

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-450
Relating to Exemptions Under Section 27156
of the Vehicle Code

Racing Beat
Power Pulse Cold Air Intake and
HighFlow Air Inlet 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 Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly, manufactured and marketed by Racing Beat, 1291 Hancock Street, Anaheim, California 92807 have 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 1990-1993 model-year, 1.6 liter Mazda Miata (p/n's 56505 & 56500).

The Racing Beat Power Pulse Cold Air Intake includes the following main components: cold air intake duct, reusable air filter, and hardware. The HighFlow Air Inlet Assembly includes the following main components: open-element reusable air filter, airflow meter adapter, and hardware.

This Executive Order is valid provided that the installation instructions for the Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet 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 Racing Beat Power Pulse Cold Air Intake and/or HighFlow Air Inlet 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.

Marketing of the Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly using any identification other than that shown in this Executive Order or marketing of the Racing Beat intake kits for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the Racing Beat intake systems shall not be construed as exemption to sell, offer for sale, or advertise any component of the kits as an individual device.

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This Executive Order does not constitute any opinion as to the effect the use of the Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on a determination that the Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly will not adversely affect tailpipe emissions when tested under the Cold Start CVS-75 Federal Test Procedure. No systems that affect the Cold Start CVS-75 or running loss emissions are bypassed in installing the Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly. However, the ARB finds that reasonable grounds exist to believe that use of the Racing Beat intake kits may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. 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 Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet 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 Racing Beat Power Pulse Cold Air Intake and HighFlow Air Inlet Assembly will affect the durability of the emission control systems, Racing Beat shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, 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 THE RACING BEAT POWER PULSE COLD AIR INTAKE AND HIGHFLOW AIR INLET 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

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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 11th day of March 1998.

A handwritten signature in black ink, appearing to read "R. B. Summerfield". The signature is written in a cursive style with a large initial "R".

R. B. Summerfield, Chief
Mobile Source Operations Division