State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-93
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 1989 model-year Mazda Motor Corporation exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

Engine Family	Displacement Liters	(Cubic Inches)	Exhaust Emission Control Systems (Special Features)
KTK2.2V5FCK2	2.2	(133)	Exhaust Gas Recirculation Oxygen Sensor Three-Way Catalyst (Electronic Port Fuel Injection) (Intercooler) (Turbocharger) On-Board Diagnostics (Exempted)

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	0.4

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)
0.21	4.2	0.3

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 1988 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 the vehicle models listed have been granted an exemption from compliance with the requirements of the "Malfunction and Diagnostic System for 1988 and Subsequent Model Year[s]..." (Title 13, California Administrative Code, Section 1968) 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 29th day of June, 1988.

Bob Crosse for

K. D. Drachand, Chief
Mobile Source Division

E.O. # A-16-93

1989 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer: Mazda Motor Corporation
Engine Family: KTK2.2V5FCK2
Evaporative Family: J
Engine Type: I-4.
Liters (CID): 2.2 (133 CID)

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
ECU-Electronic Control Unit
EI-Electronic Ignition
ESAC-Electronic Spark Advance Control
VA-Vacuum Advance
VR-Vacuum Retard

Fuel System

CFI, EPFI, MPFI, SFI,
DID, DIP, HOS, OS
nV-nVenturi Carburetor
VV-Variable Venturi Carburetor

Exhaust Emissions Control System

AIP-Air Injection - Pump
AIV-Air Injection - Valve
EGR-Exhaust Gas Recirculation
EIC-Electronic Injection Control (Diesel Only)
EM-Engine Modification
SPL-Smoke Puff Limiter or Throttle Delay
TOC-Trap Oxidizer, Continual
TOP-Trap Oxidizer, Periodical
DBC-Dual Bed Catalyst
OC-Oxidation Catalyst
TWC-Three-Way Catalyst
WUOC-Warm-Up Oxidation Catalyst
WUTWC-Warm-Up Three-Way Catalyst
OS-Oxygen Sensor
HOS-Heated Oxygen Sensor

Special Features

CFI-Central Fuel Injection or Throttle Body Injection
EPFI-Electronic Port Fuel Injection
MPFI-Mechanical Port Fuel Injection
SFI-Sequential Fuel Injection
DID-Diesel Injection-Direct
DIP-Diesel Injection-Prechamber
TC-Turbocharger
SC-Supercharger
IC-Intercooler or Aftercooler
CCV-Combustion Chamber Valve
OBD-On-Board Diagnostics

VEHICLE MODELS:

Mazda 626
Mazda MX-6

Engine: Front X Mid. ____ Rear ____

D FWD X RWD ____ 4WD Full Time ____ 4WD Part Time ____

Issue Date: May 27, 1988

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

Manufacturer Mazda Motor Corporation Engine Family KTK2.2V5FCK2

Liter (CID) 133 Eng. Type I-4

Emission Control Sys. (Special Features) EGR/OS/TWC (EPFI, IC, OBD, TC)

Engine Code	Vehicle Models (If Coded see attachment)	(Dyno. Hp)	Trans. Type	Equiv. Test Weight	Ign. System (ECU) Part No.	Fuel System Part No.	EGR Valve Part No.	Catalyst Part No.
CTF2-M	626 & MX-6	6.8	M-5	3000	T4T73471	Air Flow Meter 197100-3420	K005T59174	F222 (for M/T) F223 (for A/T)
		6.8		3125				
CTF2-MC		7.5		3125				
CTF2-A		6.8	A-4	3125		Injector 195500-1650		
CTF2-AC		7.5						

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 ment. If two test weights are listed, the lower weight will be used for testing.

ate of Issue May 27, 1988 Revisions: