

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-637

Relating to Exemptions Under Section 27156  
of the Vehicle Code

CT-Engineering  
CT-Engineering 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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the CT-Engineering Supercharger Kit manufactured and marketed by CT-Engineering of 3239 Monier Circle, Suite 5, Rancho Cordova, CA 95742 has been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the California Vehicle Code for the Honda Motor Corporation vehicle applications listed in Exhibit A (attached), **excluding any vehicle certified to Low Emission Vehicle II Super Ultra Low Emission Vehicle (LEV II SULEV) or lower emission standards.**

The CT-Engineering Supercharger Kit includes the following main components: supercharger compressor, CT-Engineering air intake box (S2000 only), intake manifold (NSX only), Walbro fuel pump (S2000 except model year 2006), larger fuel injectors (2006-2008 S2000 only) and CT-Engineering fuel pressure regulator. For some vehicle models, the stock fuel pressure regulators are replaced with higher-pressure CT-Engineering regulators. Others utilize an add-on electronic timing calibrator (ACM) or reprogramming of the stock controller. Several models' stock air intake boxes are replaced with the kit's smaller intake box in order to accommodate the supercharger. The V-6 NSX and most 4-cylinder vehicle models' stock intake manifolds are replaced with the combination supercharger and intake manifold assembly. Some models also utilize a MAP sensor electronic signal modifier that prevents excessive voltage signal when under boost conditions. This also replaces traditional vacuum hose bypass systems. All other emission-related components are in the stock location relative to the throttle body. The supercharger pulley diameters vary from 3.0" to 4.7." All crankshaft pulleys are stock and maximum boost for all models is limited to 6 psi.

This Executive Order shall not apply to any CT-Engineering Supercharger Kit advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the supercharger 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 device, as exempted by the Air Resources Board, that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this device using any identification other than that shown in this Executive Order or marketing of this device 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 that the use of this device may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on the carryover of submitted emissions test data from an independent laboratory on a 2005 model year Honda Motor Company Acura TL vehicle (Test Group 5HNXV03.24B4) certified to the Low Emission Vehicle II Ultra Low Emission Vehicle (LEV II ULEV) and Supplemental Federal Test Procedure (SFTP) standards:

Federal Test Procedure:

	<u>NMOG</u>	<u>CO</u>	<u>NOX</u>
Standards (g/mi)	0.040	1.7	0.05
Device (g/mi) with df's applied	0.018	0.3	0.01

SFTP (US06 Cycle):

	<u>NMHC+NOX</u>	<u>CO</u>
Standards (g/mi)	0.14	8.0
Device (g/mi)	0.08	0.5

SFTP (SC03 Alternative AC2 Cycle):

	<u>NMHC+NOX</u>	<u>CO</u>
Standards (g/mi)	0.20	2.7
Device (g/mi)	0.02	0.3

Test results showed that the CT-Engineering Supercharger Kit when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the Cold Start CVS-75 Federal Test Procedure or SFTP cycles. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The CT-Engineering Supercharger Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

In addition, 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 CT-ENGINEERING SUPERCHARGER KIT.

No claims 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 25<sup>th</sup> day of June 2008.

  
Annette Hebert, Chief  
Mobile Source Operations Division

## Exhibit A

(E.O. D-637)

<u>Model Year</u>	<u>Model</u>	<u>Disp.</u>	<u>Kit Part #</u>	<u>Pulley size</u>
1991-1996	NSX	3.0L	350-010	4.2"
1997-2005	NSX	3.2L	350-012, -013	3.8"
2000-2001	S2000	2.0L	350-040	4.7"
2000-2001	S2000	2.0L	350-043	4.7"
2002-2003	S2000	2.0L	350-044	4.7"
2002-2003	S2000	2.0L	350-046	4.7"
2004-2005	S2000	2.2L	350-042	4.5"
2004-2005	S2000	2.2L	350-048	4.5"
2006-2008	S2000	2.2L	350-041	4.3"
1997-1999	CL	3.0L	350-065	3.8"
2001-2003	CL-S	3.2L	350-062	3.8"
2003	CL-S 6 spd trans.	3.2L	350-064	3.8"
1996-1998	TL	3.0L	350-067	3.8"
2002-2003	TL-S	3.2L	350-062	3.8"
2004-2005	TL	3.2L	350-073	3.2"
2006-2008	TL	3.2L	350-073	3.2"
1995-1997	Accord	2.7L	350-066	3.8"
1998-1999	Accord	3.0L	350-060	3.8"
2000-2002	Accord	3.0L	350-063	3.8"
2003-2005	Accord	3.0L	350-075	3.0"
2003-2005	Accord*	2.4L	350-025	3.6"
2004-2005	TSX	2.4L	350-038	3.6"
2006-2008	TSX	2.4L	350-051	3.6"
2002-2005	RSX	2.0L	350-020	3.8"
2006	RSX	2.0L	350-082	3.8"
2002-2004	RSX-S	2.0L	350-035	3.8"
2005-2006	RSX-S	2.0L	350-082	3.6"
2003-2005	CRV	2.4L	350-078	3.6"
2003-2005	Element	2.4L	350-079	3.6"
2001-2005	MDX	3.5L	350-068	4.2"
2003-2005	Pilot	3.5L	350-077	4.2"
2005	Ridgeline	3.5L	350-081	4.2"
2006	Ridgeline	3.5L	350-081	4.2"
2002-2005	Civic Si	2.0L	350-030	3.8"
2006-2008	Civic Si	2.0L	350-091	3.6"

\* Excludes Test Groups 3HNXV02.4KCP and 5HNXV02.4VBP (both are certified to LEV II SULEV emission standards and hence are not covered by the E.O.).