State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-2-21
Relating to Certification of New Motor Vehicles

FUJI HEAVY INDUSTRIES, LTD.

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; 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 1984 model-year Fuji Heavy Industries, Ltd. exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks:

Engine Family	Displacement Cubic Inches (Liters)		Exhaust Emission Control Systems (Special Features)
EFJ1.8T5FCJX	109	(1.8)	Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop (Electronic Fuel Injection) (Turbocharger)

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

The following are the certification emission standards for this engine family to be listed on the window decal required by "California Assembly-Line Test Procedures for 1983 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles":

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.41	7.0	0.7

The following are the certification emission values for the above engine family:

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.12	1.7	0.4

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.15 of Title 13, California Administrative Code which includes repair or replacement of emission control components up to 7 years or 75,000 miles if found defective by the Executive Officer.

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".

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.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

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

The Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 8th day of July, 1983.

K. D. Drachand, Chief
Mobile Source Control Division

1984 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Fuji Heavy Industries Ltd. Executive Order No. A-2-21

Engine Family EFJ1.8T5FCJX Evaporative Family MU

Engine CID (Liters) 109 (1.8)

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
EEC-Electronic Engine Control
EI-Electronic Ignition
ES[illegible]-Electronic Spark Advance Control
VA-Vacuum Advance
VR-Vacuum Retard

Fuel System

CFI, CL, DID, DIP, EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Exhaust Emissions Control System

AIP-Air Injection-Pump
AIV-Air Injection-Valve
CL-Closed Loop
EGR-Exhaust Gas Recirculation
EM-Engine Modification
OC-Oxidation Catalyst System
TR-Thermal Reactor
TWC-Three-Way Catalyst System

Special Features

CCV-Combustion Chamber Valve
CFI-Central Fuel Injection
DID-Diesel Injection-Direct
DIP-Diesel Injection-Prechamber
EFI-Electronic Fuel Injection
MFI-Mechanical Fuel Injection
TC-Turbocharged

VEHICLE MODELS:

AW5 (SUBARU 1800 Hardtop 4WDO
AT5 (SUBARU 1800 4WD Open M.P.V. "BRAT")
AM5 (SUBARU 1800 Station Wagon 4WD)

DRIVE SYSTEM: Front Engine/ Four -Wheel Drive

E.O. #A-2-21

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Passenger Cars x Light-Duty Trucks __ Medium-Duty Vehicles x Gas __ Diesel

Manufacturer Fuji Heavy Industries Ltd. Page EI.8T5CAA

Engine Family EFJ1.8T5FCJX Engine Code EI.8T5CAA

ECS (Special Features) EGR, TWC+CL (EFI, TC) CID (Liter)-Type 109 (1.8) - H04

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System CA,ESRC,EI Part No.	Fuel System EFI Part No.	EGR Valve Part No.	Label Ident. Part No.
EI.8T5CAA	AW5 AT5	A3	2750	Distributor: Hitachi D4R82-03 Fuji's Part No. 429878710 Control Unit: Hitachi KCM-22 Fuji's Part No. 420887100	Injector: JECS A46-000448 Fuji's Part No. 429527000 Control Unit: JECS A11-000 Fuji's Part No. 420897320	Hitachi APDQ54-32 Fuji's Part No. 469998000	Tune-up: A2 Vacuum Hose Routing: DB
	AM5		2875				

omments: See page one for abbreviations and evaporative emission family identification. lease refer to manufacturer's HP list for correct dyno test HP settings based on model and quipment. If two test weights are listed, the lower weight will be used for testing.

Add 10% to dyno test HP for air conditioning usage.

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