State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-86-5
Relating to Certification of New Motor Vehicles

MITSUBISHI 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 Mitsubishi Motors Corporation exhaust emission control systems for 1977 model-year passenger cars are certified for the engine family described below:

Engine Family: 4G3-C
Engine: 97.5 CID
Exhaust Emission Control Systems: Thermal Reactor, Exhaust Gas Recirculation Air Injection

Models: (Marketed by the Dodge Division of Chrysler Corporation)

Transmission: 4-Speed Manual

6M-21 Dodge Colt 2-Door Coupe Medium Line
6H-21 Dodge Colt 2-Door Coupe High Line
6H-41 Dodge Colt 4-Door Sedan High Line

Transmission: 5-Speed Manual

6H-41 Dodge Colt 4-Door Sedan High Line
6S-23 Dodge Colt Carousel 2-Door Hardtop Special Line
6P-23 Dodge Colt GT 2-Door Hardtop Premium Line

Transmission: 3-Speed Automatic

6M-21 Dodge Colt 2-Door Coupe Medium Line
6H-21 Dodge Colt 2-Door Coupe
6H-41 Dodge Colt 4-Door Sedan High Line

(Marketed by the Plymouth Division of Chrysler Corporation)

Transmission: 4-Speed Manual

7L-24 Plymouth Arrow 160 2-Door Hatchback Coupe Low Line
7H-24 Plymouth Arrow 160GS 2-Door Hatchback Coupe High Line

Transmission: 5-Speed Manual

7P-24 Plymouth Arrow 160GT 2-Door Hatchback Coupe
Premium Line

Transmission: 3-Speed Automatic

7L-24 Plymouth Arrow 160 2-Door Hatchback Coupe
Low Line
7H-24 Plymouth Arrow 160GS 2-Door Hatchback Coupe
High Line

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
4G3-C	0.36	5.6	1.3

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 15th day of October, 1976.

G C Hass by A O Bachand

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

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[x] Passenger Cars [ ] Light-Duty Trucks

Manufacturer Mitsubishi Motors Corporation Executive Order No. A-86-5 Page 1

Engine Family 4G3-C Engine (CID) 97.5 Engine Code ~~4G3-C-AL, 4G3-C-A~~ 4G3-C-ML, 4G3-C-M

Emission Control System TR,EGR,AI +10%(A/C) Yes [ ] No [x]

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V, VR 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
6M-21	M-4	2,250	T3T05672XXX for engine with counter balance * shafts	28-32DID TA-60XXX	K5T55271	See Tune-Up Label No. MD007284 and MD007285
6H-21	M-4	2,250			I-15,000	See Page 2.
6H-41	M-4	2,500				
7L-24	M-4	2,500				
7H-24	M-4	2,500				
6H-41	M-5	2,500	T3T04278XXX for engine without counter balance shafts.			
6S-23	M-5	2,500				
6P-23	M-5	2,500				
7P-24	M-5	2,500				
6M-21	A-3	2,500		28-32DID TA-62XXX		
6H-21	A-3	2,500				
6H-41	A-3	2,500				
7L-24	A-3	2,500				
7H-24	A-3	2,500				

Comments * ENGINE CODES 4G3-C-A (WHICH are a FEW OF THE AUTOMATICS) AND 4G3-C-M (WHICH ARE THE 5-SPEEDS) ALL HAVE THE COUNTER BALANCE SHAFTS.

Date of Issue

Rev. 11/5/76

Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
VR-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

1977 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[x] Passenger Cars [ ] Light-Duty Trucks

Manufacturer Mitsubishi Motors Corporation Executive Order No. A-86-5 Page 1

Engine Family 4G3-C Engine (CID) 97.5 Engine Code 4G3-C-AL, 4G3-C-A, 4G3-C-ML, 4G3-C-M

Emission Control System TR,EGR,AI +10%(A/C) Yes [ ] No [x]

Vehicle Models (If Coded see attachment)	Trans	Inertia Weight	Distributor Type C,V, VR 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
6M-21	M-4	2,250	T3T05672XXX for engine with counter balance shafts	28-32DID TA-60XXX	K5T55271	See Tune-Up Label No. MD007284 and MD007285
6H-21	M-4	2,250			I-15,000	See Page 2.
6H-41	M-4	2,500				
7L-24	M-4	2,500				
7H-24	M-4	2,500				
6H-41	M-5	2,500	T3T04278XXX for engine without counter balance shafts.			
6S-23	M-5	2,500				
6P-23	M-5	2,500				
7P-24	M-5	2,500				
6M-21	A-3	2,500		28-32DID TA-62XXX		
6H-21	A-3	2,500				
6H-41	A-3	2,500				
7L-24	A-3	2,500				
7H-24	A-3	2,500				

Comments

Date of Issue

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Abbreviations

Distributor
C-Centrifugal Advance
V-Vacuum Advance
VR-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

Executive Order A 86-5

Engine Family : 4G3-C, with manual transmission

VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY I.D.: 4G3-C ENGINE CID: 97.5
EXHAUST EMISSION CONTROL TYPE: TR+EGR+AIR

THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND IS CERTIFIED FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET. THIS VEHICLE CONFORMS TO CALIFORNIA REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND MAY BE SOLD IN CALIFORNIA AT ANY ALTITUDE.

ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS

AT NORMAL OPERATING TEMPERATURE WITH LIGHTS AND ACCESSORIES OFF AND TRANSMISSION IN NEUTRAL

STEP	SPEC.	CONDITIONS
1. BASIC IGNITION TIMING SETTING	5°BTDC±1° AT 950±50RPM	REMOVE RUBBER CAP FROM DISTRIBUTOR
2. IGNITION TIMING CHECK, IDLE SPEED & IDLE MIXTURE SETTING	5°ATDC±3° 950±50RPM	ATTACH RUBBER CAP TO DISTRIBUTOR REMOVE AIR HOSE AND PLUG REED VALVE AIR INLET ADJUST IDLE CO TO BE LEANEST POSSIBLE, WITHOUT ANY MISFIRING, WITHIN THE RANGE OF 0.5~2.0%
3. IDLE SPEED CHECK, AND RESET IF NECESSARY	SAME SPEED AS ABOVE	PUT AIR HOSE BACK TO REED VALVE

VALVE CLEARANCE IN 0.006 in
(ENGINE HOT) EX 0.010 in

BREAKER POINT GAP 0.018~0.022 in
SPARK PLUG GAP 0.030 in

MITSUBISHI MOTORS CORPORATION MD007284

Engine Family : 4G3-C, with automatic transmission

VEHICLE EMISSION CONTROL INFORMATION

ENGINE FAMILY I.D.: 4G3-C ENGINE CID: 97.5
EXHAUST EMISSION CONTROL TYPE: TR+EGR+AIR

THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND IS CERTIFIED FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET. THIS VEHICLE CONFORMS TO CALIFORNIA REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES AND MAY BE SOLD IN CALIFORNIA AT ANY ALTITUDE.

ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS

AT NORMAL OPERATING TEMPERATURE WITH LIGHTS AND ACCESSORIES OFF AND TRANSMISSION IN NEUTRAL

STEP	SPEC.	CONDITIONS
1. BASIC IGNITION TIMING SETTING	5°BTDC±1° AT 850±50RPM	REMOVE RUBBER CAP FROM DISTRIBUTOR
2. IGNITION TIMING CHECK, IDLE SPEED & IDLE MIXTURE SETTING	5°ATDC±3° 850±50RPM	ATTACH RUBBER CAP TO DISTRIBUTOR REMOVE AIR HOSE AND PLUG REED VALVE AIR INLET, ADJUST IDLE CO TO BE LEANEST POSSIBLE, WITHOUT ANY MISFIRING, WITHIN THE RANGE OF 0.5~2.0%
3. IDLE SPEED CHECK, AND RESET IF NECESSARY	SAME SPEED AS ABOVE	PUT AIR HOSE BACK TO REED VALVE

VALVE CLEARANCE IN 0.006 in
(ENGINE HOT) EX 0.010 in

BREAKER POINT GAP 0.018~0.022 in
SPARK PLUG GAP 0.030 in

MITSUBISHI MOTORS CORPORATION MD007285

ISSUE DATE				
REVISION NO				
DATE				