

L. O. B...

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-14
Relating to Certification of New Motor Vehicles

TOYOTA MOTOR COMPANY, Ltd.

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 Toyota Motor Company, Ltd. exhaust emission control systems for 1977 model-year passenger cars are certified for the engine family described below:

- Engine Family: 20R(C)
- Engine: 133.6 CID
- Transmission: 3 Speed Automatic, 4 Speed Manual or 5 Speed Manual
- Exhaust Emission Control Systems: Air injection, engine modification, exhaust gas recirculation, oxidation catalyst

- Models: Corona Sedan
- Corona Hardtop
- Corona Station Wagon
- Celica Hardtop
- Celica Liftback

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

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
20R(C)	0.16	3.4	1.2

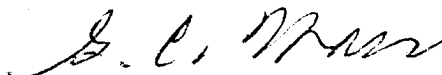
BE IT FURTHER RESOLVED: That this certification is contingent upon Toyota Motor Company, Ltd. affixing a permanent catalyst overheat warning label on the driver's sun-visor of all catalyst-equipped vehicles. This label must be approved by the Executive Officer.

BE IT FURTHER RESOLVED: That this certification is also contingent upon Toyota Motor Company Ltd. 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 27 day of October, 1976.



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

Manufacturer Toyota Motor Company, Ltd Executive Order No. A-14-14 Page 1

Engine Family 20R(C) Engine (CID) 133.6 Engine Code

Emission Control System AI-EGR-EM-OC +10%(A/C) Yes No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V, TI Mfgr. Part Number	Fuel System Type 1-2V Mfgr. Part Number	EGR System Part No. Service**	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
Corona Sedan Hardtop Station Wagon Celica Hardtop Liftback	A/T3	3000 2750 3000	Nippondenso 19100-38010	Aisan Kogyo 21100-38130	25620-38120	(1) 8°BTDC@850RPM in neutral; vacuum line to the distributor remain connected . (2) Lean drop idle (see attached sheet) (3) 850 RPM in neutral
Corona Sedan Hardtop Station Wagon Celica Hardtop Liftback	M/T4	3000 2750 3000	19100-38010	21100-38084	25620-38100	(1) 8°BTDC@850RPM in neutral; vacuum line to the distributor remain connected. (2) Lean drop idle (see attached sheet) (3) 800 RPM in Neutral

Comments ** No Service
 Axle ratio: 3.58, 3.73 (available in Celica only)

Date of Issue October , 1976

Abbreviations

Distributor

- C-Centrifugal Advance
- V-Vacuum Advance
- VR-Vacuum Retard
- TI-Transistorized 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

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Engine Family 20R(C) Engine (CID) 133.6 Engine Code _____

Emission Control System AI-EGR-EM-OC +10%(A/C) Yes No

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V TI (EI)* Mfgr. Part Number	Fuel System Type 1-2V Mfgr. Part Number	EGR System Part No. Service**	Tune-Up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
Corona Sedan Hardtop Station Wagon Celica Hardtop Liftback	M/T5	3000 2750 3000	Nippondenso 19100-38011 19100-38040	Aisan Kogyo 21100-38084	25620-38100	(1) 8°BTDC@800RPM in neutral; vacuum line to the distributor remain connected. (2) Lean drop idle (see attached sheet) (3) 800RPM in neutral

Comments Axle ratio; 3.58, 3.73 (available on Celica only).

** No service

* FI on Celica with 5 speed transmission

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Abbreviations

Distributor

C-Centrifugal Advance

V-Vacuum Advance

VR-Vacuum Retard

TI-Transistorized 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

Toyota Lean Idle Drop Method

Manufacturer: Toyota Motor Company, Ltd.
Engine Family: 20R(C)

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All adjustments must be made with engine at normal operating temperature.

- (1) Coolant temperature 190°F
- (2) Choke valve fully open

Before adjusting the idle mixture, the basic timing, 8° BTDC @ 800 RPM (manual transmission (M/T)) or 8° BTDC @ 850 RPM (automatic transmission (A/T)) and idle speed, 800 RPM (M/T) or 850 RPM (A/T), must be within specifications. All adjustments must be made in neutral with all accessories (wipers, heaters, air conditioning, etc.) off.

Adjust the idle mixture screw to obtain the maximum engine speed (engine RPM). Readjust idle speed screw to return engine speed to 870 RPM (M/T) or 920 RPM (A/T). Repeat attempt to increase the engine speed by adjusting idle mixture screw and again readjusting the engine speed back to 870 RPM (M/T) or 920 RPM (A/T). When it is no longer possible to increase engine speed by adjusting the mixture screw, the idle mixture screw must be adjusted until the idle speed at 800 RPM (M/T) or 850 RPM (A/T) is obtained.