 E O Book

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-29-8
Relating to Certification of New Motor Vehicles

CHECKER MOTORS CORPORATION

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 Checker Motors Corporation exhaust emission control systems are certified as described below for 1979 model-year gasoline-powered passenger cars:

Engine Family	Displacement Cubic Inches	Exhaust Emission Control Systems (Special Features)
GM 910F1SMU	250	Air Injection Exhaust Gas Recirculation Oxidation Catalyst Warm-up Oxidation Catalyst

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1979 model-year vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
GM 910F1SMU	0.26	2.5	1.3

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 except Motorcycles".

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.

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

The Department of Motor Vehicles and the Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 2 day of January, 1979.

G. C. Hass

G. C. Hass, Chief
Vehicle Emissions Control Division

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Checker Motors Corporation Executive Order No. A-29-8 Page 1

Engine Family GM 910F1SMU Engine (CID) 250

ABBREVIATIONS

Ignition System
CA-Centrifugal Advance
EI-Electronic Ignition
ESAC
VA-Vacuum Advance
VR-Vacuum Retard

Fuel System
EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Exhaust Emissions Control System
AI-Air Injection
CCAV-Comb. Chamber Air Valve
EFI-Electronic Fuel Injection
EGR-Exhaust Gas Recirculation
EM-Engine Modification

ESAC-Electronic Spark Advance Control
MFI-Mechanical Fuel Injection

OC-Oxidation Catalyst
PAI-Pulse Air Injection
TC-Turbo Charged
TR-Thermal Reactor
TWC-Three Way Catalyst (Feedback Control)
WOC-Warm-up Oxidation Catalyst

Evaporative Emissions Control Family GM 9B1-1

Models:

A-11 Taxicab
A-12 Marathon

Issued: 010279.

E.O. #A 29-8

1979 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

[X] Passenger Cars [ ] Light-Duty Trucks [ ] Medium-Duty Vehicles

Manufacturer: Checker Motors Corporation

Page 2

Engine Family: GM 910F1SMU

Engine (CID): 250

Engine Code:

Emission Control System: AI, EGR, OC, WOC + 10% (A/C)

Yes ___ No X

Eng. Code	Vehicle Models (If Coded see attachment)	Trans.	Inertia Weight Class (Axle Ratio)*	Ign. Sys. EI,CA,VA Distrib. Part No.	Fuel System 1V Carb. Part No.	EGR Valve Part No.	Tune-up Specification (1) Basic Timing (2) Idle Mixture (3) Idle Speed
1	A-11, A-12	A-3	4000	Delco Remy 1110716	Rochester 17059314	17056075	See label below Vacuum Hose routing diagram is same as GM E.F. 910F1SMU.

4.1 LITRE (250 CU. IN.) 910F1SMU 9B1-1

VEHICLE EMISSION CONTROL INFORMATION

CHECKER MOTORS CORPORATION

SET PARKING BRAKE AND BLOCK DRIVE WHEELS

MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE FULL OPEN, AIR CLEANER INSTALLED, AND AIR CONDITIONING OFF.

1. DISCONN. & PLUG VAC HOSE AT DISTRIBUTOR. SET IGNITION TIMING AT SPEC. ENGINE SPEED. UNPLUG & RECONN. VAC HOSE TO DISTRIBUTOR.
2. DISCONN & PLUG VAC HOSE AT EGR VALVE & CANISTER PURGE HOSE AT CANISTER. TURN CARB SOLENOID TO OBTAIN SPEC. CURB IDLE SPEED.
3. DISCONN ELECTRICAL LEAD AT SOL. ADJUST BASE IDLE SPEED TO SPEC BY TURN. 1/8 HEX SCREW LOCATED IN END OF SOL.BODY. RECONN ELEC LEAD.
4. WITH TRANSMISSION IN PARK OR NEUTRAL, BEND FAST IDLE CAM FOLLOWER TO OBTAIN SPEC. FAST IDLE SPEED ON HIGH STEP OF CAM. UNPLUG AND RECONN VAC HOSE TO EGR VALVE AND CANISTER PURGE HOSE TO CANISTER.

SEE SERVICE MANUAL AND MAINTENANCE SCHEDULE 11 FOR ADDITIONAL INFORMATION.

CATALYST AIR-EGR-EFE LOW ALT. CERT.	AUTO. W/O A/C	AUTO. W/ A/C
TIMING (°BTC @ RPM)	6° @ 600	6° @ 600
SPK PLUG GAP (IN)	0.035	0.035
CURB IDLE SPEED (RPM)	600 (DR.)	600 (DR.)
BASE IDLE SPEED (RPM)	400 (DR.)	400 (DR.)
FAST IDLE SPEED (RPM)	2000 (P) OR (N)	2000 (P) OR (N)

NOTE: IDLE MIXTURE SCREW IS PRESET & CAPPED AT FACTORY-DO NOT BREAK CAP-ADJUSTMENT DURING TUNE UP IS NOT RECOMMENDED. FOR MAJOR REPAIR, ADJ. MIXTURE SETTING BY OTHER THAN APPROVED SERVICE MANUAL PROCEDURE MAY VIOLATE FEDERAL AND/OR CALIFORNIA OR OTHER STATE LAWS.

THIS VEHICLE CONFORMS TO U.S. E.P.A. AND CALIFORNIA REGULATIONS APPLICABLE TO 1979 MODEL YEAR NEW PASSENGER CARS.

PT. NO. 708304

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, equipment and inertia weight class.

*Axle ratio is that of medium duty certification vehicle.

Date of Issue -010279.