

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-497
Relating to Exemptions Under Section 27156
of the Vehicle Code

TRI-MIL INDUSTRIES, INC.
4-1 Honda Extractor

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 4-1 Honda Extractor, manufactured and marketed by Tri-Mil Industries, Inc., 13220 Halldale Ave., Gardena, California 90249 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 1988 through 1999 Honda Motor Company vehicles equipped with either a 1.5, 1.6, or 1.8 liter engine, **excluding any vehicle originally equipped with a close coupled catalyst or certified to any low emission vehicle standards.**

The following close coupled catalyst / low emission certified engine families are excluded from this Executive Order: 1996 model-year, THN1.6VJG2EK, THN1.6VJG3EK, THN1.6VJGK GK, 1997 model-year, VHN1.6VJG2EK, VHN1.6VJG3EK, VHN1.6VJGK GK, 1998 model-year, WHNXV01.6CA3, WHNXV01.6JL2, WHNXV01.6KA4, and 1999 model-year, XHNXV01.6CA3.

The 4-1 Honda Extractor is a long tube style header manufactured out of 16 gage mild steel tubing. **The location of the oxygen sensor is at the collector, similar to the stock configuration.** On vehicles where the existing oxygen sensor wire loom does not reach the new oxygen sensor location, Tri-Mil Industries, Inc. will provide a wire loom extension that will plug into the factory connector.

This Executive Order is valid provided that the installation instructions for the 4-1 Honda Extractor 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 4-1 Honda Extractor, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Exemption of the 4-1 Honda Extractor shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

Marketing of the 4-1 Honda Extractor using any identification other than that shown in this Executive Order or marketing of the 4-1 Honda Extractor 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 4-1 Honda Extractor may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emissions test data which showed that the 4-1 Honda Extractor did not adversely affect tailpipe emissions during the Cold Start CVS-75 Federal Test Procedure. Testing was conducted on a 1.6 liter 1997 Honda Civic certified to a tier 1 emission standard in the modified configuration. Emission levels of the modified vehicle met the applicable emission standards. The following test results are in grams per mile:

	NMHC	CO	NOx
Standards	0.25	3.4	0.4
Device	0.12	2.2	0.3

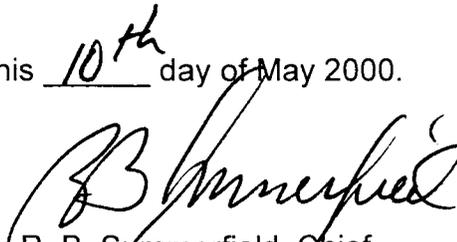
This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the 4-1 Honda Extractor when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

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 4-1 HONDA EXTRACTOR.

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 after hearing that grounds for revocation exist.

Executed at El Monte, California, this 10th day of May 2000.


R. B. Summerfield, Chief
Mobile Source Operations Division