

# centerline products

## CATALYTIC CONVERTER FAILURE READ BEFORE INSTALLING A NEW CONVERTER

Catalytic converters will break down over time (100,000 miles or more), but catastrophic failure is generally due to a problem with the car.

The most common problem is a rich fuel mixture. A rich mixture dumps unburned fuel into the exhaust system. When it hits the hot catalytic converter, the fuel burns inside the converter and will overheat and melt the substrate or clog the converter with carbon deposits. The substrate will break apart inside and rattle. An indication of overheating on your old converter can be a deeply discolored converter shell. Also, if the mixture is too rich the exhaust will smell like sulfur.

A rich fuel mixture can be caused by a failed oxygen sensor (typical life is 60-70,000 miles), other defective fuel injection system parts (the temperature sensor being most common), or improper mixture or timing adjustment.

Another area to examine is the ignition system. Replace spark plugs, check ignition wires for excessive resistance, check for worn distributors on older cars, worn points, cap, rotor, condenser, or a weak coil

Excessive oil in the exhaust from worn piston rings, a clogged crankcase ventilation system (the metal can connected by a hose to the valve cover on many Alfas), or worn valve guides can also lead to substrate meltdown. Antifreeze in the exhaust from a seeping head gasket is another possibility.

Do a thorough tune-up on your Alfa before installing a new converter. This includes valve adjustment, cam timing check, as well as fuel and ignition system adjustments. Make sure all other pollution equipment is functioning properly.

If a new converter fails because of substrate meltdown, which will cause it to rattle and/or clog, it will not be covered by warranty.

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