

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-243
Relating to Exemptions Under Section 27156
of the Vehicle Code

PACIFIC MOTORSPORTS PROMOTIONS, INC.
TORQUE PLUS SCREENED INTAKE GASKET

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 Torque Plus Screened Intake Gasket, manufactured by Pacific Motorsports Promotions, Inc., of 94-165 Leonui Street, Waipahu, HI 96797, has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1992 and older model-year gasoline powered vehicles listed in Attachment A, which is attached hereto and incorporated herein.

This Executive Order is valid provided the installation instructions for this Torque Plus Screened Intake Gasket, will not recommend tuning the vehicle to specifications different from those submitted by Pacific Motorsports Promotions, Inc.

Changes made to the design or operating conditions of the Torque Plus Screened Intake Gasket, as exempt by the Air Resources Board (ARB), which adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this Torque Plus Screened Intake Gasket, using an identification other than that shown in this Executive Order or marketing of this Torque Plus Screened Intake Gasket, for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the ARB.

This Executive Order is granted based on a determination that the device would not show an adverse effect in emissions if tested using the Cold-Start CVS-75 Federal Test Procedure. However, the ARB finds that reasonable grounds exist to believe that use of the Torque Plus Screened Intake Gasket may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. Accordingly, the ARB reserves the right to conduct emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the Torque Plus Screened Intake Gasket adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond

the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the Torque Plus Screened Intake Gasket will affect the durability of the emission control system, Pacific Motorsports Promotions, Inc. shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, the ARB 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.

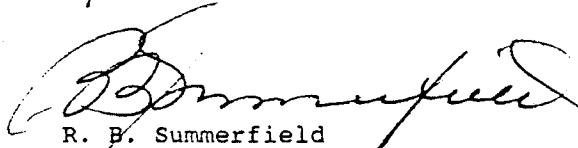
This Executive Order does not constitute any opinion as to the effect the use of this Torque Plus Screened Intake Gasket, may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE PACIFIC MOTORSPORTS PROMOTIONS, INC. TORQUE PLUS SCREENED INTAKE GASKET.

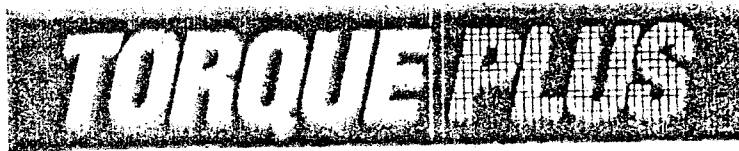
No claim of any kind, such as "Approved by the Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after 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 after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 4th day of March, 1992.


R. B. Summerfield
Assistant Division Chief
Mobile Source Division

APPENDIX A



A DIVISION OF PACIFIC MOTORSPORTS PROMOTIONS INC

PART ENGINE

C.I.D. YEARS & EXCEPTIONS

Chevrolet - Small Block

1101 262 1975-76
267 1979-82
283 1957-67
302 1968-69
305 1976-92
307 1968-73
327 1962-69
350 1967-92
400 1970-80
1102 All Ported Heads, 1.250" x 2.187" port

Chevrolet - Big Block, Oval Port

1201 396 1965-70 except Rect. Port & LPG
402 1970-72 except Rect. Port & LPG
427 1966-69 except Rect. Port & LPG
454 1970-92 except Rect. Port & LPG

Ford

2101 289 1963-68 except Hi Performance
302 1968-76 except Hi Performance
2201 351W 1969-74 except (1)
289 1963-68 Hi Performance
302 1968-76 Hi Performance
2301 302 1977-85 including HO
302 1986-92
351W 1975-92
2401 351C 1970-74 2-bbl only
351M 1975-79 2-bbl only
400 1971-82 except (2)
2601 390 1961-76
427 1963-68 except Hi Performance
428 1966-70 except CJ and SCJ
2701 429 1968-92 except CJ and SCJ
460 1968-92

NOTES:

- (1) Won't work with '74 Thermaxtor Emission
- (2) Won't work with '71-74 Thermaxtor Emission

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TORQUE

A DIVISION OF PACIFIC MOTORSPORTS PROMOTIONS INC

PART	ENGINE	
#	C. I. D.	YEARS & EXCEPTIONS

Chrysler

3101	273	1966-69
	318	1967-89 2-bbl only
3201	318	1967-89 4-bbl only
	340	1968-73
	360	1971-80
3301	383	1959-71
	400	1972-80
	426	1964-65 Wedge
	440	1966-80

Oldsmobile

5101	260	1975-76
1101	305	1977-80 (Chevrolet)
5101	307	1980-92
	350	1968-80 except Diesel and 1975-76 Omega
1101	350	1977-79 (Chevrolet)
5101	403	1977-79
5201	400	1965-69
6101	400	1975 (Pontiac)
5201	425	1965-67
	455	1968-76

Pontiac

5101	260	1975-76 (Oldsmobile)
1101	305	1977-92
	307	1971-72 (Chevrolet)
5101	307	1981 and 1987-90 (Oldsmobile)
6101	326	1963-67
	350	1968-77 except '75-76 Ventura
1101	350	1977-79 and '86 (Chevrolet)
5101	350	1977-80 (Oldsmobile)
6101	389	1965-66
	400	1967-79 except Ram Air IV
5101	403	1977-79 (Oldsmobile)
6101	421	1962-66
	428	1967-69 except SD and HO
	455	1970-76 except SD and HO

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APPENDIX B

TORQUE PLUS
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TORQUE PLUS INSTALLATION INSTRUCTIONS

Congratulations on selecting the TORQUE PLUS intake gasket. The revolutionary new TORQUE PLUS gaskets use a very simple, uncomplicated idea to better atomize the fuel in the intake charge. It is the better atomization that increases the rate at which the fuel burns. There is only a certain amount of time allowed for the combustion process to be completed. If the fuel is not completely burned in that time it is sent out the exhaust unburned, as is the case in most engines. With the TORQUE PLUS gaskets installed, most if not all the fuel is burned in the combustion chamber and not wasted out the exhaust. This is how TORQUE PLUS gaskets can give both increased power and fuel economy!

The simple idea that makes all this happen is exclusive to TORQUE PLUS gaskets and is Registered with the U.S. Department of Patents and Trademarks. There has been continuous research and development on this product since 1985 until it's release in 1991. Literally hundreds of thousands of miles have shown, in every test vehicle, the impressive results produced by the installation of the TORQUE PLUS gaskets.

TORQUE PLUS gaskets install just like any other standard design intake manifold gasket. While some basic knowledge and ability are required, only a few hours of your time and standard tools are necessary to install them.

There are a few simple precautions and installation guidelines that, if followed, will make the job much easier.

To start, a few dollars spent at the car wash to clean the motor is highly recommended. Then drain the radiator, remove all water and vacuum hoses, all fuel lines and linkage, brackets and wiring, valve covers and on engines where necessary, the distributor. If the distributor is to be removed, great care in marking it's position before removal is suggested. Rotate the engine so the rotor is at #1 position. Turn the engine by hand to align balancer timing mark with the "O" mark on your timing tab. Now, to be able to re-establish your timing, scribe a line from the base of the distributor flange to the block.

It is a very good idea on engines with water running through the manifold, to drain the block. This will avoid water running

that are in poor condition. Remember that any vacuum leaks whatsoever will make the engine run very poorly.

If the distributor was removed, replace it aligning your scribe marks. Remember that the rotor will rotate approximately one full position as the distributor gear engages the cam gear. Once the distributor is set all the way down, the rotor should return to it's initial #1 position. If the rotor is in it's correct position but the distributor is still standing up off the block, this is because the oil pump drive shaft has not yet engaged the distributor. As soon as the engine turns, the distributor should drop all the way down. Bring the timing mark on the balancer back to the "O" mark on your timing tab and double check that your rotor is in the #1 position.

Once the engine has run for about 5-10 minutes, re-tighten all manifold bolts using factory specs tightening from the center bolts out to the ends. It is necessary to re-torque the intake manifold bolts frequently, that is every 15-20 minutes for the first hour of operation. TORQUE PLUS use a high performance gasket material that has excellent sealing characteristics which can accommodate slightly irregular surfaces. This material does however, compress about 30% when the manifold is torqued down and the heat of the engine is applied to it. It is this fact that allows it's conforming ability as well as the need however to re-torque. Failure to re-torque the TORQUE PLUS gasket properly, could cause the gasket to be damaged and/or leak. Improper or inadequate re-torquing will void the TORQUE PLUS warranty.

It is not necessary to change any tune-up specs when using TORQUE PLUS gaskets. Use the factory timing specs. Re-adjust the carburetor by turning the idle mixture screws in until the engine stumbles and shows a drop in vacuum and RPM, then turn the screws back out 1/8 of a turn.

That should complete your installation. If you have any questions that are not covered by these instructions, feel free to call us at TORQUE PLUS.

WARRANTY

TORQUE PLUS gaskets are guaranteed to be free of any flaws or defects in materials and workmanship. On any warranty claims, the gaskets must be returned to the factory for inspection. If the gaskets are shown to be defective rather than improperly installed, TORQUE PLUS will gladly replace or credit the customer. Labor and installation supplies will not be reimbursed.

into the oil when the manifold is removed. Also on engines with numerous vacuum/smog hoses and wiring hook-ups, it is recommended that an extra ten minutes be taken to mark each one for position as they are removed. This could avoid a lot of head scratching and guessing later.

Now that the intake manifold has been stripped and all the manifold bolts have been removed, it is a good idea to vacuum any loose particles so they don't fall into the engine. Remove the manifold and clean. The head and intake surface must be spotless to ensure a leakfree seal. Brake Clean is an excellent final cleaning agent that cuts through all oil film, etc. Vacuuming any loose particles from the intake runners and lifter valley is suggested.

The TORQUE PLUS gasket set uses no end seals. It is most important to have the area around the ports seal totally. The use of end seals may stand the manifold up making the manifold bolts have to fight to pull the manifold down. Our first consideration is given to sealing the ports. The manifold ends are sealed with a silicone bead. This bead will squash to the perfect height and not set the manifold in an undesired position. It is recommended that you use silicone/RTV that is listed for "computer controlled cars." Normal silicone/RTV emits high levels of Hydrocarbons for some time after it has been installed. This would confuse a computer controlled car or the computer at the Smog Station on your next Smog Check!

Once everything is cleaned and ready for final assembly, lay the gaskets on the head dry and then lay on the manifold. Take note of the amount of gap at the manifold ends. You will need to lay an RTV bead of 1/8th" taller than the air gap to ensure a complete seal.

All TORQUE PLUS gaskets, except part number 1102, are provided with an unblocked heat riser. Except in all-out race applications, a blocked heat riser provides no measurable performance benefits and, in fact, hinders cold running performance, a situation that all engines must encounter.

On engines that use a valley pan, once you remove the intake manifold leave the valley pan and stock lower intake gasket, if used, in place. Care should be taken when removing the manifold so as not to damage the valley pan. The TORQUE PLUS gaskets will simply lay on top of the valley pan and install using the following instructions.

The Olds and FORD 351-C/400 engines use a valley pan that can be discarded, if so desired. The TORQUE PLUS gaskets alone will seal the manifold to head surface just fine. The 383/440

Chrysler and Pontiac engines must retain the valley pan to seal off the lifter valley area. The Pontiac valley pan does not interfere with the intake manifold sealing surfaces. If the Olds, Ford, or Chrysler valley pans are used, it is highly recommended that they be removed, cleaned and reinstalled with some Fel-pro or other good brand of "Brush Tack" liquid gasket sealer. If a leak develops here severe oil leaks into the intake port and/or vacuum leaks will occur.

Since the Olds, Ford 351-C/400 and Chrysler 383/440 use a thin shim steel intake gasket stock, the initially thicker TORQUE PLUS gasket (before it is torqued down and compressed) may create a slight misalignment of the intake manifold bolts holes. Using the instructions to follow this situation should not be a problem. In some cases it may be easier however, to open up the bolt holes in manifold 1/32" over stock. This will not hinder the bolts ability to torque the manifold down properly in any way.

Now that all is ready for final assembly, extreme care must be used in applying the RTV to the TORQUE PLUS gaskets. In this case, more is not better! A paper thin film should be applied to the head side of the gaskets, around all water passages, intake ports and heat riser. Seeing that the bead around the intake ports is the most critical, smooth the bead with your finger removing any excess. Lay gaskets in place, aligning the intake ports of the gasket with those of the head. Press firmly to the head so that the silicone will hold them in place. Apply a paper thin film to the manifold side of the gasket. Run the end seal beads making sure that they are the proper height. Run them about 1/4" up onto the manifold gaskets to give the corners a little extra sealing. Make one final check to see if everything is in place. Make sure the gasket is perfectly aligned with the ports and that all the bolt holes are accessible.

Lower the intake manifold straight down onto the gaskets with minimal sliding around once the manifold contacts the gasket. Install all manifold bolts to a depth of 1-2 threads initially, with sealer if they go into water or oil. Do not tighten until all bolts have been started. Once all the bolts have been started, tighten them to factory specs starting from the middle out towards the ends. Check your manifold ends for a 100% seal. Any minor gaps can be filled with silicone by applying with finger.

Remount all lines, hoses, coolant, brackets, and valve covers. Check all vacuum hoses for heat cracks and replace any

APPENDIX C

Fig. 1

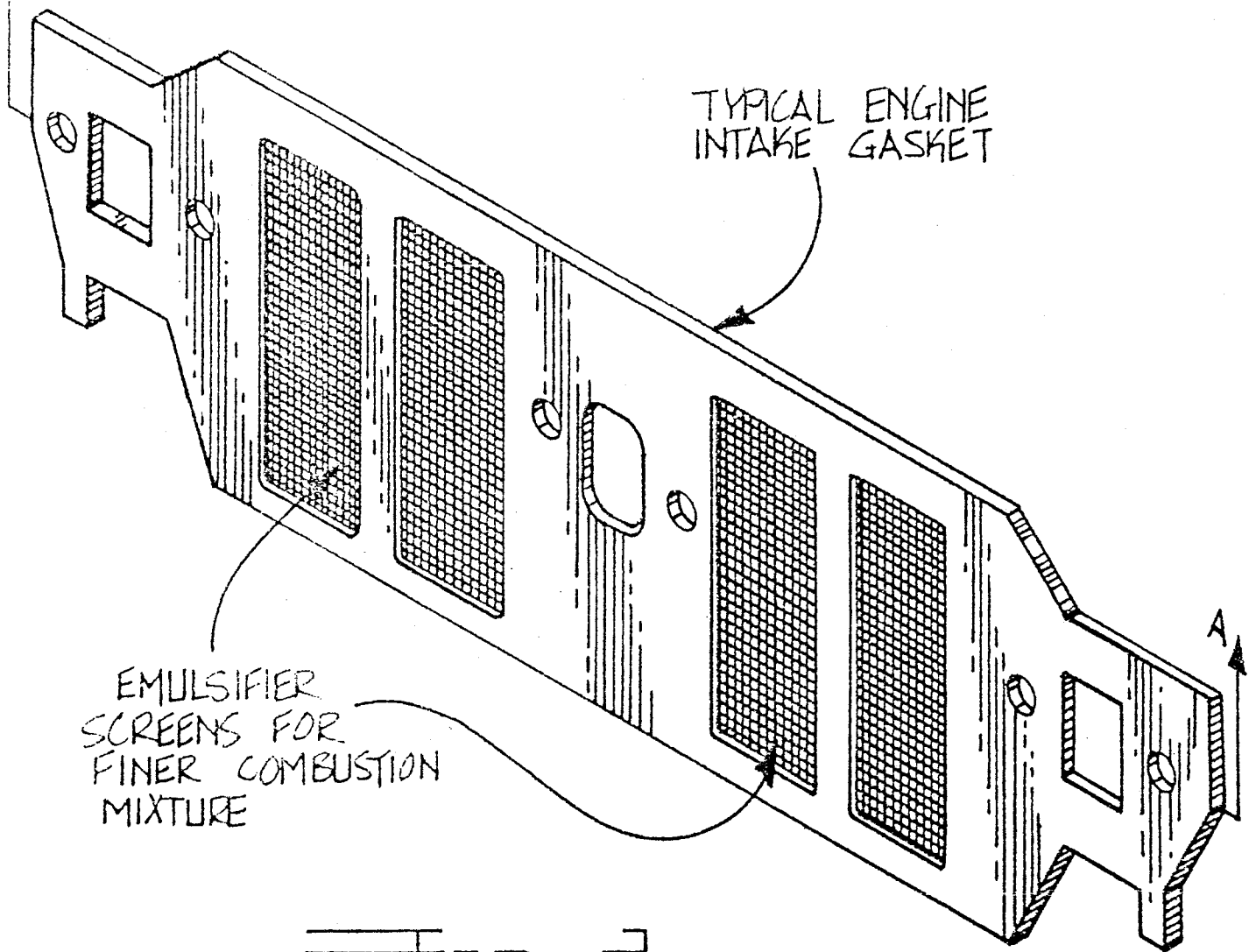
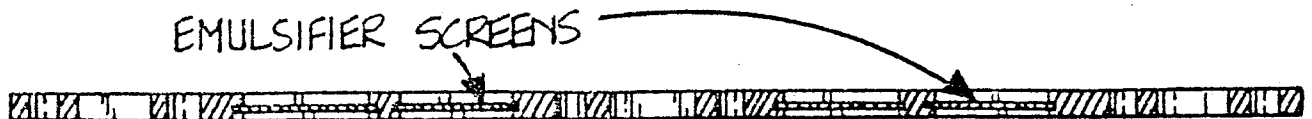


Fig. 2



SECTION A-A

