1974-79 EXHAUST EMISSION SYSTEMS
Renault Catalytic Converters

All Models

DESCRIPTION

The catalytic converter is used to change HC and CO emissions into water vapor and carbon dioxide. This is accomplished by a chemical reaction in the converter which occurs when the hot exhaust gases come in contact with the catalyst.

OVERHEAT PROTECTION SYSTEM

On R-17 models, a catalytic converter overheat protection system is used. A sensor, located on the rear of the converter activates a solenoid valve in the engine compartment. This solenoid valve, in turn, shuts off vacuum flow to the air injection system, stopping its operation. Air injection operation causes higher combustion temperatures.

TESTING

1) Check converter for external damage such as cracks, heat damage or buckling. Replace if any damage is evident. If CO% levels are not to specification after proper procedures have been followed, converter is defective and must be replaced.
2) If converter overheats and temperature warning and protection system does not activate, check sensor, relay, solenoid valve and connecting wiring for defects and replace parts as necessary.

CATALYTIC CONVERTER TEMPERATURE SENSOR

Disconnect wires from terminals No. 5 and 6 on electronic control box. Control box is located under left side of dash, near fuse block. Using an ohmmeter, check that circuit between sensor and control box is neither open or shorted. Reconnect wires and start engine. Ensure that air injection system is functioning, then disconnect either wire from terminal No. 5 or 6. Air injection should stop. If not, replace electronic control box.

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