

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-215-63

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Edelbrock Corporation
Exhaust Headers

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Exhaust Headers, manufactured and marketed by the Edelbrock Corporation, 2700 California Street, Torrance, California 90503, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the following vehicle applications:

<u>Part Number</u>	<u>Model years</u>	<u>Vehicle type/model</u>	<u>Engine size (liters)</u>
A. Shorty Headers			
65052, 65053	2005 to 2006	Ford Mustang	4.6
65692, 65693, 65792, 65793	2003 to 2006	Dodge Ram	5.7
B. Long Tube Headers			
66792, 66793	2003 to 2006	Dodge Ram	5.7

The Exhaust Headers are manufactured out of 16 gage mild steel tubing or 17 gage stainless steel tubing. The headers include where applicable, connecting pipes, air injection, and EGR ports. The location of the oxygen sensor is not changed.

This Executive Order is valid provided that the installation instructions for the Exhaust Headers will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the Exhaust Headers, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Exhaust Headers advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Marketing of the Exhaust Headers using any identification other than that shown in this Executive Order or marketing of the Exhaust Headers for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the Exhaust Headers may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emission test results in the modified configuration using the Cold-Start CVS-75 Federal Test Procedure, Supplemental Federal Test Procedure (US06), and an examination of the On-Board Diagnostic II (OBD II) system. A 2005 Dodge Ram with a 5.7 liter engine (5CRXT05.75J1, LEV I SULEV) and a 2005 Ford Mustang with a 4.6 liter engine (5FMXV04.6VEM, LEV II LEV) were used for the evaluation of the Exhaust Headers. Results from emissions testing conducted at Auto Club of Southern California are shown below (in grams per mile with deterioration factors applied):

Dodge Ram 1500	CVS-75				US06	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards 50k	0.125	3.4	0.14	0.015	0.40	10.5
Long Tube Header	0.086	1.1	0.08	0.001	0.19	0.4

Mustang	CVS-75				US06	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards 50k	0.075	3.4	0.05	0.015	0.14	8.0
Shorty Header	0.046	1.1	0.03	0.001	0.03	0.8

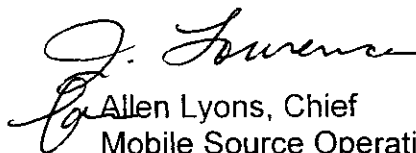
The emission test results in the modified configuration were below the applicable certification standards. Examination of the OBD II system showed the Exhaust Headers do not affect OBD II system operation.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE EXHAUST HEADERS.

No claim of any kind, such as "Approved by the Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 13th day of January 2006.



Allen Lyons, Chief
Mobile Source Operations Division