

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-439-3
Relating to Exemptions Under Section 27156
of the Vehicle Code

PACESETTER MARKETING, INC.
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 Sections 39515 and 39516 of the Health and
Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Exhaust Headers, manufactured by
Pacesetter Marketing, Inc. of 2841 West Clarendon, Phoenix, Arizona 85043, has been found not to
reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt
from the prohibitions of Section 27156 of the Vehicle Code for the following vehicle applications as
listed below, excluding any vehicle certified to an ultra low emission vehicle standard (ULEV) or
equipped with a close coupled catalyst.

<u>Manufacturer</u>	<u>Part #</u>	<u>Engine</u>	<u>Year/Vehicle Model</u>
Ford	851126, 70-1326, 72C1326	4.6L	1997-2000 F150, F250, Expedition
	851127, 70-1327, 72C1237	5.4L	1997-2000 F150, F250, F-350 Expedition
	851124, 70-1324, 72C1324	5.0L	1996 F-150, F250, F350, Bronco
	851125, 70-1325, 72C1325	5.8L	1996 F-150, F250, F350, Bronco
	851177, 70-1067, 72C1067	5.0L	1986-1993 Mustang LX and GT
	851129, 70-1063, 72C1063	5.0L	1986-1993 Mustang LX and GT
	851128, 70-1068, 72C1068	5.0L	1986-1993 Mustang LX and GT
	851175, 70-1075, 72C1075	5.0L	1994-1995 Mustang GT
	851176, 70-1076, 72C1076	4.6L	1996-1998 Mustang GT
Honda	70-1139, 72C1139	1.5L	1985-1987 Civic Si, CRX Si
	70-1144, 72C1144	1.5L	1988-1991 Civic DX, LX, CRX Si
	70-1149, 72C1149	1.5L	1992-1995 Civic DX, LX
	70-1160, 72C1160	1.6L	1992-1998 Civic EX, Si
	70-1165, 72C1165	1.6L	1999-2000 Civic Si
	70-1250, 72C1250	2.0L	1985-1987 Prelude 1986-1989 Accord
	70-1241, 72C1241	2.0L	1988-1989 Prelude
	70-1242, 72C1242	2.0L	1990-1991 Prelude
	70-1243, 72C1243	2.2L	1992-1995 Prelude
	70-1244, 72C1244	2.3L	1992-1995 Prelude VTEC
	70-1247, 72C1247	2.2L	1997-1999 Prelude
	70-1251, 72C1251	2.2L	1990-1993 Accord
	70-1252, 72C1252	2.2L	1994-1995 Accord
	70-1254, 72C1254	2.3L	1998-1999 Accord LX
	70-1260, 72C1260	1.6L	1986-1987 Acura Integra
	70-1261, 72C1261	1.6L	1988-1989 Acura Integra
	70-1262, 72C1262	1.8L	1990-1991 Acura Integra
	70-1263, 72C1263	1.8L	1992-1993 Acura Integra (Non-VTEC)
	70-1265, 72C1265	1.8L	1994-1995 Acura Integra (Non-VTEC)
	70-1266, 72C1266	1.8L	1994-1997 Acura Integra

The Exhaust Headers are manufactured out of a 16 gage mild steel tubing. **On Ford vehicles, the location of the oxygen sensor is either at the collector or the connecting pipes, similar to the stock configuration. On Honda vehicles, the location of the oxygen sensor is either at the collector of the header, in the connecting pipe, or a balance tube in the connecting pipe.** On vehicles where the existing oxygen sensor wire loom does not reach the new oxygen sensor location, PaceSetter will provide a wire loom extension that will plug into the factory connector.

This Executive Order shall not apply to any Pacesetter Marketing, Inc.'s Exhaust Header advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that installation instructions for the exhaust header will not recommend tuning the vehicles to specifications different from those of the vehicle manufacturer.

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

Marketing of this device using any identification other than that shown in this Executive Order or marketing of this device 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 device may have on any warranty either expressed or implied by the vehicles manufacturer.

This Executive Order is granted based on emissions test data generated on a 1998 Honda Accord LX and a 1999 Ford F-150, both of which are certified to the low emission vehicle standard. Testing consisted of one Cold Start CVS-75 Federal Test Procedures in the modified configuration. Emission levels of the modified vehicles met the applicable emission standards. The following test results are in grams per mile with the deterioration factors applied:

	1998 Honda Accord LX 2.3L engine				1999 Ford F-150 4.6L engine			
	NMOG	CO	NOX	HCHO	NMOG	CO	NOX	HCHO
Standard	0.075	3.4	0.2	0.015	0.160	4.4	0.4	0.018
Device	0.055	1.0	0.1	0.001	0.113	0.5	0.2	0.002

This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same vehicles. Test data showed that the headers when installed on the vehicles did not affect the vehicle's ability to perform its OBD II monitoring.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF PACESETTER MARKETING, INC.'S 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 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 after hearing that grounds for revocation exist.

Executed at El Monte, California, this 29th day of February 2000.



R. B. Summerfield, Chief
Mobile Source Operations Division

This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same vehicles. Test data showed that the headers when installed on the vehicles did not affect the vehicle's ability to perform its OBD II monitoring.

A modified oxygen sensor placement is used on 4 cyl. Honda vehicle applications, the sensor is placed in a short balance tube that is located in a connecting pipe after the header. The sensor remained near its stock location which did not affect emissions or OBD II monitoring based on submitted data. The Ford headers retained the oxygen sensor in its stock location.

For the Honda, NMOG and HCHO were calculated using the following conversion factors: $\text{NMOG/NMHC}=0.9707$ and $\text{HCHO/NMHC}=0.0150$, NMHC was measured at 0.053. 50K deterioration factors (dfs) used were NMOG, 0.003, CO, 0.166, NOx, 0.045 and HCHO, 0.00012. Vehicle test weight and horse power, 3500 lbs. and 7.8.

For the Ford, NMOG and HCHO were calculated using the following conversion factors: $\text{NMOG/NMHC}=1.0335$ and $\text{HCHO/NMHC}=0.0161$, NMHC was measured at 0.101. 50K deterioration factors (dfs) used were NMOG, 0.0083 CO, 0.06, NOx, 0.02 and HCHO, 0.0003. Vehicle test weight and horse power, 5500 lbs. and 13.8.