

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-215-48
Relating to Exemptions Under Section 27156
of the Vehicle Code

EDELBROCK CORPORATION
THROTTLE BODY

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 Throttle Body, manufactured and marketed by the Edelbrock Corporation, 2700 California Street, Torrance, California 90509-2936 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 Honda vehicle applications listed, **excluding any vehicle certified to a Transitional Low Emission Vehicle (TLEV) or lower emission standards.**

<u>Part No.</u>	<u>Model-Year</u>	<u>Model</u>	<u>Engine</u>
4781	1992 & 1993	Civic DX	1.5L
4782	1992 to 1995	Civic	1.6L VTEC
4783	1996 to 1998	Civic Si	1.6L
4784	1990 to 1993	Integra LS, RS, GS	1.8L
4785	1994 to 1999	Integra LS, RS, GS	1.8L
4786	1992 to 1999	Prelude	2.2L VTEC
4787	1992 to 1999	Prelude Si	2.3L
4789	1996 to 2001	Integra Type R	1.8L VTEC
4790	1994 to 2001	Integra GSR	1.8L VTEC

Edelbrock recommends that the new throttle body is port matched to the intake manifold to achieve maximum performance benefit.

This Executive Order is valid provided that the installation instructions for the Throttle Body 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 Throttle Body, 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 Throttle Body advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with its transfer to an ultimate purchaser.

Marketing of the Throttle Body using any identification other than that shown in this Executive Order or marketing of the Throttle Body 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 Throttle Body shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

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

This Executive Order is granted based on emissions test data generated on a 2000 Acura Integra Type R with a 1.8L engine and certified to the Tier 1 emission standards. Testing consisted of a Cold Start CVS-75 Federal Test Procedure. Emission levels of the modified vehicle was either at or below its applicable emission standards. The following test results are in grams per mile with deterioration factors (dfs) applied:

	NMHC	CO	NOx
Standard	0.25	3.4	0.4
Device w/dfs	0.13	3.0	0.1

This Executive Order is also based on the On Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the Edelbrock Throttle Body 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 ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE EDELBROCK CORPORATION'S THROTTLE BODY.

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 1st day of March 2001.


R. B. Summerfield, Chief
Mobile Source Operations Division