State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-81-1
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 1987 model-year Mazda Motor Corporation 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)
HTK2.6T2HCPX	156 (2.6)	Air Injection-Valve Exhaust Gas Recirculation Warm-Up Three-Way Catalyst Three-Way Catalysts (Two) Oxygen Sensor

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	9.0	1.0

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
0.08	3.4	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 1960.1.5 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.

This Executive Order supersedes Executive Order A-16-81, dated October 17, 1986.

Executed at El Monte, California this 9th day of January, 1987.

K. D. Drachand, Chief
Mobile Source Division

E.O. #A-16-81-1

1987 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer: Mazda Motor Corporation

Engine Family: HTK2.6T2HCPX

Evaporative Family: N

Engine Type: I-4

Liters (CID): 2.6 (155.9)

ABBREVIATIONS

Ignition System

✓ CA-Centrifugal Advance
✓ EEC-Electronic Engine Control
EI-Electronic Ignition
ESAC-Electronic Spark Advance Control
✓ VA-Vacuum Advance
VR-Vacuum Retard

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
SPL-Smoke Puff Limiter or Throttle Delay
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 or aftercooler
MFI-Mechanical Fuel Injection
TC-Turbocharger

Fuel System

CFI, CL, DID, DIP, EFI, MFI
nV-nVenturi Carburetor

VEHICLE MODELS:

Mazda B2600

Mazda B2600 4x4

Engine: Front X Mid. ____ Rear ____

Drive: FWD ____ RWD X *1 4WD Full Time ____ 4WD Part Time X *2

030186 *1: Mazda B2600 *2: Mazda B2600 4x4

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1987 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

_ Passenger Cars X Light-Duty Trucks __ Medium-Duty Vehicles X Gas __ Diesel

Manufacturer Mazda Motor Corporation Page 2

Engine Family HTK2.6T2HCPX Engine Code

CID (Liter)- 155.9 (2.6)

ECS (Special Features) AIV, EGR, TWC & CL Type I-4

Engine Code	Vehicle Models (If Coded see attachment)	(Hp)	Trans.	Equiv. Test Weight	Ign. System CA, VA, EEC Part No.	Fuel System 2V Part No.	EGR Valve Part No.	Cata. Part
CAM-M & CAM-MC	B2600 4x4	14.0	M-5	3500	T3T63971	MD115943 (for M/T) MD107768 (for A/T)	K005T59279 (for M/T) K005T59280 (for A/T)	AM15F AM15C *3 AM17C *4 AM15R *3 AM16R *4
CAM4-A CAM4-AC		14.4	A-3	3625				
CAM-M CAM-MC	B2600	*1 11.9	M-5	3125				
CAM-M CAM-MC		*2 12.6	M-5	3250				
CAM-A CAM-AC			A-4					
CAM-M CAM-MC			M-5	3375				
CAM-A CAM-AC			A-4					

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 - September 15, 1986

Note) *1; vehicles equipped with P205/75R14 Tires
*2; vehicles equipped with P225/70R14 Tires
*3; for 4 wheel drive vehicles
*4; for 2 wheel drive vehicles