

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-140-12
Relating to Exemptions under Section 27156
of the Vehicle Code

SPEARCO PERFORMANCE PRODUCTS, INC.
AIR-TO-AIR INTERCOOLER SYSTEM

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 Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the air-to-air intercooler system manufactured by Spearco Performance Products, Inc. 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 Vehicle Code for the following OEM turbocharged vehicles:

1. 1984-1986 3.0L Nissan 300ZX;
2. 1984-1986 1.8L Nissan 200SX;
3. 1984-1986 2.2L Chrysler Laser/Dodge Daytona;
4. 1984-1985 2.6L Mitsubishi Plymouth and Dodge Conquest;
5. 1983-1985 2.6L Mitsubishi Starion;
6. 1983-1986 2.3L Ford Thunderbird/Mustang; and
7. 1986 2.2L Omni GLH/Shelby Charger.

This Executive Order is valid provided that installation instructions for this device 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 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 an 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. Exemption of a kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a kit as an individual device.

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.

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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 "SPEARCO AIR-TO-AIR SYSTEM".

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

Section 43644 of the Health and Safety Code provides as follows:

"43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executive Order No. D-140-6, dated November 20, 1984 is superseded and of no further force and effect.

Executed at El Monte, California, this 27th day of December, 1985.



K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

Evaluation of Spearco Performance Products, Inc.'s Air-To-Air Intercooler System for Exemption from the Prohibitions in Vehicle Code Section 27156 in Accordance with Section 2222, Title 13, of the California Administrative Code.

December, 1985

Issue Date: December, 1985

Evaluation of Spearco Performance Products, Inc.'s Air-To-Air Intercooler System for Exemption from the Prohibitions in Vehicle Code Section 27156 in Accordance with Section 2222, Title 13, of the California Administrative Code.

by

Mobile Source Division

State of California
Air Resources Board
9528 Telstar Avenue
El Monte, CA 91731

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Spearco Performance Products, Inc. has requested an update to the exemption from the prohibitions of California Vehicle Code Section 27156, for their air-to-air intercooler system for use on the following OEM turbocharged vehicles:

1. 1984-1986 3.0L Nissan 300ZX;
2. 1984-1986 1.8L Nissan 200SX;
3. 1984-1986 2.2L Chrysler Laser/Dodge Daytona;
4. 1984-1985 2.6L Mitsubishi Plymouth and Dodge Conquest;
5. 1983-1985 2.6L Mitsubishi Starion;
6. 1983-1986 2.3L Ford Thunderbird/Mustang; and
7. 1986 2.2L Omni GLH/Shelby Charger.

Executive Order (E.O.) D-140-6 was granted to Spearco Performance Products, Inc. on November 20, 1984 on the basis that their add-on air-to-air intercooler system did not have an adverse effect on exhaust emissions when the system is installed on the requested 1983-1985 OEM turbocharged vehicles. Since 1986 model-year vehicles for which exemption update has been requested are carry-overs from the 1985 models and 1986 2.2L Omni GLH/Shelby Charger uses the same engine as 2.2L Chrysler Laser/Dodge Daytona with the same emission control components, the staff concludes that Spearco's air-to-air intercooler system will not adversely affect exhaust emissions from requested vehicles.

The staff recommends that Spearco Performance Products, Inc. be granted an exemption for their air-to-air intercooler system to be used on the requested vehicles and that Executive Order D-140-12 be issued.

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Evaluation of Spearco Performance Products, Inc.'s Air-to-Air Intercooler System for Exemption from the Prohibitions in Vehicle Code Section 27156 in Accordance with Section 2222, Title 13, of the California Administrative Code.

I. INTRODUCTION

Spearco Performance Products, Inc., of 7541 Woodman Place, Van Nuys, California 91405, has requested an update to the exemption from the prohibitions in Vehicle Code Section 27156, for their air-to-air intercooler system for use on the following OEM turbocharged vehicles:

1. 1984-1986 3.0L Nissan 300ZX;
2. 1984-1986 1.8L Nissan 200SX;
3. 1984-1986 2.2L Chrysler Laser/Dodge Daytona;
4. 1984-1985 2.6L Mitsubishi Plymouth and Dodge Conquest;
5. 1983-1985 2.6L Mitsubishi Starion;
6. 1983-1986 2.3L Ford Thunderbird/Mustang; and
7. 1986 2.2L Omni GLH/Shelby Charger.

II. CONCLUSIONS

Executive Order (E.O.) D-140-6 was granted to Spearco Performance Products, Inc. on November 20, 1984 on the basis that their add-on air-to-air intercooler system did not have an adverse effect on the exhaust emissions when this system is installed on the requested 1983-1985 OEM turbocharged vehicles. Since 1986 model-year vehicles for which exemption update has been requested are carry-overs from the 1985 models and 1986 2.2L Omni GLH/Shelby Charger uses the same engine as 2.2 Chrysler Laser/Dodge Daytona with the same emission control components, the staff concludes that Spearco's air-to-air intercooler system will not adversely affect exhaust emissions requested vehicles.

III. RECOMMENDATIONS

The staff recommends that Spearco Performance Products, Inc. be granted an exemption for their air-to-air intercooler system to be used on the requested vehicles and that Executive Order D-140-12 be issued.

IV. INTERCOOLER SYSTEM DESCRIPTION AND OPERATION

The purpose of the intercooler is to reduce the temperature of the intake air/fuel charge going into the turbocharged engine. This reduction in the intake charge temperature allows a higher charge density (more amount of air per minute flowing through the engine) which means more fuel into the engine at a given intake manifold vacuum/pressure.

The major components of the Spearco air-to-air intercooler system are a heat exchanger and inter-connecting mandrel bent tubes. They are packaged with installation hardware and instructions and sold as a kit. The system is designed using different design concepts, including tubing lengths, diameter and bends, to suit the requirements of the individual vehicle.

The air-to-air heat exchanger is located in such a way that the heated charge air flow goes through one section and ambient air flows through the other section, cooling the heated, compressed charge air. The cooled compressed air is then passed out of the heat exchanger to the intake manifold. The location for the installation of the heat exchanger varies with each vehicle model.

V. DISCUSSION

Spearco's air-to-air intercooler system was exempted from the prohibitions of California Vehicle Code Section 27156 by the Executive Order (E.O.) D-140-6 dated November 20, 1984 on the basis that the use of the intercooler would not adversely affect the vehicle's emissions or degrade the

vehicle's driveability. The applicant requested an update to this exemption to include 1986 OEM turbocharged vehicles as listed in the introduction of this report.

According to the performance analysis previously submitted to the ARB, the staff have found that the thermal efficiency of the intercooler system ranges between 40% and 84% and that the reduction in the combustion temperature, resulted from the cooler intake charge due to the installation of the intercooler system, will reduce the formation of NOx gases in the combustion chamber and, therefore, through the exhaust system.

Since the engine design of the 1986 requested vehicles are carried over from 1985 model-year vehicles and 1986 Omni GLH/Shelby Charger uses the same engine as 2.2 Chrysler Laser/Dodge Daytona with the same emission control components, the staff is of the opinion that air to air intercooler system will not have an adverse effect on the exhaust emissions when installed on the vehicles for which exemption has been requested.