

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-369-19

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Summit Racing
Exhaust Header

Pursuant to the authority vested in the Air Resources Board (ARB) by Vehicle Code (VC) Section 27156; 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 Exhaust Header, manufactured by PaceSetter Performance Products and marketed by Summit Racing, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of VC Section 27156 for the following vehicle applications:

<u>Part Nos.</u>	<u>Vehicle Applications</u>
SUM-G9044	1993 to 1995 Chrysler V8 Trucks/SUVs
SUM-G9045	1996 to 1998 Chrysler V8 Trucks/SUVs
SUM-G9017	1997 to 1998 Chrysler V8 Trucks/SUVs
SUM-G9014	1988 to 1995 GM V8 Trucks/SUVs
SUM-G9015	1988 to 1995 GM V8 Trucks/SUVs
SUM-G9016	1996 to 1999 GM V8 Trucks/SUVs
SUM-G9019	1996 to 1998 GM 4.3L Trucks/SUVs
SUM-G9035	1987 to 1995 Ford 5.0L Trucks/SUVs
SUM-G9036	1987 to 1995 Ford 5.8L Trucks/SUVs
SUM-G9037	1996 Ford 5.0L Trucks/SUVs (includes Bronco)
SUM-G9046	1997 to 2001 Ford 4.6L Trucks/SUVs
SUM-G9047	1997 to 2001 Ford 5.4L Trucks/SUVs
SUM-G9048*	1999 to 2003 GM 4.8L or 5.3L Trucks/SUVs
SUM-G9021*	1999 to 2003 GM 4.8L or 5.3L Trucks/SUVs

*** Excluding the following engine test groups that are equipped with a close coupled catalyst: 2001 model year, 1GMXA05.3185 and 1GMXA06.0188, 2002 model year, 2GMXA04.8183, 2GMXA04.8184, 2GMXA5.3185, 2GMXA05.3187, and 2GMXA06.0188.**

Summit Racing's Exhaust Header is a shorty header design that is manufactured out of 16 gage mild steel tubing. The location of the oxygen sensor is either at the collector or the connecting pipes, similar to the stock configuration.

This Executive Order is valid provided that the installation instructions for the Exhaust Header 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 Exhaust Header, as exempt by ARB, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Exhaust Header using any identification other than that shown in this Executive Order or marketing of the Exhaust Header for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order does not constitute any opinion as to the effect use of the Exhaust Header 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 PaceSetter Performance Products (D-439-2, D-439-5, and D-439-7). The emission test results with PaceSetter Performance Products header installed were below the applicable certification emission standards. Examination of the OBD II system, showed no effect on the vehicles' OBD II system operation.

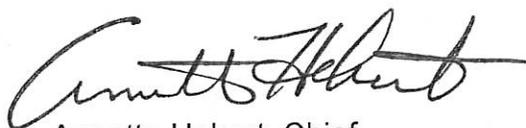
ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 EXHAUST HEADER.

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 23 day of December 2014.



Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science (ECARS) Division