

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-57-34

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Pertronix Performance Products  
JBA Headers  
P/Ns 1689S, 1689SJS, and 1689SJT

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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the JBA Headers, manufactured and marketed by Pertronix Performance Products (Pertronix), 440 East Arrow Highway, San Dimas, California 91773, 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 2015 to 2017 model year Ford Mustangs with a 5.0L engine.

The headers are a shorty style header design, manufactured out of 14 gage mild steel or 16 gage stainless steel. The oxygen sensor, if applicable, is retained in the stock location at a collector. The headers may include a connecting Y-pipe that is also manufactured out of 14 gage mild steel or 16 gage stainless steel.

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

This exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2016 model year Ford 5.0L Mustang certified to the LEV 3 ULEV 125 emission standards, modified with JBA Headers, and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03 (AC2 test + 20%)) test cycle.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO
	0.084	0.6	0.001
Standards	0.125	2.1	0.004

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO
	0.06	0.3
Standards	0.11	4.2

Test results showed that the JBA Headers did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The JBA Headers did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected from the other model year Mustangs listed.

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.

Marketing of the JBA Headers using any identification other than that shown in this Executive Order or marketing of the JBA Headers 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 shall not apply to any JBA Headers 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 does not constitute any opinion as to the effect the use of the JBA Headers may have on any warranty either expressed or implied by the vehicle manufacturer.

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 30<sup>th</sup> day of September 2016.



*KCP* Annette Hebert, Chief  
Emissions Compliance, Automotive Regulations and Science Division