SOLVING ... UNDERSTANDING FLUID DYNAMICS

Installing The Right OBD II By Design™ Universal Converter

Steady Release of Stored O₂ “Washes” The Rear O₂ Sensor – This Keeps The MIL Light Out

- Larger Total Substrate Size
- Premium Precious Metals Loading
- Superior O₂ Storage & Release
- Lower Emissions Output
- Long Term Reliability

The Distance From The REAR of the OEM Brick To The Center Point Of The Rear O₂ Sensor Must Be Maintained

MIL Light ...STAYS OFF!

OBD II By Design™ Catalytic Converter

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PROPER INSTALLATION OF AN OBDII BY DESIGN™ UNIVERSAL REPLACEMENT CONVERTER

**OEM Configuration**

- **Rear O₂ Sensor**

- **Clean Cut Here**

**Converter Being Replaced**

- **Clean Cut Here**

**Rear Of OEM Catalyst Brick**

- **Measure From the CUT to the Rear Of The OEM Brick [This is Dimension A]**

**Rear Of OBD II Catalyst Brick**

- **Measure From the OUTLET PIPE END to The Rear of The OBD II Brick [This is Dimension B]**

**Converter Being Replaced**

**Dimension B – Dimension A = Dimension C**

- **B** 
- **A** 
- **C** 

- **example:**
  - **B:** 4.50
  - **A:** 1.75
  - **C:** 2.75

- **Caution...Rear Pipe CANNOT Be Longer Than 2” When Inserted Into The Converter! Trim If Needed After Measuring!**

**OE Rear Pipe**

- **Mark Pipe Here, First Dimension C**

**Slip New Converter (PIPE) Onto The Rear Pipe To The Mark**

**OE Front Pipe**

- **Install “Fill” Pipe Or “Adapter Pipe” for D.I.Y.’s (If Needed)**

- **Weld In**

**Rear O₂ Sensor**

**Rear O₂ Sensor**

**Rear O₂ Sensor**

**OE Rear Pipe**

**OE Rear Pipe**

**OE Rear Pipe**

**OE Rear Pipe**