State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-641-1

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Daytona Twin Tec LLC
Ignition Modules

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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Ignition Modules, manufactured and marketed by Daytona Twin Tec LLC, 933 Beville Rd., Suite 101-H, South Daytona, Florida 32119, 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 motorcycle applications:

Ignition Model #	**Application**
1005 EX and 1006 EX	1984 to 1999 Harley Davidson models with Evolution 1340cc engines, 1986 to 1993 Harley Davidson XLH Sportster models with 883cc engines, and 1986 to 1987 Harley Davidson XLH Sportster model with 1100cc engines.
1007 EX	1994 to 1999 Harley Davidson models with Evolution 1340cc engines.
TC88 EX	1999 to 2003 Harley Davidson models with a twin camshaft 1450cc engine.
TC88A EX	2004 to 2006 Harley Davidson models with a twin camshaft 1450cc engine.

Daytona Twin Tec LLC's Ignition Modules are designed to replace the stock ignition module. User adjustments are limited to engine rev-limiter, single or multi-spark mode (1005 EX to 1007 EX models only), and ignition timing with a 4 degree advance limit.

This exemption is issued based on information supplied by the device manufacturer which demonstrates that the ignition system components meet the compliance criteria requirements for ignition system components as specified under the "Procedures for Exemption of Add-On and Modified Parts" and therefore, will not increase emissions.

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

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

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 IGNITION MODULES.

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 December 2008.

Annette Hebert, Chief
Mobile Source Operations Division