

# 1974-79 EXHAUST EMISSION SYSTEMS

## Ford Motor Co. Catalytic Converters

### All Models

#### DESCRIPTION

On Capri and Capri II, the catalytic converter is installed in engine exhaust system in front of muffler so that exhaust gas will pass through it. It is used on California 2.3L and 2.8L engines. The converter is a cylindrical shaped device which contains a substrate coated with a catalyst material. When exhaust gases, mixed with air from air injection system, pass through converter, catalyst promotes a chemical reaction to convert unburned hydrocarbons and carbon monoxide into carbon dioxide and water.

The catalytic converter used on Fiesta models is designed to reduce the output of carbon monoxide and unburned hydrocarbon emissions. The catalytic converter changes these emissions into a chemical reaction inside the converter. When the hot exhaust gases pass over the converter element, a chemical process causes the emission gases to change their structure.

On Courier, a catalytic converter is installed in the exhaust system of all California vehicles. When exhaust gases, mixed with air from the air injection system, pass through converter, catalyst promotes a chemical reaction to convert unburned hydrocarbons and carbon monoxide into carbon dioxide and water.

The Courier is also equipped with a catalyst warning system. This system consists of a thermo sensor on the converter which monitors catalytic converter temperatures, and a warning light on the instrument

panel which lights when thermo sensor detects a converter temperature above 1742°F (950°C).

#### MAINTENANCE

There is no scheduled maintenance for the catalytic converter. Should the converter become damaged or any of its brackets become damaged, replace them as necessary.

#### TESTING

##### CATALYTIC CONVERTER

There is no testing procedure for the catalytic converter. Excessive fumes, poor idle quality, and such factors are caused by improper tune-up. Locate and correct problem immediately.

##### CATALYST WARNING SYSTEM

**Courier** - 1) With ignition switch in the "ON" position, catalyst warning lamp should be activated, indicating that bulb and wiring are good. Start engine, warning lamp should go out. If lamp does not go out, turn ignition switch to "OFF" position and tilt seat back forward.

2) Disconnect catalyst thermo sensor electrical connectors, which are located on the floor behind the seat. Using an ohmmeter, check circuit on thermo sensor side of wiring. Replace sensor if reading indicates no continuity. Reconnect wire and repeat test.