

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-722

Relating to Exemptions Under Section 27156
of the California Vehicle Code

MSD Ignition
Atomic EFI System, Part Numbers 2900 and 2910

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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Atomic EFI System, manufactured and marketed by MSD Ignition, 1350 Pullman Drive, El Paso, Texas 79936, 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 1987 and older model year General Motors passenger cars and pickups with a V8 gasoline engine and originally equipped with a carburetor.

The Atomic EFI System is a throttle body fuel injection kit for vehicles with a stock carburetor type fueling system. The kit includes a new throttle body with intergraded electronic control unit, 4-80 lbs. fuel injectors, idle air control solenoid, throttle position sensor, manifold absolute pressure sensor, and an intake air temperature sensor. The kit also includes a power module, oxygen sensor and a fuel pump (optional). A hand held controller is included and used to program the power module with the vehicle's engine specifications. User adjustments are limited to non-emission related items.

This Executive Order is valid provided that the installation instructions for the Atomic EFI System will not recommend tuning the vehicle to specifications different from those of MSD Ignition.

Changes made to the design or operating conditions of the Atomic EFI System, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

The 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 is granted based on submitted emission test data generated on one test vehicle modified with the Atomic EFI System. Test results showed that emission levels, with the Atomic EFI System installed, met the applicable emission standards when

tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle. Results from emission testing conducted at Auto Club Emissions Laboratory, located at Diamond Bar, California, are shown below, in grams per mile.

| 1985 Chevrolet Impala | CVS-75 FTP | | |
|-----------------------|------------|-----|-----|
| | NMHC | CO | NOx |
| Standards, 50K | 0.39 | 7.0 | 0.7 |
| Device Test | 0.25 | 3.6 | 0.2 |

The 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 AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE ATOMIC EFI SYSTEM.


Marketing of the Atomic EFI System using any identification other than that shown in this Executive Order or marketing of the Atomic EFI System for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

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.

This Executive Order shall not apply to any Atomic EFI System advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

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 9th day of December 2013.


Erik White, Chief
Mobile Source Operations Division