



EXECUTIVE ORDER D-660-21

Relating to Exemptions Under Section 27156
Of the California Vehicle Code

Cobb Tuning
Subaru Silicone Turbo Inlet

Pursuant to the authority vested in the California Air Resources Board by Section 27156 of the California Vehicle Code, and Section 2472 of the California Code of Regulations Title 13; 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 Subaru Silicone Turbo Inlet, manufactured and marketed by Cobb Tuning, 2311 W. Rundberg Ln., Suite 500, Austin, Texas 78758 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 California Vehicle Code, and Section 2472 of California Code of Regulations Title 13, for the 2002 to 2020 model year Subaru vehicles.

Turbo Inlet Part Number	Make	Model	Engine Displacement in Liters	Engine Induction Type	Model Year
712450	Subaru	Impreza WRX Sti	2.5	Turbo	2004-2020
712450	Subaru	Impreza WRX Sti S209	2.5	Turbo	2019
712450	Subaru	Impreza WRX Sti Type RA	2.5	Turbo	2018
712450	Subaru	Impreza WRX	2.5	Turbo	2006-2007
712450	Subaru	Impreza WRX	2.0	Turbo	2002-2005
712450	Subaru	Forester XT	2.5	Turbo	2004-2008
724400-BK, 724450	Subaru	Impreza WRX	2.5	Turbo	2008-2014
724400-BK, 724450	Subaru	Forester XT	2.5	Turbo	2009-2013
724400-BK, 724450	Subaru	Legacy 2.5 GT	2.5	Turbo	2009
724400-BK, 724450	Subaru	Legacy GT	2.5	Turbo	2005-2008
724400-BK, 724450	Subaru	Outback XT	2.5	Turbo	2005-2009

The Subaru Silicone Turbo Inlet is a direct replacement of the stock turbo inlet pipe and consists of the following main components: The Subaru Turbo Inlet pipe, 23" PCV hose, connectors, and all the necessary hardware to complete the installation. The Subaru Silicone Turbo Inlet retains the stock connector configuration, including the recirculation port for the bypass valve, blowby sensor, canister purge solenoid, valve cover crossover tube to the top mount intercooler, and the electronic boost control solenoid. The Subaru Silicone Turbo Inlet does not need engine calibration, and therefore, the ECU is not reflashed and remains stock.

This Executive Order is valid, provided that the installation instructions for the Subaru Silicone Turbo Inlet 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 Subaru Silicone Turbo Inlet, as exempted by the California Air Resources Board, that adversely affect the performance of the vehicle's emission control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Subaru Silicone Turbo Inlet 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 Subaru Silicone Turbo Inlet using any identification other than those shown in this Executive Order or marketing of the Subaru Silicone Turbo Inlet 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 Subaru Silicone Turbo Inlet may have on any warranty either expressed or implied by the vehicle manufacturer.

Exemption of the Subaru Silicone Turbo Inlet 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 the submitted vehicle test result in the modified configuration submitted by SEMA, including emissions 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 COBB TUNING AIR INTAKE SYSTEM.

3.

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 on this 23rd day of February 2021.



Allen Lyons, Chief
Emissions Certification and Compliance Division