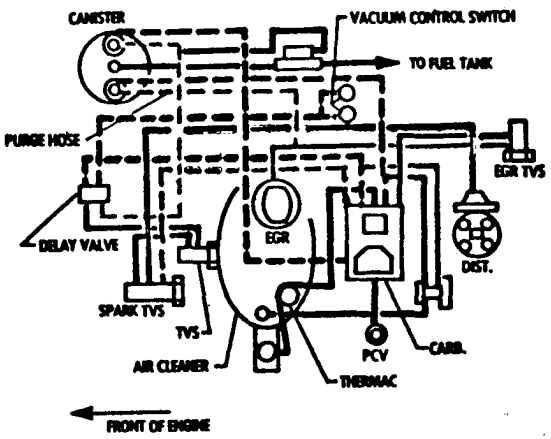
TIMING (°BTC @ RPM)	12° @ 650 (D)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM) (SOLENOID ACTIVE)	850 (D)
CARB. SCREW (RPM) (SOLENOID INACTIVE)	650 (D)
FAST IDLE SCREW (RPM)	2600 (P) OR (N)

IDLE MISTURE SCREWS ARE PRESET AND SEALED AT THE FACTORY. PROVISIONS FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

FOR MAJOR REPAIR, ADJUSTING MIXTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURE MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.

SEE SERVICE MANUAL, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

EMISSION HOSE ROUTING



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RR 2.5 LITER *920X2CJU 986-2

VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

EGR LOW ALTITUDE CERTIFICATION

CATALYST

AUTOMATIC TRANSMISSION

RR

SET PARKING BRAKE AND BLOCK DRIVE WHEELS.

REMOVE AIR CLEANER AND PLUG AIR CLEANER VACUUM SOURCE. START ENGINE. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN, AUTOMATIC TRANSMISSION IN DRIVE - UNLESS OTHERWISE NOTED.

1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED IDLE SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DWELL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DWELL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURETOR FUEL CONTROL VALVE WIRES, AND TO GROUND. SELECT "6 CYLINDER" WITH THE DWELL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT/OR NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.
6. SET THE SOLENOID IDLE SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID ACTIVE DISCONNECT SOLENOID WIRE, SET IDLE SPEED SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID INACTIVE. RECONNECT SOLENOID WIRE.
7. PLACE AUTOMATIC TRANSMISSION IN PARK.
8. DISCONNECT AND PLUG EGR VACUUM HOSE AT EGR VALVE.
9. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
10. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT EGR VACUUM HOSE, AND CANISTER PURGE HOSE.

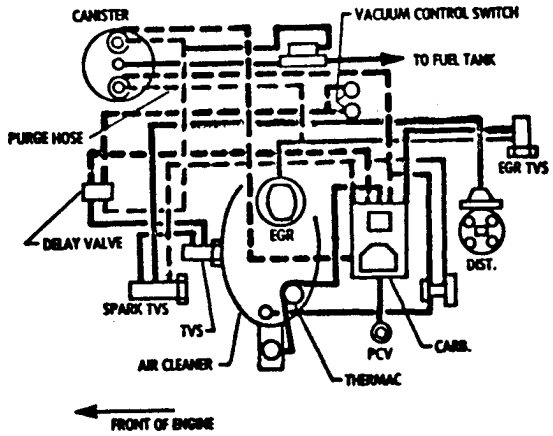
TIMING (°BTC @ RPM)	12° @ 650 (D)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM) (SOLENOID ACTIVE)	N/A
CARB. SCREW (RPM) (SOLENOID INACTIVE)	500 (D)
FAST IDLE SCREW (RPM)	2600 (P) OR (N)

IDLE MISTURE SCREWS ARE PRESET AND SEALED AT THE FACTORY. PROVISIONS FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

FOR MAJOR REPAIR, ADJUSTING MIXTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURE MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.

SEE SERVICE MANUAL, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

EMISSION HOSE ROUTING



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E.O. No. A-6-164
Eng. Fam. 920X2CJU
S.D. Sheet 3

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET - GM FORMAT

Manufacturer: General Motors Corporation **Executive Order No.** A-6-164 **Pg.** 4

Issued: 071879.

RS
2.5 LITER
*920X2CJU
986-2

VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

EGR
LOW ALTITUDE
CERTIFICATION

CATALYST

MANUAL TRANSMISSION

RS

TIMING (°BTC @ RPM)	12° @ 1000 (N)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM) (SOLENOID ACTIVE)	1200 (N)
CARB. SCREW (RPM) (SOLENOID INACTIVE)	1000 (N)
FAST IDLE SCREW (RPM)	2400 (N)

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SEE SERVICE MANUAL, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

SET PARKING BRAKE AND BLOCK DRIVE WHEELS.

REMOVE AIR CLEANER AND PLUG AIR CLEANER VACUUM SOURCE. DISCONNECT A/C COMPRESSOR CLUTCH CONNECTOR AND START ENGINE. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN, A/C OFF, MANUAL TRANSMISSION IN NEUTRAL, - UNLESS OTHERWISE NOTED.

1. DISCONNECT AND PLUG THE VACUUM ADVANCE HOSE AT DISTRIBUTOR.
2. SET TO SPECIFIED TIMING AT OR BELOW RECOMMENDED IDLE SPEED.
3. RECONNECT VACUUM ADVANCE HOSE.
4. DISCONNECT AND PLUG PURGE HOSE AT CANISTER.
5. ADJUST SPEEDS WHILE THE ELECTRONIC FUEL CONTROL SYSTEM IS OPERATING IN THE CLOSED LOOP MODE. THE CLOSED LOOP MODE SHOULD BE IN OPERATION WHEN THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. HOWEVER, USE OF A DWELL METER IS RECOMMENDED IN ORDER TO DETECT THE CLOSED LOOP MODE. CONNECT THE TWO DWELL METER LEADS TO THE WIRE/CONNECTOR WHICH IS ATTACHED TO THE CARBURETOR FUEL CONTROL VALVE WIRES, AND TO GROUND. SELECT "6 CYLINDER" WITH THE DWELL METER SELECTOR SWITCH. THE GAGE SHOULD BE OSCILLATING OVER 10 TO 30 PERCENT OF THE SCALE RANGE. IF THE GAGE IS OSCILLATING NORMALLY, GO TO STEP 6. IF THE GAGE IS STATIONARY AT/OR NEAR THE MIDDLE OF THE SCALE, THE ENGINE MIGHT NOT BE SUFFICIENTLY WARM. IF THIS CONDITION PERSISTS FOR SEVERAL MINUTES AFTER START UP OR WHILE AT NORMAL OPERATING TEMPERATURE, SEE THE SERVICE MANUAL. IF THE GAGE IS STATIONARY AT THE EXTREMES OF THE SCALE, SEE THE SERVICE MANUAL.
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7. DISCONNECT AND PLUG EGR VACUUM HOSE AT EGR VALVE.
8. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
9. STOP ENGNE, REPLACE AIR CLEANER, RECONNECT EGR VACUUM HOSE, CANISTER PURGE HOSE AND A/C COMPRESSOR CLUTCH CONNECTOR.

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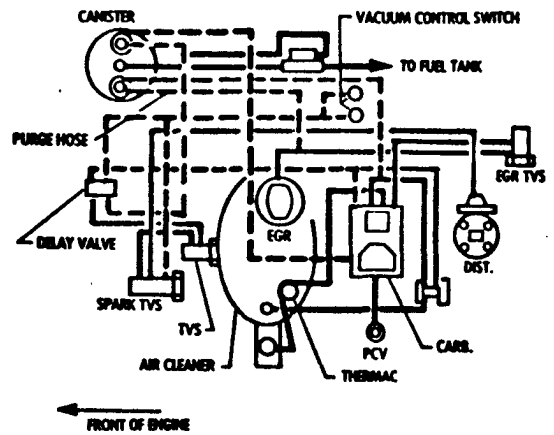
EMISSION HOSE ROUTING



RT
2.5 LITER
*920X2CJU
986-2

VEHICLE EMISSION CONTROL INFORMATION

GENERAL MOTORS CORPORATION

EGR
LOW ALTITUDE
CERTIFICATION

CATALYST

MANUAL TRANSMISSION

RT

TIMING (°BTC @ RPM)	12° @ 1000 (N)
SPARK PLUG GAP (IN.)	0.060
SOLENOID SCREW (RPM) (SOLENOID ACTIVE)	N/A
CARB. SCREW (RPM) (SOLENOID INACTIVE)	800 (N)
FAST IDLE SCREW (RPM)	2400 (N)

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SEE SERVICE MANUAL, HOSE ROUTING DIAGRAM AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

SET PARKING BRAKE AND BLOCK DRIVE WHEELS

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6. SET THE SOLENOID IDLE SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID ACTIVE. DISCONNECT SOLENOID WIRE, SET IDLE SPEED SCREW TO OBTAIN SPECIFIED RPM WITH THE SOLENOID INACTIVE. RECONNECT SOLENOID WIRE.
7. DISCONNECT AND PLUG EGR VACUUM HOSE AT EGR VALVE.
8. ADJUST FAST IDLE SCREW ON TOP STEP OF FAST IDLE CAM TO OBTAIN SPECIFIED RPM.
9. STOP ENGINE, REPLACE AIR CLEANER, RECONNECT EGR VACUUM HOSE, AND CANISTER PURGE HOSE.

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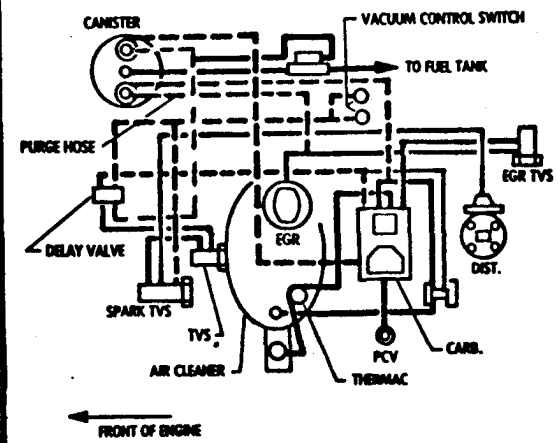
EMISSION HOSE ROUTING



E.O. No. A-6-164
Eng. Fam. 920X2CJU
S.D. Sheet 4