Exhaust System

Overview

NOTICE: Do not use leaded fuel in a vehicle equipped with a catalytic converter. In a vehicle that is continually misfueled, the lead in the fuel will be deposited in the catalytic converter and completely blanket the catalyst. Lead reacts with platinum to "poison" the catalyst. Continuous use of leaded fuel can destroy the catalyst and render the catalytic converter useless. The addition of lead to the catalytic converter can also solidify the catalyst, causing excessive back pressure in the exhaust system and possibly causing engine damage.

NOTICE: Extremely high temperatures of 1,100°C (2,012°F) or above due to misfiring or an over-rich fuel/air mixture will cause the ceramic substrate to sinter or burn, destroying the catalytic converter. Do not continue to operate the vehicle if the engine is misfiring, there is a power loss or other unusual operating conditions, such as engine overheating and backfiring.

NOTICE: Do not use oil or grease-based lubricants on the isolators. These lubricants may cause deterioration of the rubber. This can lead to separation of the isolator from the exhaust hanger bracket during vehicle operation.

The exhaust system provides an exit for exhaust gases and reduces engine noise by passing exhaust gases through the catalytic converters and a muffler assembly. The catalytic converters also play a major role in reducing air pollutants.

- a exhaust Y-pipe dual catalytic converter.
- a intermediate pipe.
- a muffler inlet pipe.
- isolators installed on the body and muffler hangers.

The catalytic converter plays a major role in the emission control system by operating as a gas reactor. Its function is to speed the heat-producing chemical reaction of components in the exhaust gases to reduce air pollutants.