

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-2-25
Relating to Certification of New Motor Vehicles

FUJI HEAVY INDUSTRIES LTD.

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 1985 model-year Fuji Heavy Industries Ltd. exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
FFJ1.8V5HCM8	109 (1.8)	Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop (Electronic Fuel Injection)

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

The following are the certification emission standards for this engine family to be listed on the window decal required by "California Assembly-Line Test Procedures for 1983 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles":

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.41	7.0	0.7

The following are the certification emission values for the above engine family:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.17	1.9	0.3

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.15 of Title 13, California Administrative Code which includes repair or replacement of 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.

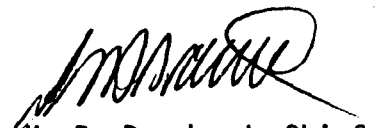
BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

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

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 19th day of July, 1984.


K. D. Drachand, Chief
Mobile Source Division

Manufacturer Fuji Heavy Industries Ltd. Executive Order No. A-2-25
 Engine Family FFJ1.8V5HCM8 Evaporative Family KU
 Engine CID (Liters) 109 CID

ABBREVIATIONS

Ignition System

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

Fuel System

CFI, CL, DID, DIP, EFI, MFI
 nV-nVenturi Carburetor
 VV-Variable Venturi

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
 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
 MFI-Mechanical Fuel Injection
 TC-Turbocharged

VEHICLE MODELS:

AC4: 4-door Sedan
 AN4: Station Wagon
 AX4: XT

DRIVE SYSTEM: Front Engine/ Front -Wheel Drive

1985 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

E.O. A-2-25

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

Manufacturer Fuji Heavy Industries Ltd.

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Engine Family FFJ1.8V5HCM8

Engine Code F1.8V5CMM F1.8V5CMMA F1.8V5CMA F1.8V5CMAA

ECS (Special Features) CL, EGR, OC, TWC, EFI

CID (Liter)-
Type

109 CID-H04

Engine Code	Vehicle Models (If Coded see attachment) (Hp)	Trans.	Equiv. Test Weight	Ign. System CA, EI, VA Part No.	Fuel System EFI Part No.	EGR Valve Part No.	Label Ident. Part No.
F1.8V5CMM	AX4 (6.5/7.2*)	M5	2500	Nippondenso 100291-0880	Injector: JECs 0448	Hitachi APDQ54-106	Tune-up: H2
F1.8V5CMMA	AC4 (7.9*)		2625	Fuji's Part No. 22100AA081	Fuji's Part No. 16600AA010	Fuji's Part No. 14710AA220	Vacuum Hose Routing: AX
	AX4 (DL) (6.5/7.2*)		2750				
	AX4 (GL) (6.5/7.2*)						
	AN4 (8.4*)				Electronic Control Unit		
F1.8V5CMA	AX4 (6.5/7.2*)	A3	2750		Fuji's Part No. 22611AA031	Atsugi AEY83-1	
F1.8V5CMAA	AC4 (7.9*)		2625			Fuji's Part No. 14710AA130	
	AX4 (6.5/7.2*)		2750			Hitachi APDQ54-112	Fuji's Part No. 14710AA320
	AN4 (8.4*)						

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 -

Issue Date: 6/20/'84

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