

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-450-3

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Racing Beat  
High Flow Air Intake Assembly

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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the High Flow Air Intake Assembly, produced and marketed by Racing Beat, 4789 East Wesley Drive, Anaheim, California 92807, 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 1999 to 2002 model-year Mazda Miata: p/n's 56502 & 56503 (with shroud).

The High Flow Air Intake Assembly includes the following main components: open-element reusable air filter, intake system tubing, shroud (as applicable), crankcase ventilation hose (as applicable, which may be silicone, and a color other than black), assorted brackets, and hardware.

This Executive Order is valid provided that the installation instructions for the High Flow Air Intake Assembly will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the High Flow Air Intake Assembly, 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 High Flow Air Intake Assembly 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 High Flow Air Intake Assembly using any identification other than that shown in this Executive Order or marketing of the High Flow Air Intake Assembly 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 High Flow Air Intake Assembly may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on an examination of the On-Board Diagnostic II (OBD-II) system of a 2001 model-year California-certified Mazda Miata (engine family 1TKXV01.8CJA, LEV, PC) in the modified configuration, and an engineering evaluation of the emissions impact of the device if measured using the Cold-Start CVS-75 Federal Test Procedure. However, the ARB finds that reasonable grounds exist to believe that use of the High Flow Air Intake Assembly may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the CVS-75 Federal Test Procedure. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the High Flow Air Intake Assembly adversely affect emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the High Flow Air Intake Assembly will affect the durability of emission control systems, Racing Beat shall be required to submit durability data to show that the durability of vehicle emission control systems are not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

The ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

**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 RACING BEAT'S HIGH FLOW AIR INTAKE ASSEMBLY.**

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 19<sup>th</sup> day of February, 2002.



Allen Lyons, Chief  
New Vehicle/Engine Programs Branch