



The following are the applicable exhaust hydrocarbon plus oxides of nitrogen (HC + NOx) and carbon monoxide (CO) emission standards, in grams per kilometer (g/km):

$$\frac{\text{HC + NOx (designated)}}{0.5} \quad \frac{\text{CO}}{12}$$

Based on both previously submitted emission data, the following are Cycle Shack, Inc.'s HC + NOx and CO exemption emission values for this engine family in grams per kilometer (g/km):

$$\frac{\text{HC + NOx}}{0.3} \quad \frac{\text{CO}}{3}$$

BE IT FURTHER RESOLVED: That Cycle Shack, Inc. has submitted materials demonstrating compliance with the emissions defects warranty requirements of section (c)(2) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Cycle Shack, Inc. must permanently identify its exempted aftermarket critical emission control part by direct stamping or embossment as required under section (c)(3) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Cycle Shack, Inc. must retain records as required by section (c)(2)(D) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles," and to report warranty claim records for each part covered by this Executive Order, as required by section (c)(6) of said procedures.

BE IT FURTHER RESOLVED: That Cycle Shack, Inc. must submit production reports for the exempted aftermarket critical emission control part as required by section (c)(5)(A) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Cycle Shack, Inc. may be subjected to inspection and audit testing pursuant to section (c)(5)(B) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

The production aftermarket critical emission control part shall be in all material respect the same as those for which exemption is granted.

Marketing of the Cycle Shack Header/Catalyst Exhaust System using any identification other than that shown in this Executive Order or marketing of the Cycle Shack Header/Catalyst Exhaust System 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 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 Cycle Shack Header/Catalyst Exhaust System.

The aftermarket critical emission control part exempted under this Executive Order must conform to all applicable California emission regulations. This exemption does not constitute an exemption to sell, offer for sale, or advertise any components of the part as individual devices.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a 30-day written notice of intention to revoke it, during 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 30 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 11 day of February 2011.

  
Annette Hebert, Chief  
Mobile Source Operations Division

**EXHIBIT A  
(EO# K-005-3)**

2011 Touring Models (non-trike) with 1584 and 1688 Engines:

HEADER PART NUMBER

CATALYTIC MUFFLER PART NUMBER

PHD-169

MHC-350SD, MHC-350SS, MHC-350ST,  
MHC-350SU

PHD-269

MHC-352SD, MHC-352SS, MHC-352ST,  
MHC-352SU