



EXPLAINING TROUBLE CODES

P0420

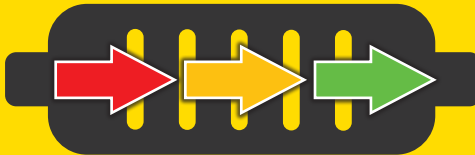
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CATALYST BELOW EFFICIENCY? **MAYBE, MAYBE NOT!**

A bad converter is the result of a problem, not the cause of it.



Interpreting Live Data is the **ONLY WAY** to be sure of the problem!

RICH

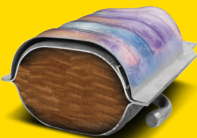
Real Codes?
Broken or Melted Substrate?

- Clogged Air Filter
- Head Gasket Leaking
- Upstream O₂ Slow to Respond
- Mass Air Sensor
- Carbon Buildup in Combustion Chamber
- Fuel Pressure Regulator
- Coolant Temp?
- Leaking Injector

Any one of the above items can cause the following



Coated Substrate



Overheat



Broken or Melted

High oil consumption and converter doesn't stand a chance!

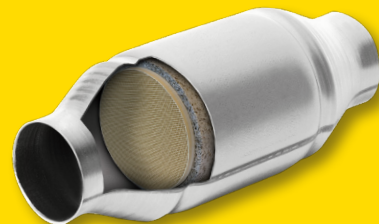
LEAN

False Codes?
Can the Converter Reach Operating Temp?

- Fuel Starvation
- Mass Air Sensor
- Unmetered Air Leaks
- Fuel Starvation
- Misfire
- Tips

HINT: If the down stream O₂ is making the upstream try artificial enriching the fuel mixture of the downstream O₂ stabilizes the converter is working!

Any one of the above items will result in a clean catalyst



KEEP THE LIGHT OFF WITH **MAGNAFLOW**

FIX IT RIGHT

- Check In Front Of The Catalytic Converter
- Catalytic Converters Should Never Fail
- Converters Don't Get "Used Up"