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State of California  
Air Resources Board

EXECUTIVE ORDER A-6-93  
Relating to Certification of New Motor Vehicles

GENERAL MOTORS CORPORATION

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

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

IT IS ORDERED AND RESOLVED: That General Motors Corporation exhaust emission control systems for 1977 model-year light-duty trucks are certified for the engine family described below:

Engine Family: 712F1U  
Engine: 250 CID  
Transmission: 3-Speed manual, 3-speed automatic  
Exhaust Emissions Control Systems: Exhaust Gas Recirculation,  
Early Fuel Evaporation,  
Oxidation Catalyst

Models: Chevrolet

Wheelbase-in.

Fleetside Pickup	117.5
Fleetside Pickup	131.5
Stepside Pickup	117.5
Stepside Pickup	131.5
Chevy Van	110
Chevy Van	125
Sportvan	110
Sportvan	125
Beauville Sportvan	125

GMC

Wideside Pickup	117.5
Wideside Pickup	131.5
Fenderside Pickup	117.5
Fenderside Pickup	131.5
Van Dura	110
Van Dura	125
Rally Wagon	110
Rally Wagon	125
Rally STX	125

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1977 model vehicles:

<u>Engine Family</u>	<u>Hydrocarbons Grams per Miles</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
712F1U	0.6	8	2.0

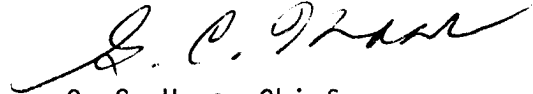
BE IT FURTHER RESOLVED: That this certification is contingent upon General Motors Corporation affixing a permanent catalyst overheat warning label on the driver's sun-visor of all catalyst-equipped vehicles. This label must be approved by the Executive Officer.

BE IT FURTHER RESOLVED: That this certification is also contingent upon General Motors Corporation listing in the owner's manual the operating cautions associated with a catalyst-equipped vehicle. This listing must be approved by the Executive Officer.

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

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

Executed at El Monte, California, this 13 day of August, 1976.



G. C. Hass, Chief  
Division of Vehicle Emissions Control

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET  
 Passenger Cars  Light-Duty Trucks

Manufacturer General Motors Corp. Executive Order No. A-6-93 Page 1  
 Engine Family 712F1U Engine (CID) 250 Engine Codes 7(M-3); 8(A-3)  
 Emission Control System EGR,EFE,OC +10%(A/C) Yes  No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type HEI, Mfgr. C,V Part Number	Fuel System Type 1-1V Mfgr. Part Number	EGR System Part No. Service*	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
CC10703+E63 TC10703+E63 CC10703+E62 TC10703+E62	M-3	4000	Delco 1110692	RPD 17057303	7044383 No Service	See Tune-Up Label No. CH on page 2
CC10903+E62 TC10903+E62 CC10903+E63 TC10903+E63 CG11005 TG11005 CG11305 TG11305	A-3		Delco 1110682	RPD 17057302	7043052 No Service	
CG11006 TG11006 CG11306 TG11306	M-3	4500	Delco 1110692	RPD 17057303	7044383 No Service	
CG11306+E94 TG11306+E94	A-3		Delco 1110682	RPD 17057302	7043052 No Service	

Comments Please discard page 2 dated 081776, keep page 2 date 060277.

Date of Issue 081776. In. Wt. Class was 4500 for CC & TC10903+E63 before RC 71-235, pages 1 & 2 combined, transm. codes deleted on 060277.

**Abbreviations**

Distributor

C-Centrifugal Advance  
 V-Vacuum Advance  
 R-Vacuum Retard  
 HEI-High Energy Ignition  
 EI-Electronic Ignition

Fuel System

EFI, FI  
 nV-nVenturi Carburetor  
 VV-Variable Venturi

Exhaust Emission Control System

AI-Air Injection  
 CAI-Catalyst Air Injection  
 EFI-Electronic Fuel Injection  
 EGR-Exhaust Gas Recirculation  
 EM-Engine Modification  
 EFE-Early Fuel Evaporation  
 ESAC-Electronic Spark Advance  
 Control  
 FI-Fuel Injection

OC-Oxidation Catalyst  
 PAI-Pulse Air Injection  
 RC-Reduction Catalyst  
 TR-Thermal Reactor  
 TWC-Three Way Catalyst  
 λ-Air Fuel Ratio Sensor

\*Service

I-Inspect, repair/replace  
 as needed  
 R-Replace


Light-Duty Trucks

Engine Family 712F1U

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<u>Model Name</u>		<u>Model Numbers</u>
Chevrolet Fleetside Pickup	(117.5" W.B.)	CC10703 + E63
GMC Wideside Pickup	(117.5" W.B.)	TC10703 + E63
Chevrolet Stepside Pickup	(117.5" W.B.)	CC10703 + E62
GMC Fenderside Pickup	(117.5" W.B.)	TC10703 + E62
Chevrolet Stepside Pickup	(131.5" W.B.)	CC10903 + E62
GMC Fenderside Pickup	(131.5" W.B.)	TC10903 + E62
Chevrolet Fleetside	(131.5" W.B.)	CC10903 + E63
GMC Wideside	(131.5" W.B.)	TC10903 + E63
Chevrolet Van	(110" W.B.)	CG11005
GMC Van Dura	(110" W.B.)	TG11005
Chevrolet Sportvan	(110" W.B.)	CG11006
GMC Rally Wagon	(110" W.B.)	TG11006
Chevrolet Van	(125" W.B.)	CG11305
GMC Van Dura	(125" W.B.)	TG11305
Chevrolet Sportvan	(125" W.B.)	CG11306
GMC Rally Wagon	(125" W.B.)	TG11306
Chevy Beauville Sportvan	(125" W.B.)	CG11306 + E94
GMC Rally STX	(125" W.B.)	TG11306 + E94

<b>CH</b> 250 CU. IN. 1 BB. CARB. 712F1U	<b>VEHICLE EMISSION CONTROL INFORMATION</b> GENERAL MOTORS CORPORATION 	<b>CATALYST</b> EGR-FEE LOW ALTITUDE CERTIFICATION	TRANSMISSION	
			AUTOMATIC	MANUAL
MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE FULL OPEN, AIR CLEANER INSTALLED, AND AIR CONDITIONING OFF. SET PARKING BRAKE AND BLOCK DRIVE WHEELS. 1. DISCONNECT AND PLUG CARBURETOR AND PCV HOSES AT VAPOR CANISTER 2. DISCONNECT AND PLUG VACUUM HOSE AT DISTRIBUTOR. SET IGNITION TIMING AT SPECIFIED RPM. 3. ADJUST CURB IDLE SPEED TO SPECIFIED RPM BY TURNING CARBURETOR SOLENOID 4. DISCONNECT ELECTRICAL LEAD AT SOLENOID. ADJUST BASE IDLE SPEED TO SPECIFICATION BY TURNING 1/8 HEX. SCREW LOCATED IN END OF SOLENOID BODY. RECONNECT ELECTRICAL LEAD. 5. UNPLUG AND RECONNECT VACUUM HOSE AT DISTRIBUTOR 6. UNPLUG AND RECONNECT CARBURETOR AND PCV HOSES AT VAPOR CANISTER 7. DISCONNECT AND PLUG EGR VACUUM HOSE AT EGR VALVE WITH TRANS. IN PARK OR NEUTRAL. BEND FAST IDLE CAM FOLLOWER TO OBTAIN SPECIFIED FAST IDLE SPEED ON HIGH STEP OF CAM. 8. UNPLUG AND RECONNECT EGR VACUUM HOSE.			TIMING (° BTDC @ RPM) 10° @ 600	6° @ 850
SPARK PLUG GAP (IN.) 0.035			0.035	0.035
CURB IDLE SPEED (RPM) 600 (DR)			600 (DR)	850 (N)
BASE IDLE SPEED (RPM) 425 (DR)			425 (DR)	425 (N)
FAST IDLE SPEED (RPM) 2100 (PI) OR (N)			2100 (PI) OR (N)	2100 (N)
[NOTE] INT. MIXTURE SCREW IS PRESET AND CAPPED AT FACTORY — DO NOT BREAK CAP — ADJUSTMENT DURING TUNE UP IS NOT RECOMMENDED. FOR MAJOR REPAIR, ADJUSTING MIXTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURES MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.				
SEE SERVICE MANUAL FOR ADDITIONAL INFORMATION				
PRINTED IN U.S.A. THIS VEHICLE CONFORMS TO U.S. E.P.A. AND, WHERE APPLICABLE, CALIFORNIA REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES.			PT. NO. 460478	