PO420 PO430 PROBLEMS?

CATALYST BELOW EFFICIENCY?
MAYBE – MAYBE NOT!

CATALYST BELOW EFFICIENCY

- CLOGGED AIR FILTER
- LEAKING INJECTOR
- UPSTREAM O2 SLOW TO RESPOND
- RICH
- REAL CODES?
- BROKEN OR MELTED SUBSTRATE?
- CARBON BUILDUP IN COMBUSTION CHAMBER
- COOLANT TEMP?
- HEAD GASKET LEAKING
- MASS AIR SENSOR
- FUEL PRESSURE REGULATOR
- HIGH OIL CONSUMPTION AND THE CONVERTER DOESN’T STAND A CHANCE!
- COATED SUBSTRATE
- EXCESSIVE HEAT
- BROKEN OR MELTED
- OIL FOULED

CATALYST BELOW EFFICIENCY

- UNMETERED AIR LEAKS
- LEAN
- FALSE CODES?
- IS THE VEHICLE ABLE TO GET THE CONVERTER TO OPERATING TEMP?
- TIPS
- CLEAN

A bad converter is the result of a problem, not the cause.

Fix It Right:
- Check in front of the catalytic converter
- Catalytic Converters should NEVER fail
- Converters don’t get “USED UP”!

Interpreting Live Data is the ONLY WAY to be sure of the problem!

HC, CO, O2, NOx

By definition: Catalyst – Any substance of which a small proportion notably affects the reaction rate of a chemical reaction WITHOUT IT SELF BEING CHANGED OR CONSUMED.

DIRECT FIT
CATALYTIC CONVERTERS

Since 1984