CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-269-71

Relating to Exemptions Under Section 27156
of the California Vehicle Code

K&N Engineering, Inc.
Fuel Injection Performance Kit (FIPK2)

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-19-095;

IT IS ORDERED AND RESOLVED: That installation of the Fuel Injection Performance Kit (FIPK2), manufactured and marketed by K&N Engineering, Inc., 1455 Citrus Street Riverside, California 92507, 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 vehicle applications listed below:

Model Years	Make	Model	Engine	Part Number
2010 to 2019	TOYOTA	4RUNNER	V6-4.0L	57-9034
2010 to 2014	TOYOTA	FJ CRUISER	V6-4.0L	57-9034
2014 to 2019	TOYOTA	TUNDRA	V8-4.6L	57-9036
2015 to 2019	TOYOTA	TUNDRA	V8-5.7L	57-9036
2014 to 2019	TOYOTA	SEQUOIA	V8-5.7L	57-9036
2016 to 2019	TOYOTA	TACOMA	V6-3.5L	57-9039
2016 to 2019	TOYOTA	LAND CRUISER	V8-5.7L	57-9040

The Fuel Injection Performance Kit (FIPK2) consists of the following main components: reusable panel air filter, intake system tubing, assorted clamps, hoses, and hardware. Hoses meet SAE J30R7 standard. The stock air box and lid with HC trap are retained.

This Executive Order is valid provided that the installation instructions for the Fuel Injection Performance Kit (FIPK2) 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 Fuel Injection Performance Kit (FIPK2), 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 Fuel Injection Performance Kit (FIPK2) 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 Fuel Injection Performance Kit (FIPK2) using any identification other than those shown in this Executive Order or marketing of the Fuel Injection Performance Kit (FIPK2) 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 Fuel Injection Performance Kit (FIPK2) may have on any warranty either expressed or implied by the vehicle manufacturer.

Exemption of the Fuel Injection Performance Kit (FIPK2) shall not be construed as an exemption to sell, offer for sale, or advertise any component of the assembly as individual devices.

This Executive Order is granted based on information supplied by K&N Engineering, Inc., including test data.

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 FUEL INJECTION PERFORMANCE KIT (FIPK2).

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 29th day of October 2019.

Allen Lyons, Chief
Emissions Certification and Compliance Division