



Instructions for the Installation of TPCats Replacement catalytic Converters

Note! To avoid accidents, safety measures and devices required at the installation site must be in accordance with the instructions and regulations stipulated for safety at work. This applies to the general safety regulations of the country in question and to the specific made for each work site.

Dismounting of the old converter

1. Disconnect the earth cable of the battery.
2. Lift the vehicle and ensure that it is locked safely in position.
3. Loosen and dismantle the lambda sensor carefully from the converter if fitted.
4. Loosen the fixing bolts of the converter. If they are stuck, spray rust removing oil and/or heat the bolts with a gas torch. If you use a torch, ensure that it does not ignite the bottom surface of the vehicle and relevant Health & Safety guidelines are followed.
5. Remove the fixing bolts and the old converter.

Mounting of the TPCats converter

1. Thoroughly clean the fixing flanges/pipes to ensure a gas tight connection to the new converter. Under no circumstances use any sealer or paste as this could potentially damage the performance of the converter. Install new gaskets and fixing bolts.
2. Mount the new TPCats converter. An arrow on the converter shell illustrates the correct exhaust gas direction. Mount the lambda sensor if applicable. Before tightening the fixing bolts to the final tension, ensure that the converter has space to move without touching the vehicle body.
3. Lower the vehicle to the floor, connect the earth cable of the battery and ensure the rigidity of the exhaust system.

Note! Exhaust gas is dangerous. Good ventilation is essential if the engine is running in the garage, even only for a short period time.

One of the main problems with many emissions faults is that a new catalytic converter in a good condition can and will disguise the actual problem.

Diagnose the root cause of the converter failure and repair it before mounting the new converter, otherwise it will cause the new converter to fail as well. Possible causes are: excess unburned fuel and overheating in the converter, misfiring, ignition system failure, towing, mal-function of spark plugs or spark plug wire (gasoline models). Additional causes can be oil or antifreeze entering exhaust and sealing compounds which can contaminate catalyst core, lambda sensor failure (gasoline models) or broken exhaust system hangers.

The use of the wrong fuel type will destroy the converter. If the converter is mounted on a vehicle that has been using leaded fuel, it is recommended to clean the fuel system by driving ~1000km with unleaded fuel before mounting of the new converter.