

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-128-1  
Relating to Certification of New Motor Vehicles

COACH DESIGN GROUP, 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 Coach Design Group, Inc. exhaust emission control systems for 1978 model-year passenger cars are certified for the vehicles described below:

Engine Family: GM860J0  
Engine: 350 CID  
Transmission: 3-speed automatic  
Exhaust Emission Control System: Air Injection, Electronic Fuel Injection, Exhaust Gas Recirculation, Oxidation Catalyst

Models and Engine Codes as listed in attachment.

The following are the recommended values to be listed on the window decal required by California Assembly-Line Test Procedures for 1978 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>
GM860J0	0.33	7.3	1.3

BE IT FURTHER RESOLVED: That the above models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (13 California Administrative Code, Section 2290) for the aforementioned model year, or have been granted a temporary exemption from the aforementioned "Specifications" by Executive Order AA-6 series.

BE IT FURTHER RESOLVED: That the above models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-powered Motor Vehicles except Motorcycles".

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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 23 day of September, 1977.



G. C. Hass, Chief  
Vehicle Emissions Control Division

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Engine Family GM 860J0 Engine (CID) 350

ABBREVIATIONS

Distributor

- C-Centrifugal Advance
- V-Vacuum Advance
- VR-Vacuum Retard
- HEI-High Energy Ignition Fuel System
- EFI
- nV-nVenturi Carburetor

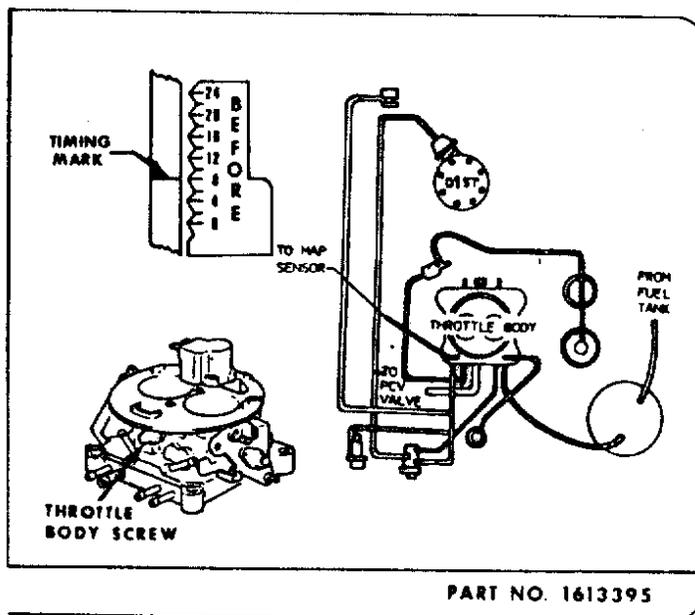
Exhaust Emission Control

- 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
- OC-Oxidation Catalyst

- PAI-Pulse Air Injection
- TC-Turbo Charged
- TWC-Three Way Catalyst (Feedback Control)

Continued below



<b>KK</b> 860J0 88A 350CU.IN.	<b>VEHICLE EMISSION CONTROL INFORMATION</b> GENERAL MOTORS CORPORATION		<b>CATALYST</b> A.I.R.E.G.R. LOW ALTITUDE CERTIFICATION						
<ol style="list-style-type: none"> <li>1. PLACE TRANSMISSION IN PARK AND BLOCK DRIVE WHEELS.</li> <li>2. DISCONNECT AND PLUG VACUUM LINE TO PARKING BRAKE RELEASE TO PREVENT AUTOMATIC RELEASE OF PARKING BRAKE WHEN SHIFTING TRANSMISSION IN STEP 7.</li> <li>3. SET PARKING BRAKE.</li> <li>4. WITH ENGINE AT NORMAL OPERATING TEMPERATURE, AIR CLEANER OFF AND AIR CONDITIONER OFF, MAKE ENGINE ADJUSTMENTS AS FOLLOWS:</li> <li>5. DISCONNECT AND PLUG DISTRIBUTOR VACUUM LINE.</li> <li>6. WITH TRANSMISSION IN "PARK" SET TIMING AT SPECIFIED R.P.M.</li> <li>7. RECONNECT DISTRIBUTOR VACUUM LINE. PLACE TRANSMISSION IN "DRIVE" AND ADJUST THROTTLE BODY SCREW TO SPECIFIED R.P.M.</li> <li>8. RECONNECT PARKING BRAKE RELEASE LINE.</li> </ol> <p style="text-align: center; font-size: small;">NOTE: DO NOT DEPRESS SERVICE BRAKE PEDAL WHILE SETTING IDLE SPEEDS.</p> <p style="font-size: x-small;">SEE SERVICE MANUAL AND MAINTENANCE SCHEDULE I FOR ADDITIONAL INFORMATION</p> <p style="font-size: x-small;">THIS VEHICLE CONFORMS TO U.S. EPA, AND WHERE APPLICABLE CALIFORNIA, REGULATIONS APPLICABLE TO 1978 MODEL YEAR NEW MOTOR VEHICLES.</p>			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">TIMING (DEG. B.T.D.C. @ R.P.M.)</td> <td style="text-align: center;">8 @ 600</td> </tr> <tr> <td style="font-size: x-small;">SPARK PLUG GAP (INCHES)</td> <td style="text-align: center;">.060</td> </tr> <tr> <td style="font-size: x-small;">THROTTLE BODY SCREW (R.P.M.)</td> <td style="text-align: center;">600</td> </tr> </table>	TIMING (DEG. B.T.D.C. @ R.P.M.)	8 @ 600	SPARK PLUG GAP (INCHES)	.060	THROTTLE BODY SCREW (R.P.M.)	600
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			SPARK PLUG GAP (INCHES)	.060					
THROTTLE BODY SCREW (R.P.M.)	600								
ELECTRONIC FUEL INJECTION NO ADJUSTMENT PROVISIONS EXIST FOR IDLE FUEL MIXTURE.									

Continued above