

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-271-25

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Kenne Bell, Inc.
TS Series Supercharger

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 TS Series Supercharger, manufactured and marketed by Kenne Bell, Inc., 10743 Bell Court, Rancho Cucamonga, California 91730, 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 Ford Motor Company vehicles:

PART NO	YEAR	MAKE	ENGINE (L)	BOOST	SUPERCHARGER Displacement (L)	PULLEY Dia. (Inches)
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	2.8	3.25
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	3.6	3.87
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	4.2	4.50
TS1000 SERIES	2013 to 2014	SHELBY GT500/KR	5.8	12	2.8	3.25
TS1000 SERIES	2013 to 2014	SHELBY GT500/KR	5.8	12	3.6	3.87
TS1000 SERIES	2013 to 2014	SHELBY GT500/KR	5.8	12	4.2	4.50
TS1000 SERIES	2011-2014*	MUSTANG GT	5.0	12	2.6	3.25
TS1000 SERIES	2011-2014*	MUSTANG GT	5.0	12	2.8	3.75"
TS1000 SERIES	2011-2014*	MUSTANG GT	5.0	12	3.6	4.00"
TS1000 SERIES	2011-2014*	MUSTANG GT	5.0	12	4.2	4.50"
TS1000 SERIES	2005-2010*	MUSTANG GT	4.6	8	2.6	4.00"
TS1000 SERIES	2005-2010*	MUSTANG GT	4.6	8	2.8	4.12"
TS1000 SERIES	2005-2010*	MUSTANG GT	4.6	8	3.6	4.50"

*The stock air cleaner housing is retained on 2005 model year built on or before April 30, 2005 and 2007 to 2014 model year Mustangs.

The 2007 to 2014 model year Ford Shelby GT500/KR Supercharger Kit consists of the following main components: Twin screw supercharger designed to replace the stock supercharger, modified ECM calibration, Ford GT style air intake system with metal chrome tube to house the mass air flow sensor, 75 mm throttle body, and a conical air filter in a new air box. The stock crankshaft pulley is retained. There are no changes or modifications to any of the following: vacuum or emission related hoses, fuel injectors, or radiator thermostat. Maximum boost is 12 psi.

The 2011 to 2014 model year 5.0L Ford Mustang TS Series Supercharger Kit consists of the following main components: Twin screw supercharger, intercooler, intake manifold, bypass valve, reflashed ECM, 39 pound high flow injectors, and a mass air flow sensor. The breather and vacuum hoses may be replaced with SAE30R9 rated hose. Boost is limited to a maximum of 12 psi. The stock crankshaft pulley, fuel pump, air filter housing in a stock orientation, and radiator thermostat are retained during installation.

The 2005 to 2010 model year 4.6L Ford Mustang TS Series Supercharger Kit consists of the following main components: Twin screw supercharger, intercooler, intake manifold, bypass valve, 39 pound high flow injectors, mass air flow sensor, reflashed ECM, open element air filter on 2005 model year built after April 30, 2005 and 2006 model year Mustangs only, and electronic fuel pump booster. **The stock air cleaner housing is retained on 2005 model year built on or before April 30, 2005, and 2007 to 2014 model year Mustangs.** Air cleaner is in a stock orientation. The breather and vacuum hoses may be replaced with an SAE30R9 rated hose. The stock crankshaft pulley and radiator thermostat are retained.

This Executive Order is valid provided that the installation instructions for the TS Series Supercharger 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 TS Series Supercharger, 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 TS Series Supercharger 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 TS Series Supercharger using any identification other than that shown in this Executive Order or marketing of the TS Series Supercharger 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 TS Series Supercharger may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on previously submitted emission test data from Kenne Bell, Inc. (D-271-21 and D-271-24). The emission test results with the TS Series Supercharger installed were below the applicable certification emission standards. Examination of the OBD II system, showed no effect on the vehicles' OBD II system operation. The same emission and OBD II test results would be expected with the TS Series Supercharger installed on the requested vehicles.

The Air Resources Board 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 TS SERIES SUPERCHARGER.

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.

3.

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 30th day of April 2013.



Erik White, Chief
Mobile Source Operations Division

