State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-279-9

Relating to Exemptions Under Section 27156
of the California Vehicle Code

COMP Performance Group
LSX, LSXR, and LSXRT Intake Manifold

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 LSX, LSXR, and LSXRT Intake Manifold, manufactured and marketed by COMP Performance Group, 3406 Democrat Road Memphis, Tennessee 38118, 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 vehicle applications:

Part Number	Model-Year	Engine Disp. (L)	Vehicle
146102	2008 to 2013*	6.2	Corvette
	2010 to 2014*	6.2	Camaro
	2009*	6.2	G8 GPX
	2008 to 2009	6.0	G8 GT
	2014*	6.2	SS
	1995 and older*	6.2	E-Rod Engine
146202	2006 to 2013	7.0	Corvette Z06
146302 or 54039B	1997 to 2004	5.7	Corvette
	1998 to 2002	5.7	Camaro / Firebird
	2004	5.7	GTO
	2004 to 2005	5.7	CTS-V
	2001 to 2004	5.7	Corvette Z06
	2006 to 2007	6.0	CTS-V
	2005 to 2007	6.0	Corvette
	2005 to 2006	6.0	GTO
146602	1999 to 2013	4.8 to 6.0**	Truck and SUV

* Requires an injector spacer kit, part no. 146025-kit, if equipped with an LS3 engine.

** 2007 and newer model year 6.0L trucks and SUVs with cathedral port cylinder heads only

The LSX, LSXR, and LSXRT Intake Manifold is a replacement intake manifold. No modifications are made to any original equipment part for proper installation except for the injector spacer kit as designated above.

This Executive Order is valid provided that the installation instructions for the LSX, LSXR, and LSXRT Intake Manifold 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 LSX, LSXR, and LSXRT Intake Manifold, 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 LSX, LSXR, and LSXRT Intake Manifold 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 LSX, LSXR, and LSXRT Intake Manifold using any identification other than that shown in this Executive Order or marketing of the LSX, LSXR, and LSXRT Intake Manifold 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 LSX, LSXR, and LSXRT Intake Manifold may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on prior submitted emission test data generated on a 2010 model year Chevrolet Camaro (AGMXV06.2089, LEV II ULEV, PC), modified with the LSX, LSXR, and LSXRT Intake Manifold. Test results showed that emission levels, with the LSX, LSXR, and LSXRT Intake Manifold installed, were below the emission standards when tested using Cold-Start CVS-75 Federal Test Procedure and the Supplemental Federal Test Procedure (US06) test cycle. Results from emission testing conducted at Automotive Testing and Development Services, Inc., 400 South Etiwanda Avenue, Ontario, California 91761, are shown below, in grams per mile, with deterioration factors (df) applied.

	CVS-75				US06	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards*	0.070	2.1	0.04	0.011	0.14	8.0
Device	0.054	1.6	0.03	0.000	0.03	1.5

*LEV II ULEV CVS-75 FTP 120K emissions standards.

Examination of the OBD II system showed the LSX, LSXR, and LSXRT Intake Manifold does not affect OBD II system operation.

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 LSX, LSXR, AND LSXRT INTAKE MANIFOLD.

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 30 day of May 2014.

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