



EXECUTIVE ORDER D-215-108

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Edelbrock, LLC
E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits

Pursuant to the authority vested in the California 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 E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits, manufactured and marketed by Edelbrock, LLC, 2700 California Street Torrance, California 90503, 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 2018 to 2019 model year Ford Mustang 5.0L vehicle applications listed in Exhibit A.

The E-Force Supercharger Stage 1 Kit consists of the following main components: Eaton R2650 supercharger with a 3.25" diameter pulley, intake manifold, bypass valve, intercooler, air charge temperature sensor, and a reflashed ECM. Boost is limited to 13.0 pounds per square inch. The stock crankshaft pulley, radiator and thermostat are retained.

The E-Force Supercharger Stage 2 Kit consists of the following main components: Eaton R2650 supercharger with a 3.50" diameter pulley, 7.75" harmonic balancer, intake manifold, bypass valve, high flow fuel injectors, fuel pump voltage booster module, intercooler, complete air cleaner housing with reusable cone air filter and an air cleaner housing modified with hydrocarbon pad (riveted in place) which is the same as stock, a 113mm mass airflow housing, a new 103 mm throttle body, air charge temperature sensor, and a reflashed ECM. Boost is limited to 16.3 pounds per square inch. The stock radiator and thermostat are retained.

The E-Force Supercharger Stage 1-2 Upgrade Kit consists of the following main components: 7.75" harmonic balancer, high flow fuel injectors, fuel pump voltage booster module, complete air cleaner housing with reusable cone air filter and an air cleaner housing modified with hydrocarbon pad (riveted in place) which is the same as stock, a 113mm mass airflow housing, a new 103 mm throttle body, and a reflashed ECM. Boost is limited to 16.3 pounds per square inch. The stock radiator and thermostat are retained.

This Executive Order is valid provided that the installation instructions for the E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits will not recommend tuning the vehicle to specifications different from those that have been specified by Edelbrock, LLC.

Changes made to the design or operating conditions of the E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits, as exempt by the California 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 E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits 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 E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits using any identification other than that shown in this Executive Order or marketing of the E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the California Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the E-Force Supercharger Stage 1, Stage 2, and Stage 1-2 Upgrade Kits may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emission test data generated on a 2018 model year Ford Mustang 5.0L (JFMXV05.0VKN, LEV III ULEV125, PC), modified with the E-Force Supercharger Stage 2 kit. Test results showed that emission levels, with the E-Force Supercharger Stage 2 kit installed, were below the emission standards when tested using Cold-Start CVS-75 Federal Test Procedure and the Supplemental Federal Test Procedure (US06/SC03) test cycles. Results from emission testing conducted at the SEMA Garage, Diamond Bar, California, are shown below, in grams per mile, with deterioration factors (df) applied.

	NMOG+NOx	CVS-75			US06	SFTP Composite	
		CO	PM	HCHO	PM	NMOG+NOx	CO
Standards	0.125	2.1	0.003	0.004	0.010	0.110 (BIN)	4.2
Device	0.086	0.7	0.001	0.001	0.001	0.100	1.4

Examination of the OBD II system showed the E-Force Supercharger Stage 2 kit does not affect OBD II system operation.

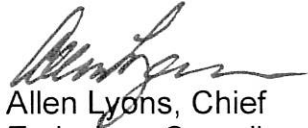
The California Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE E-FORCE SUPERCHARGER STAGE 1, STAGE 2, AND STAGE 1-2 UPGRADE KITS.

No claim of any kind, such as "Approved by the California 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 25TH day of April 2019.



Allen Lyons, Chief
Emissions Compliance, Automotive Regulations and Science Division

Exhibit A

E-Force Supercharger Kits for Ford Mustang 5.0L

Part Number	Part Description	Model Year	Supercharger Pulley Diameter	Crank Pulley Diameter	Crank/ Supercharger Ratio	Boost Max (psi)
15832, 158320	Stage 1 Kit	2019	3.25"	6.67"	2.1	13
15388, 153880	Stage 2 Kit	2019	3.5"	7.75"	2.2	16.3
15883	Stage 1-2 Upgrade Kit	2019	3.5"	7.75"	2.2	16.3
15832, 158320	Stage 1 Kit	2018	3.25"	6.67"	2.1	13
15388, 153880	Stage 2 Kit	2018	3.5"	7.75"	2.2	16.3
15883	Stage 1-2 Upgrade Kit	2018	3.5"	7.75"	2.2	16.3