

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-344-8

Relating to Exemptions Under Section 27156  
of the Vehicle Code

Jackson Racing  
Jackson Supercharger Kit

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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Jackson Supercharger Kit, manufactured and marketed by Jackson Racing, 7281 Westminster Avenue, Westminster, California, 92683 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 following Honda and Ford vehicle applications, **excluding any vehicle certified to Ultra Low Emission Vehicle (ULEV) or lower emission standards.**

| Application                               | Crank Pulley | Supercharger |
|-------------------------------------------|--------------|--------------|
| 1993-1997 Del Sol DOHC 1.6L               | 5.4"         | 4.0"         |
| 1993-1997 Del Sol SOHC 1.6L               | 6.16"        | 3.8"         |
| 1994-2001 Acura GSR 1.8L                  | 5.63         | 4.0"         |
| 1997/98, 2000, 2001 Acura Type R 1.8L     | 5.20"        | 4.2"         |
| 1994-2001 Integra LS/RS/GS Non VTEC 1.8L  | 5.82"        | 3.2"         |
| 1988-1991 Civic Si/EX, CRX Si 1.6L        | 5.9"         | 3.4"         |
| 1992-1995 Civic Si/EX SOHC 1.6L           | 6.16"        | 3.8"         |
| 1996-2000 Civic DX/CX/LX                  | 6.19"        | 4.0"         |
| 1996-1998 Civic EX 1.6L                   | 6.19"        | 3.8"         |
| 1999/2000 Civic EX 1.6L                   | 6.19"        | 3.8"         |
| 1999/2000 Civic Si DOHC 1.6L VTEC         | 5.40"        | 4.0"         |
| 1997-2001 Prelude 2.2L                    | 6.06"        | 3.4"         |
| 1997-2001 CR-V 2.0L                       | 6.45"        | 3.4"         |
| 1997-2000 Ford 2.0L Escort, Escape, Focus | Stock        | 3.0"         |

The Jackson Supercharger Kit includes the following main components: Eaton supercharger designed to give a maximum boost of 6 psi., fuel pressure regulator or modifications made to the stock fuel pressure regulator, and an intake manifold. All components installed on the original intake manifold are transferred to the new intake manifold including the throttle body and EGR valve. A vacuum valve switch used on the original intake manifold to switch from short to long intake runners is not utilized on the supercharger installation. The vacuum valve switch is retained and electrically connected.

This Executive Order is valid provided that the installation instructions for the Jackson Supercharger Kit will not recommend tuning the vehicle to specifications different from those of the device manufacturer which recommends that ignition timing be retarded up to 10 degrees BTDC and that 92 octane fuel be used.

Changes made to the design or operating conditions of the Jackson Supercharger Kit, 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 Executive Order shall not apply to any Jackson Supercharger Kit 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 Jackson Supercharger Kit using any identification other than that shown in this Executive Order or marketing of the Jackson Supercharger Kit 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 the Jackson Supercharger Kit shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Jackson Supercharger Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emissions test data generated from a 1998 Honda Civic and a 2000 Ford Focus, both certified to the Low Emission Vehicle (LEV) emission standards:

|               | Civic |     |     |       | Focus |     |     |       |
|---------------|-------|-----|-----|-------|-------|-----|-----|-------|
|               | NMOG  | CO  | NOx | HCHO  | NMOG  | CO  | NOx | HCHO  |
| Standards     | 0.075 | 3.4 | 0.2 | 0.015 | 0.075 | 3.4 | 0.2 | 0.015 |
| device w/ dfs | 0.071 | 1.5 | 0.1 | 0.002 | 0.041 | 0.6 | 0.1 | 0.001 |

Test results showed that tailpipe emissions with the Jackson Supercharger Kit installed on the vehicles met their applicable emission standards during a Cold Start CVS-75 Federal Test Procedure. This Executive Order is also based on an On Board Diagnostic II (OBD II) testing conducted on the same test vehicles. Test data showed that the Jackson Supercharger Kit when installed on the vehicles did not affect their ability to perform OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of the Jackson Supercharger Kit 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 additional 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 Jackson Supercharger Kit 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 Jackson Supercharger Kit will affect the durability of the emission control system, Jackson Racing 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 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 JACKSON RACING'S SUPERCHARGER KIT.

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.

Executive Order D-344-6, dated September 2000, is superseded and of no further force and effect.

Executed at El Monte, California, this 28<sup>TH</sup> day of June 2001.

A handwritten signature in black ink, appearing to read "R. B. Summerfield", followed by the letters "FOR" in a smaller, less stylized font.

R. B. Summerfield, Chief  
Mobile Source Operations Division