

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-77
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 1987 model-year Mazda Motor Corporation 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>
HTK2.0V5FAJ2	122 (2.0)	Air Injection-Valve Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop (Turbocharger) (Electronic Fuel Injection)

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

The following are the emission standards for this engine family:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per mile</u>
0.39	7.0	0.7

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

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.18	1.8	0.4

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.1.5 of Title 13, California Administrative Code which includes recall liability for 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".

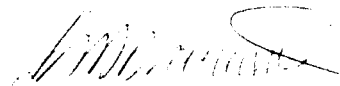
BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "California Motor Vehicle Tune-Up Label Specifications" (Title 13, California Administrative Code, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That 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 19th day of June, 1986.



K. D. Drachand, Chief
Mobile Source Division

Manufacturer Mazda Motor Corporation Engine Family HTK2.OV5FAJ2
 Evaporative Family J Engine Type I-4
 Liters (CID) 2.0 (121.9 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

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
 SPL-Smoke Puff Limiter or
 Throttle Delay
 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
 or aftercooler
 MFI-Mechanical
 Fuel
 Injection
 TC-Turbocharger

Fuel System

I, CL, DID, DIP, EFI, MFI
 nV-nVenturi Carburetor

VEHICLE MODELS: Mazda 626

Engine: Front X Mid. _____ Rear _____
 Drive: FWD X RWD _____ 4WD Full Time _____ 4WD Part Time _____

198 7 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

E.O. # A-16-77

Passenger Cars Light-Duty Trucks _____ Medium-Duty Vehicles _____ Gas Diesel Page 2

Manufacturer Mazda Motor Corporation Engine Family HTK2.OV5FAJ2

Liter (CID) 2.0 (121.9) Eng. Type I-4

Emission Control Sys. (Special Features) AIV, EGR, TWC, CL, (EFI & 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.
TFE-M (w/o A/C)	(7.2)		M-5	2875	T4T65671	Air Flow Meter 197100-2700	K005T59173	FEH5 FEH6
TFE-MC (w/ A/C)	(7.9)			3000		Injector 195500-1300		

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.

Date of Issue May 10, 1986

Revisions: