State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-72
Relating to Certification of New Motor Vehicles

MAZDA MOTOR CORPORATION

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 1986 model-year Mazda Motor Corporation exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

Engine Family	Displacement Cubic Inches (Liters)		Exhaust Emission Control Systems (Special Features)
GTK1.3V5HFD8	40X2	(1.3)	Air Injection - Pump Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop (Electronic Fuel Injection)

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

The following are the emission standards for this engine family:

Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per mile
0.39	7.0	0.7

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

Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0.14	1.5	0.5

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.1.5 of Title 13, California Administrative Code which includes recall liability for 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 listed vehicle models also comply with the "California Motor Vehicle Tune-Up Label Specifications" (Title 13, California Administrative Code, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That for the listed vehicles, the manufacturer has submitted and the Executive Officer hereby approves the materials to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2035 et seq.).

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 26th day of July, 1985.

K. D. Drachand, Chief
Mobile Source Division

1986 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer: Mazda Motor Corporation

Executive Order No. A-16-72

Engine Family: GTK1.3V5HFD8

Evaporative Family: D

Engine CID (Liters): 40.0 x 2 (1.3)

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
EEC-Electronic Engine Control
EI-Electronic Ignition
ESAC-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
TOC-Trap Oxidizer Continual
TOP-Trap Oxidizer Periodical
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
IC - Intercooler
MFI-Mechanical Fuel Injection
TC-Turbocharged

VEHICLE MODELS:

Mazda RX-7

DRIVE SYSTEM: Front Engine/ Rear -Wheel Drive

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E.O. #A-16-72

1986 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

X Passenger Cars ___ Light-Duty Trucks ___ Medium-Duty Vehicles X Gas ___ Diesel

Manufacturer: Mazda Motor Corporation

Page: 2

Engine Code: FR13-M, FR13-MC; FR13-A, FR13-AC

Engine Family: GTK1.3V5HFD8

CID (Liter)-Type: 40.0 x 2 (1.3) R2

ECS (Special Features): AIP/CL/EFI/EGR/OC/TWC

Engine Code	Vehicle Models (If Coded see attachment)	(Hp)	Trans.	Equiv. Test Weight	Ign. System ESAC Part No.	Fuel System CL, EFI Part No.	EGR Valve Part No.	Label Ident. Part No
FR13-M (w/o A/C)	MAZDA RX-7	6.6*1	M-5	2875	Crank Angle Sensor: 029400-0020	Fuel Injector: 195500-1350	X1251-EGV-100A	N326
		7.0*2						
		6.5*3						
FR13-MC (w/ A/C)		7.3*1						N327
		7.7*2						
		7.2*3						
FR13-A (w/o A/C)		6.5*1	L-4	3000				
		6.6*2						
		6.3*3						
FR13-AC (w/ A/C)		7.2*1						
		7.3*2						
		6.9*3						

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

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

Date of Issue - May 28, 1985

*1: for 185/70HR14 Tire
*2: for P205/60VR15 (BRIDGESTONE) Tire
*3: for P205/60VR15 (PIRELLI) Tire