### ROUND

<table>
<thead>
<tr>
<th>Size</th>
<th>Notes</th>
<th>Inlet/outlet size</th>
<th>3.8L</th>
<th>3.8L</th>
<th>3.8L</th>
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</thead>
<tbody>
<tr>
<td>6&quot; (10&quot; OAL)</td>
<td>6&quot; No sensor, no air tube</td>
<td>1.75&quot;/1.75&quot;</td>
<td>70236</td>
<td>82363</td>
<td>92363</td>
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<tr>
<td></td>
<td></td>
<td>2&quot; / 2&quot;</td>
<td>70237</td>
<td>82364</td>
<td>92364</td>
</tr>
<tr>
<td></td>
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<td>2.25&quot;/2.25&quot;</td>
<td>70238</td>
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<tr>
<td></td>
<td></td>
<td>2.50&quot; / 2.50&quot;</td>
<td>---</td>
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<td>---</td>
</tr>
</tbody>
</table>

**BTO - Build to order**

Just because you don’t see a particular application in this catalog, doesn’t mean we can’t build it for you!

Our Build To Order (BTO) program has created special converters for applications ranging from marine and aircraft to power generation and small engines.

Put our engineers to work for your special converter needs. Let us know what your requirements are, and we’ll let you know what we can do.

<table>
<thead>
<tr>
<th>Size</th>
<th>Notes</th>
<th>Inlet/outlet size</th>
<th>3.8L</th>
<th>3.8L</th>
<th>3.8L</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot; (12&quot; OAL)</td>
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<td>2&quot; / 2&quot;</td>
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<td></td>
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<td>70249</td>
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<table>
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<th>Inlet/outlet size</th>
<th>3.8L</th>
<th>3.8L</th>
<th>3.8L</th>
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<tr>
<td>10&quot; (14&quot; OAL)</td>
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<td></td>
<td>2.50&quot; / 2.50&quot;</td>
<td>70259</td>
<td>82566</td>
<td>92566</td>
</tr>
</tbody>
</table>

**GOOD** Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

**BETTER** For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

**BEST** Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.
### ROUND

#### 10" (14" OAL)

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.75&quot;/1.75&quot;</td>
<td>70215 82153 92153</td>
<td>82723 92723</td>
<td></td>
</tr>
<tr>
<td>2&quot; / 2&quot;</td>
<td>70216 82154 92154</td>
<td>82724 92724</td>
<td></td>
</tr>
<tr>
<td>2.25&quot;/2.25&quot;</td>
<td>70217 82155 92155</td>
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<td></td>
</tr>
<tr>
<td>2.50&quot; / 2.50&quot;</td>
<td>70218 82156 92156</td>
<td>82726 92726</td>
<td></td>
</tr>
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</table>

#### 12" (16" OAL)

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot; / 2&quot;</td>
<td>71277 82274 92274</td>
<td>99774 BTO 82734 92734</td>
<td></td>
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<tr>
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<td>71278 82275 92275</td>
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<tr>
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<tr>
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<td>71280 82277 92277</td>
<td>99777 BTO 82737 92737</td>
<td></td>
</tr>
</tbody>
</table>

#### Stuffed tube with endcap:

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>3.8L / 4,250 lbs.</th>
<th>3.8L / 4,250 lbs.</th>
<th>3.8L / 4,250 lbs.</th>
<th>3.8L / 4,250 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot; / 2&quot;</td>
<td>72204 82204 92204</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**OVAL**

**8" (12" OAL)**
- Inlet/outlet size: 4.0L / 4,250 lbs.
- 1.75"/1.75", 2"/2", 2.25"/2.25", 4"
- 8" No sensor, no air tube

**10" (14" OAL)**
- Inlet/outlet size: 5.9L / 6,000 lbs.
- 1.75"/1.75", 2"/2", 2.25"/2.25", 2.50"/2.50", 3"/3"
- 10" No sensor, no air tube

**10" (14" OAL)**
- Inlet/outlet size: 5.9L / 6,000 lbs.
- 1.75"/1.75", 2"/2", 2.25"/2.25", 2.50"/2.50", 3"/3"
- 10" No sensor, one air tube

**11.5" (15.5" OAL)**
- Inlet/outlet size: 5.9L / 6,000 lbs.
- 2.50"/2x2"
- 11.5" No sensor, no air tube

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**BEST** Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.
**Why do catalytic converters fail?**

Replacing the catalytic converter without fixing the cause of the failure may lead to another ruined converter! Common causes of failure are:

- Engine tune-up required
- Excess fuel entering the exhaust system
- Oil or anti-freeze entering the exhaust system
- Oxygen sensor malfunction
- Road damage or broken hangers
- Contamination from additives

**Melted Brick**
Engine operating too hot.

**Oil-Fouled Brick**
Engine oil is getting into the exhaust.

**Burned Converter**
Exhaust temperature too hot.

**Plugged Brick**
Incomplete combustion by-products have plugged the holes.

**Road Damage**
Impact under the vehicle crushed the converter.

---

**BTO - Build to order**
Just because you don’t see a particular application in this catalog, doesn’t mean we can’t build it for you!
### Oval

<table>
<thead>
<tr>
<th>Size</th>
<th>No sensor, no air tube</th>
<th>One sensor, no air tube</th>
<th>Two sensors, no air tube</th>
<th>No sensor, one air tube</th>
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<tbody>
<tr>
<td>14&quot; (18&quot; OAL)</td>
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<td><img src="oval14.png" alt="Image" /></td>
<td><img src="oval14.png" alt="Image" /></td>
<td><img src="oval14.png" alt="Image" /></td>
</tr>
</tbody>
</table>

Inlet/outlet size:
- **5.9L / 6,000 lbs.**
- **2" / 2.25"**
- **2.50" / 2.50"**
- **3" / 3"**

### Resonated Oval

Baffled tube design reduces noise by 35%.

Designed to meet the demand for quieter operation on full size luxury cars such as Lexus, Cadillac, and Mercedes Benz, as well as light trucks and SUVs.

<table>
<thead>
<tr>
<th>Size</th>
<th>No sensor, no air tube</th>
<th>One sensor, no air tube</th>
<th>No sensor, one air tube</th>
</tr>
</thead>
<tbody>
<tr>
<td>14&quot; (18&quot; OAL)</td>
<td><img src="oval14.png" alt="Image" /></td>
<td><img src="oval14.png" alt="Image" /></td>
<td><img src="oval14.png" alt="Image" /></td>
</tr>
</tbody>
</table>

Inlet/outlet size:
- **5.9L / 6,000 lbs.**
- **2.25" / 2.25"**
- **2.50" / 2.50"**
- **3" / 3"**

### 23" Torpedo (28" OAL)

<table>
<thead>
<tr>
<th>Size</th>
<th>No sensor, no air tube</th>
<th>Two air tubes</th>
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<tbody>
<tr>
<td>23&quot;</td>
<td><img src="torpedo23.png" alt="Image" /></td>
<td><img src="torpedo23.png" alt="Image" /></td>
</tr>
</tbody>
</table>

Inlet/outlet size:
- **8.0L / 12,000 lbs.**
- **3" / 3"**

### Direct-fit OEM-Style Ford Truck Converters

A full line of Direct-fit applications for 5.4L to 7.5L are available. See our Full-Line Catalog for listings.

### GOOD

Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

### BETTER

For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

### BEST

Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.
### Oval

**12" (16" OAL)**

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>5.9L / 6,000 lbs.</th>
<th>8.0L / 9,500 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.75&quot;/1.75&quot;</td>
<td>70951 89513 99513</td>
<td>70854 BTO BTO</td>
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<tr>
<td>2&quot; / 2&quot;</td>
<td>70953 89514 99514</td>
<td>70855 BTO BTO</td>
</tr>
<tr>
<td>2.25&quot; / 2.25&quot;</td>
<td>70954 89515 99515</td>
<td>70856 BTO BTO</td>
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<tr>
<td>2.50&quot; / 2.50&quot;</td>
<td>70955 89516 99516</td>
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<td>3&quot; / 3&quot;</td>
<td>70957 89517 99517</td>
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</table>

**12" (16" OAL)**

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>8.0L / 9,500 lbs.</th>
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<tbody>
<tr>
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<tr>
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<tr>
<td>3&quot; / 3&quot;</td>
<td>70856 BTO BTO</td>
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</table>

**BTO - Build to order**

Just because you don’t see a particular application in this catalog, doesn’t mean we can’t build it for you!

**Calculation:**

To determine the test weight of your vehicle, use the formula:

\[
\text{Equivalent Test Weight (ETW)} = \text{Curb Weight} + \frac{1}{2}(\text{GVWR} - \text{Curb Weight})
\]
**OVAL**

**12.5" (14.5" OAL)**
No sensor, no air tube
5.9L

**12" (16" OAL)**
No sensor, no air tube
5.9L

**12" (16" OAL)**
One sensor, no air tube
5.9L

**12" (16" OAL)**
No sensor, no air tube
5.9L

---

**BTO - Build to order**

Just because you don’t see a particular application in this catalog, doesn’t mean we can’t build it for you!

---

**Calculation:** To determine the test weight of your vehicle, use the formula:

Equivalent Test Weight (ETW) = Curb Weight + \( \frac{1}{2} \) (GVWR - Curb Weight)

---

GOOD Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

BETTER For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

BEST Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.
**OVAL**

**12" (16" OAL)**
- Two sensors, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2 x 2.0" / 2 x 2.0"
- 5.9L
- 70532 85324 95324

**12" (16" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.50" / 2 x 2.0"
- 5.9L
- 70534 85346 95346

**12" (16" OAL)**
- One sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.50" / 2 x 2.0"
- 5.9L
- 70535 85356 95356

**12" (16" OAL)**
- Two sensors, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2 x 2.0" / 2 x 2.0"
- 5.9L
- 70536 85366 95366

**12" (14" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.5" / 2.0"
- 5.9L
- 70924 89246 BTO

**12" (14" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / None
- 5.9L
- 70925 BTO BTO

**12" (14" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / 2.25"
- 5.9L
- 70926 BTO BTO

**12.5" (15.5" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / None
- 5.9L
- 70927 BTO BTO

**12.5" (15.5" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / 2.25"
- 5.9L
- 70928 BTO BTO

**15" (19" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / None
- 5.9L
- 70901 BTO BTO

**12.5" (14.5" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.50" / 2 x 2.0"
- 5.9L
- 70922 BTO BTO

**12.5" (14.5" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / 2.25"
- 5.9L
- 70923 BTO BTO

**8.5" (12.5" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / 2.25"
- 5.9L
- 70902 BTO BTO

**13.5" (19" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / None
- 5.9L
- 70929 BTO BTO

**15" (19" OAL)**
- No sensor, no air tube
- Rated: 5.9L / 6,000 lbs.
  - Inlet/outlet: 2.25" / 2.25"
- 5.9L
- 70930 BTO BTO
**Bullet Cat™**

Eastern Bullet Cat Converters feature fully welded tube construction and are available with either a 400 cells per square inch ceramic substrate or a 200 cells per square inch metallic catalyst.

**Ceramic**
Ceramic flow through catalyst – 400 cell / in²

**Metallic**
Metal foil catalyst, flow through design – 200 cell / in²

**Tru Performance™**

Eastern Tru Performance Converters feature a 300 cells per square inch ceramic substrate for improved exhaust flow with higher horsepower and torque.

**Polished or Satin** -
Tru Performance polished converter bodies are built with 304 stainless steel shields and shells and are polished to 4/11 mirror finish.
Tru Performance satin-finish converter bodies are built with 409 stainless steel.

**GOOD**
Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

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**BEST**
Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.
### HIGH PERFORMANCE

#### 12" Tru™ (16" OAL)

**Polished Finish**
- 300 cells per square inch ceramic substrate

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot; / 2&quot;</td>
<td>79916</td>
<td>79917</td>
<td>79919</td>
</tr>
<tr>
<td>2.25&quot; / 2.25&quot;</td>
<td>79917</td>
<td>79921</td>
<td></td>
</tr>
<tr>
<td>2.50&quot; / 2.50&quot;</td>
<td>79918</td>
<td>79923</td>
<td></td>
</tr>
<tr>
<td>3&quot; / 3&quot;</td>
<td>79930</td>
<td>79931</td>
<td></td>
</tr>
</tbody>
</table>

**Satin Finish**
- 300 cells per square inch ceramic substrate

<table>
<thead>
<tr>
<th>Inlet/outlet size</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
<th>5.9L / 6,000 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.50&quot; / 2x2&quot;</td>
<td>79834</td>
<td>79835</td>
<td>79836</td>
</tr>
</tbody>
</table>

#### 12" Tru™ (16" OAL)

**Inlet/outlet size**
- 5.9L / 6,000 lbs.

| 2" / 2"           | 79816             | 5.9L / 6,000 lbs. | 79819             |
| 2.25" / 2.25"     | 79817             | 5.9L / 6,000 lbs. | 79821             |
| 2.50" / 2.50"     | 79818             | 5.9L / 6,000 lbs. | 79823             |
| 3" / 3"           | 79830             | 5.9L / 6,000 lbs. | 79831             |

**BTO - Build to order**

Just because you don't see a particular application in this catalog, doesn't mean we can't build it for you!
We provide the widest range of Diesel Catalytic Converter applications for cars, light trucks, heavy-duty and off-highway vehicles, buses, heavy-duty trucks, forklifts, and stationary engines.

Our Diesel converters employ one of four different catalysts, depending on the application requirements:

- **Ceramic Oxidation**
  Ceramic flow through catalyst – for control of HC and CO

- **Ceramic Wall Flow**
  Ceramic wall flow catalyst – to trap particulate matter (PM) and also control HC and CO

- **Metallic Oxidation**
  Metal foil catalyst, flow through design – for control of HC and CO

- **Metallic Mesh**
  Catalyzed metallic mesh – designed to trap particulate matter (PM) and also control HC and CO
**12" Large Oval**
(16" OAL)
- 12" No sensor, no air tube
- Inlet/outlet size: 1.75" / 1.75" (75953)
- Inlet/outlet size: 2" / 2" (75954)
- Inlet/outlet size: 2.25" / 2.25" (75955)
- Inlet/outlet size: 3" / 3" (75957)
- Engine Size: 2.6L to 3.5L

**12" No sensor, no air tube**
- Inlet/outlet size: 2.6-3.5L

**14" Oval**
(18" OAL)
- 14" No sensor, no air tube
- Inlet/outlet size: 1.75" / 1.75" (75953)
- Inlet/outlet size: 2.25" / 2.25" (75955)
- Inlet/outlet size: 2.50" / 2.50" (75954)
- Inlet/outlet size: 3" / 3" (75957)
- Engine Size: 1.6L to 2.5L

**14" No sensor, no air tube**
- Inlet/outlet size: 1.6-2.5L

**13.5" HD Type**
(17.5" OAL)
- 13.5" No sensor, no air tube, 6" Diameter
- Inlet/outlet size: 2.50" / 2.50" (75501)
- Inlet/outlet size: 3" / 3" (75502)
- Inlet/outlet size: 3.50" / 3.50" (75503)
- Inlet/outlet size: 4" / 4" (75504)
- Engine Size: 3.6L to 6L

**13.5" HD Type**
(17.5" OAL)
- 13.5" No sensor, no air tube, 7" Diameter
- Inlet/outlet size: 2.50" / 2.50" (75601)
- Inlet/outlet size: 3" / 3" (75602)
- Inlet/outlet size: 3.50" / 3.50" (75603)
- Inlet/outlet size: 4" / 4" (75604)
- Engine Size: 6.1L to 7.3L

**23" HD Torpedo**
(28" OAL)
- 23" No sensor, no air tubes
- Inlet/outlet size: 2.50" / 2.50" (75401)
- Inlet/outlet size: 3" / 3" (75402)
- Inlet/outlet size: 3.50" / 3.50" (75403)
- Inlet/outlet size: 4" / 4" (75404)
- Engine Size: 3.6L to 6L

**Engine Size:**
- 2.6L to 3.5L
- 1.6L to 2.5L
- 3.6L to 6L
- 6.1L to 7.3L
- 3.6-6.0L