

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-233  
Relating to Certification of New Motor Vehicles

LEGEND INDUSTRIES, INC.

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; 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 Legend Industries, Inc. exhaust emission control systems are certified as described below 1981 model-year gasoline-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
BLD2.OV5FFT4	121.74 (2.0)	Three Way Catalyst with Closed Loop (Electronic Fuel Injection) (Turbocharged)

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1981 model-year vehicles:

<u>Engine Family</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
BLD2.OV5FFT4	0.30	2.4	0.5

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 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

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

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

Executed at El Monte, California this 4<sup>th</sup> day of May, 1981.



K. D. Drachand, Chief  
Mobile Source Control Division

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Manufacturer Legend Industries, Inc. Executive Order No. A-233 Page 1

Engine Family BLD2.0V5FFT4 Evaporative Family EV-2BC

ABBREVIATIONS Engine CID (Liters) 121.74 (2.0)

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  
TR-Thermal Reactor  
TWC-Three Way Catalyst System

Special Features

CCV-Combustion Chamber Valve  
CFI-Central Fuel Injection  
DI-Diesel Injection  
EFI-Electronic Fuel Injection  
MFI-Mechanical Fuel Injection  
TC-Turbocharged

Fuel System

CFI, DI, EFI, MFI  
nV-nVenturi Carburetor  
VV-Variable Venturi

Vehicle Models

Spider Turbo

## 1981 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars  Light-Duty Trucks  Medium-Duty Vehicles  Gas  DieselManufacturer Legend Industries, Inc. Page 1AEngine Family BLD2.0V5FFT4 Engine Code EV-2BCECS (Special Features) TWC/CL (EFI, Turbocharged) CID (Liter)-  
Type 121.74 (2.0) I4

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System CA,VA,EI Mfgr. Part No.	Fuel System EFI Mfgr. Part No.	EGR Valve Part No.	Label Ident. Part No.
D61X1.14V61 BT	Spider Turbo	M5	2625	Marelli 809P2	Bosch 0.280.000.190 (Control Unit)	NA	See Attachment

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 -