

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-271-28

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Kenne Bell, Inc.
Kenne Bell Supercharger Kit

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-14-012;

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	3.2	3.50
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	3.2	3.50
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	2011-2016	MUSTANG GT	5.0	12	2.6	3.25
TS1000 SERIES	2011-2016	MUSTANG GT	5.0	12	2.8	3.75
TS1000 SERIES	2011-2016	MUSTANG GT	5.0	12	3.2	3.875
TS1000 SERIES	2011-2016	MUSTANG GT	5.0	12	3.6	4.00
TS1000 SERIES	2011-2016	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 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 Kenne Bell Supercharger kit for the Mustang GT consists of the following main components: Twin Screw Kenne Bell supercharger, intercooler, intake manifold, bypass valve, reflashed ECM without user adjustments, mono-blade 168 mm throttlebody, 39 pound high flow injectors, 4.5" i.d. metal air intake tube with the Ford hydrocarbon adsorber (part number FR3C-9T303-BC) which is metal riveted inside on a metal bracket, hydrocarbon adsorber is located near the throttle body in a stock orientation, and an open element air

filter. The new air intake tube is located from the throttle body to below the bumper. The breather hose may be replaced with an SAE30R9 rated hose. All supplied fuel hoses are either Avon's CADbar 9000 series or a stock factory replacement, and fuel and vapor line connectors supplied with the kit are OEM equivalent parts. Boost is limited to a maximum of 12 psi. The stock mass air flow sensor element, fuel pump, crankshaft pulley, and radiator thermostat are retained during installation. The mass air flow sensor element is reinstalled in the new air intake tube in a stock location and orientation.

This Executive Order is valid provided that the installation instructions for the Kenne Bell Supercharger Kit will not recommend tuning the vehicle to specifications different from those of Kenne Bell, Inc.

Changes made to the design or operating conditions of the Kenne Bell Supercharger Kit, 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 exemption is issued based on submitted emissions test data, from Automotive Testing and Development Services, Inc. of Ontario, California, on a 2015 model year Ford Mustang (Test Group FFMXV05.0VIM) certified to the Low Emission Vehicle III Ultra Low Emission Vehicle (LEV III ULEV) standards and tested using the Cold Start Federal Test Procedure (FTP) and the Supplemental Federal Test Procedure (SFTP) test cycles:

Useful Life FTP Emission Level (w/ df applied)	NMOG+NOx 0.110	CO 1.7	HCHO 0.003
Standards	0.125	2.1	0.004
Useful Life SFTP Emission Level (Composite w/ df)	NMHC+NOx 0.12	CO 1.2	
Standards	0.14	4.2	
2-Day Diurnal + Hot Soak			
Standard	HC 0.65		
Device w/df	0.37		

Test results showed that the Kenne Bell Supercharger Kit when installed on the vehicle did not cause exhaust or evaporative emissions to exceed the applicable emission standards during the FTP, SFTP, and 2 Day Diurnal. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Kenne Bell Supercharger Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

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 KENNE BELL SUPERCHARGER KIT.

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 9 day of September 2015.



Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division