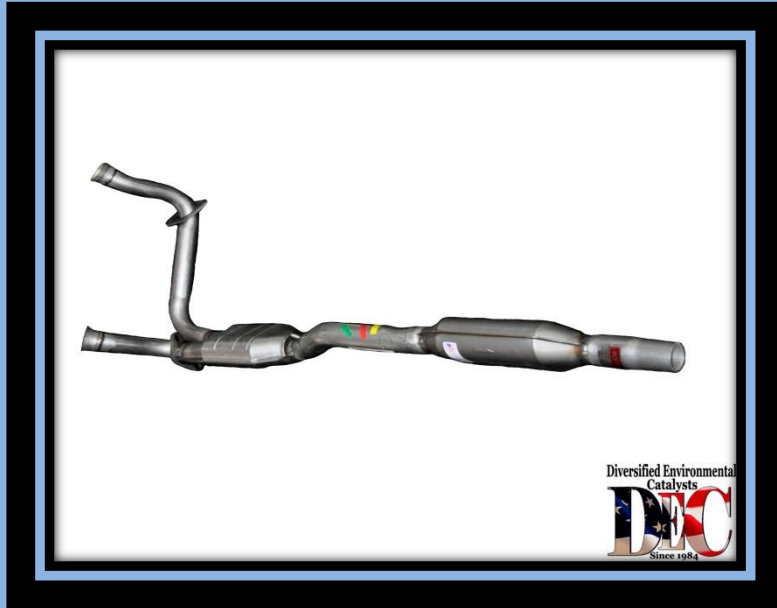


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FOR20615

Fits:

1984-1986 Ford F150 & F250 5.0L V8

Many competitors are building a “single converter conversion” but we’ve built this Y-pipe like the OEM piece with 2 converter bodies to remain *Truck Tough*.

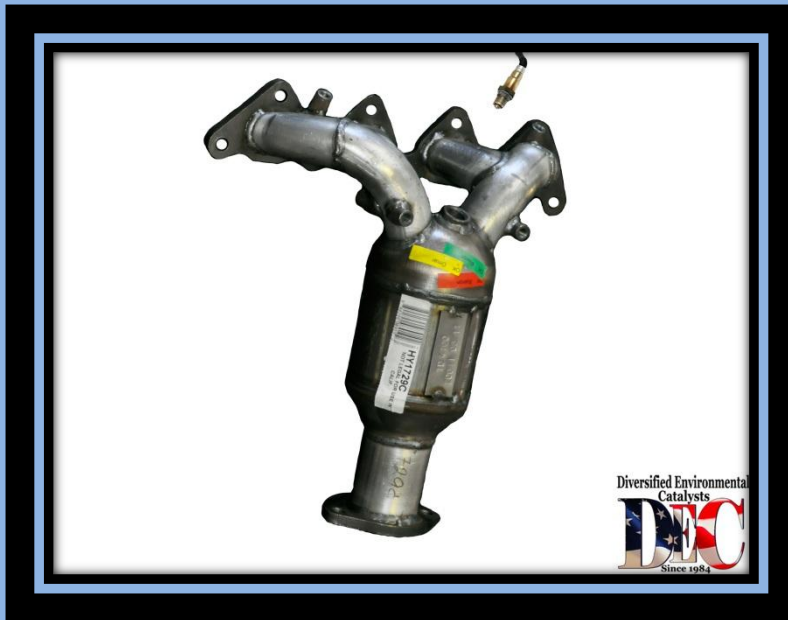
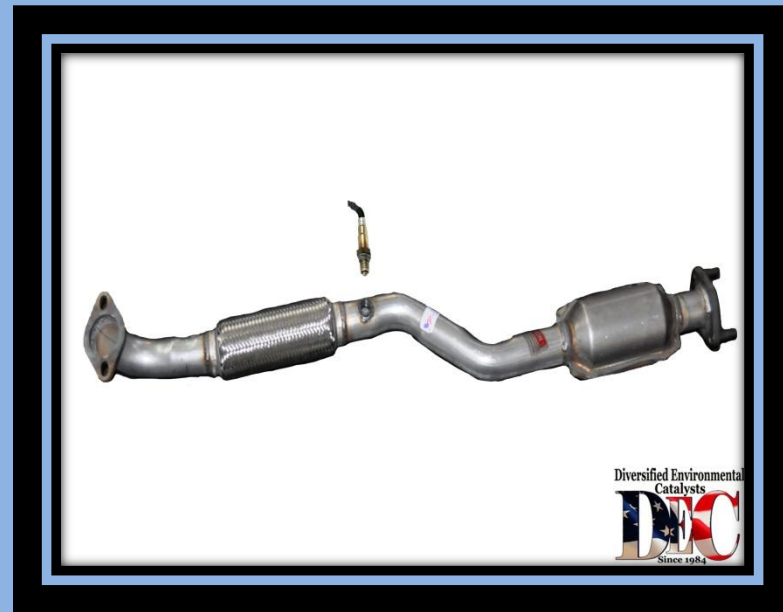
HY1727

Rear catalytic converter with engine pipe

Fits:

2004-2006 Hyundai Elantra 2.0L

(Federal emissions with CVVT engine)



HY1729C

Front catalytic converter with exhaust manifold

Fits:

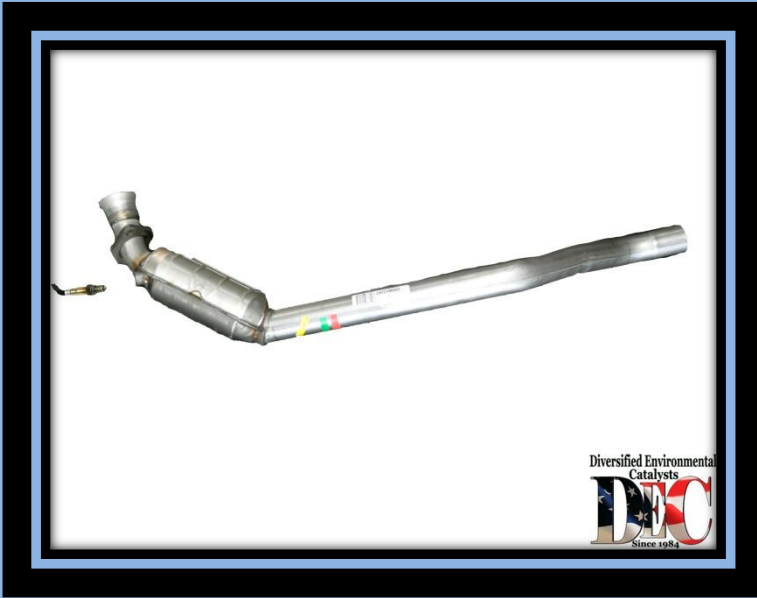
2004-2008 Hyundai Elantra 2.0L

(Federal emissions with CVVT engine)

2004-2008 Kia Spectra 2.0L

(Manual transmission)

2007-2008 Hyundai Tiburon 2.0L

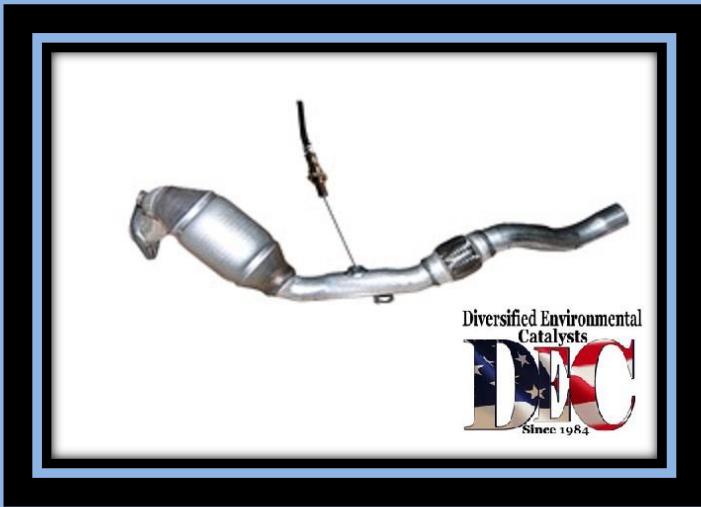


JAG1965D (left)

Left and right engine pipes with converters
For 2002 Jaguar S-Type 3.0L



JAG1965P (right)



ROV1110

Right side engine pipe with converter

Fits:

2002-2004 Land Rover Freelander 2.5L

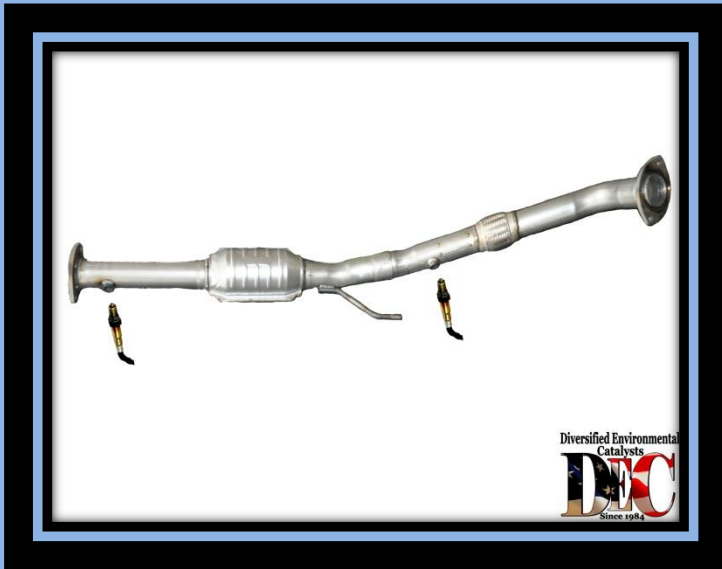
ROV1111

Left side exhaust manifold with converter

Fits:

2002-2004 Land Rover Freelander 2.5L





TOY3287B

Rear catalytic converter with engine pipe

Fits:

2003-2006 Toyota Camry 2.4L

(US Production models)

LX4699

Center converter with Y-pipe

Fits:

2000-2004 Toyota Avalon 3.0L



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Images	Years	Make	Model	Eng. Siz.	Eng. Cyl.	Part #	Notes	TSB	Tech Notes
	2002-03	JAGUAR	X-TYPE	2.5	6-Cyl.	JAG1953F	Front	TSB_1	TechNotes_1 TechNotes_2 TechNotes_3 TechNotes_4 TechNotes_5 TechNotes_6 TechNotes_7
	2002-03	JAGUAR	X-TYPE	2.5	6-Cyl.	JAG1953R	Rear	TSB_1 TSB_2	TechNotes_1 TechNotes_2 TechNotes_3 TechNotes_4 TechNotes_5 TechNotes_6 TechNotes_7
	2002-03	JAGUAR	X-TYPE	2.5	6-Cyl.	JAG71953F	Front		
	2002-03	JAGUAR	X-TYPE	2.5	6-Cyl.	JAG71953R	Rear		

Clear Search

To find a catalog, please enter part number or select at least one condition and hit "Search Listing"...

Known issues from the manufacturers in the TSB column. Fixes and information we've gathered over the years in the TechNotes column, all by application to save time diagnosing converter problems. Available to your customers 24/7 at NO CHARGE!

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TECHNICAL SUPPORT

DEC has a technical support hot line that is active during normal business hours in the USA. It is: **1-888-OBD-2 CAT** or **1-888-623-2228**. We will get the caller to the correct level of support immediately. Since we realize the value of expedience, we employ ASE certified mechanics who are completely familiar with electronic control and systems, there will always be someone available to answer your questions.

DEC can conduct technical service training seminars either in webinar format, or if appropriate for you, on-site training, for any of our customers. In addition, we can provide technical marketing information for the trainings. Our website offers both factory released technical service bulletins from the vehicle manufacturer (TSBs), and our own coveted Tech-Notes, in which we've applied the practical knowledge our people have experienced personally, or tips we've picked up working with our partners in the field – people like you. These offerings are very important, and should be presented to the mechanic before installation of any new catalytic converter. **All of this is available at no cost to you, online.**

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**P0420
P0430
PROBLEMS?**

CHECK THIS FIRST!

- Coolant Temperature
- Closed Loop Status
- FUEL TRIMS

Make certain the ECU has control over the Fuel Injection First!

P0420/P0430 Catalyst Below Efficiency
Carl Stolz - Technical Sales Manager, DEC

When a vehicle is exhibiting one of these codes (or variations of these, such as P0421/P0431) you can prevent a lot of headaches if you'll follow these simple steps.

First, if ANY other OBDII codes are present, address them first. Evaporative codes, Lean/Rich codes, Timing Control codes, etc. can all cause false catalyst codes when there is actually nothing wrong with the converter itself, so if any code other than the P0420/P0430 family of codes is present, start there!

That being said, before condemning any catalytic converter, whether the original converter on a vehicle with 250,000 miles, or one that has been replaced, a few simple steps with your scanner will help eliminate costly comebacks.

First, just to level the playing field, for the purposes of this test, look your scanner up in OBD II GLOBAL MODE rather than the vehicle specific mode where you would input the VIN. This will ensure we are working with the same information scales. Be certain the vehicle is running at operating temperature, and the computer is in the same present start there!

OBSERVE THE RULES OF 10%

Now, in live data, find the Long Term and Short Term Fuel Trim information. If you are unfamiliar with these, they are usually abbreviated LFTF 1, STFT 1, LFT 2, STFT 2, etc....

Since we are hooked up in OBD II GLOBAL, the fuel trim data will be represented as a positive or negative number with ZERO being the center point. A fuel trim of 0% is perfect, but unrealistic, some amount of trim should always be expected, and even required for proper vehicle operation. The OBD II parameters for fuel trimming are generally 25% positive or negative before setting a P0171, P0172, P0174 or P0175 codes, but Catalyst codes will be set long before the trim reaches those numbers. For our purposes, we will use the rule of 10%.