

CHRYSLER CORP. IMPORTS CATALYTIC CONVERTER

Arrow
Arrow Pickup
Challenger
Champ
Colt
D50 Pickup
Sapporo

DESCRIPTION

Catalytic converter is a monolithic element type or pellet element type, depending on vehicle application. It is used to control HC and CO emissions. Converter is pressed into lower portion of exhaust manifold and is retained by cushions and support piece. Size of element depends on model and state applications.

NOTE — Heat created by misfiring spark plugs, mistuned engine or mistuning of fuel tank (using leaded fuel) will damage converter. If damaged, converter and lower manifold must be replaced as an assembly.

SERVICING

Removal — Remove air cleaner, air duct and heat cowl from exhaust manifold. Detach front exhaust pipe from manifold. Unbolt manifold from engine and remove from vehicle. Lower

portion of manifold, containing converter, can now be removed.

Installation — To install, reverse removal procedure.

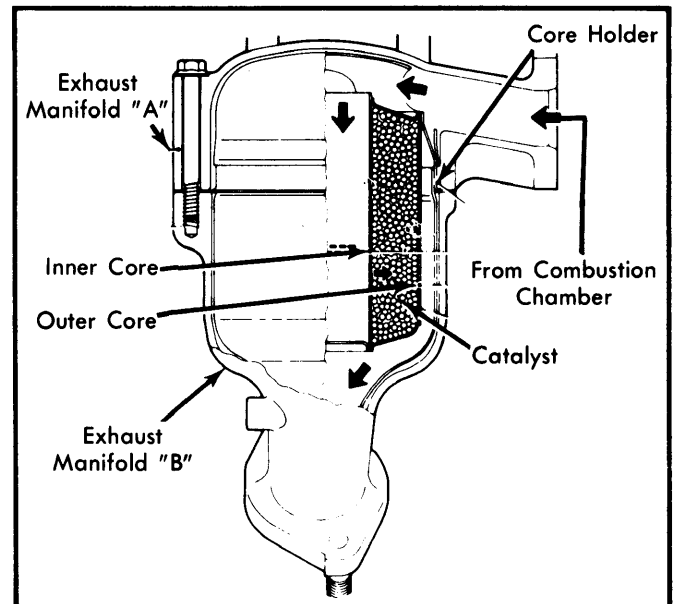


Fig. 1 Catalytic Converter and Manifold Assembly

CHRYSLER CORP. IMPORTS AIR INJECTION SYSTEM

Arrow
Arrow Pickup
Challenger
Champ
Colt
D50 Pickup
Sapporo

DESCRIPTION & OPERATION

All vehicles are equipped with air injection system (except federal Pickups with 2000 cc engine), to promote oxidation of exhaust emissions. The system consists of an air line between air cleaner and exhaust manifold with a reed type valve mounted in the air line. The reed valve, actuated by vacuum pulsations in exhaust manifold, directs air from air cleaner to exhaust manifold.

TESTING

- 1) Check air line, filter element and reed valve for cracks, clogging, damage and leaks. Replace if defective.
- 2) Start and run engine at idle. Disconnect air hose at inlet side of reed valve. If suction is felt at inlet side of reed valve;

valve is good. No exhaust emission should be blown from inlet side of valve. Replace valve if defective.

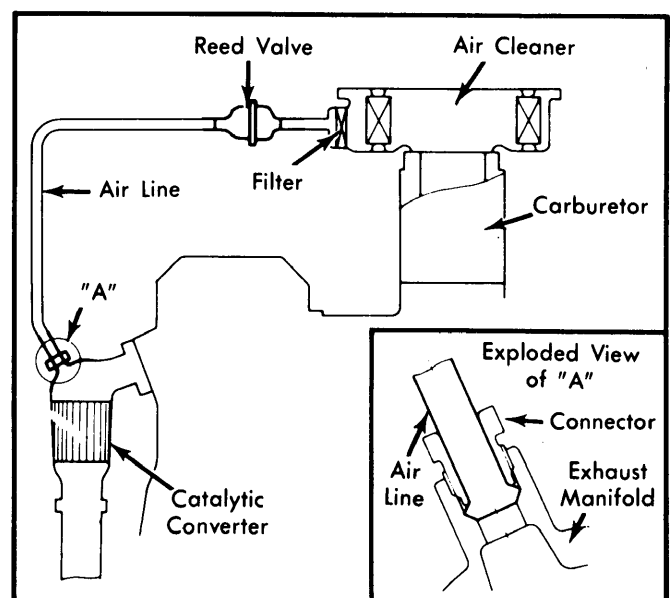


Fig. 1 Air Injection System Schematic