

## Installation Instructions Catalytic Converter Replacement Pipe 1986-92 RX-7 Non-Turbo\*

**IMPORTANT:** Before attempting to remove the catalytic converter assembly, allow the engine to cool down. The converter remains extremely hot for several hours after the engine has been non-operational. This is both a hazard to the mechanic and may cause the mounting nuts to seize on the exhaust system studs.

Be sure to have a small quantity of light penetrating oil (spray or liquid) to apply to all mounting studs and nuts.

During installation, we recommend using a "never seize" material on all threaded fasteners.

1. Raise the car and support it on jack stands. DO NOT work under a car supported only by a jack.
2. Disconnect the split air tube (the small tube which enters the side of the main converter) from the main converter.
3. Unbolt the main converter from the "Y" pipe.
4. Separate the front converter from the manifold outlet and remove the converter assembly.
5. Assemble the replacement pipe and pre-silencer sure to use the gasket supplied. NOTE: The hanger on the pre-silencer is on the front end, inner side.
6. Slip the replacement pipe assembly into position and start the fasteners on the manifold and "Y" pipe. Tighten the 10 mm fasteners to 25 ft/lbs and the 12 mm fasteners to 35 foot/lbs.
7. Remove any traces of the old gasket from the split air tube flange. Using the new gasket provided, connect the split air tube to the pre-silencer.

**IMPORTANT NOTE:** 1989-92 RX-7s non-turbo models, require the air pump to remain operational to activate the "6-port" actuator valves. Skip steps (8) and (9)

8. Remove the air pump and its bracket. Remove the air pump intake hose from the base of the air cleaner and cap the opening with the cap provided.
9. Remove the air control valve from the side of the intake manifold. Remove the 6 mm stud which held the air control valve to the manifold. Clean the sealing surface of the manifold and coat the sealing surface with silicone gasket sealer. Cover the opening with the cover plate and the three (3) 6 mm bolts and lockwashers provided in the kit.

**NOTE:** THE LARGE RUBBER HOSE WHICH WAS ATTACHED TO THE AIR CONTROL VALVE LEADS FIRST TO A SMALL PLASTIC MUFFLER NEAR THE AIR FILTER BOX, AND THEN TO A LARGER PLASTIC MUFFLER MOUNTED AHEAD OF THE RIGHT FRONT WHEEL. THIS IS THE SILENCED EXHAUST FOR THE EXCESS AIR PRODUCED BY THE AIR PUMP. IT IS NOT NECESSARY TO REMOVE THESE COMPONENTS OR CAP THE HOSE.

10. Allow sufficient time for the gasket sealer to dry, then start the engine and carefully check for exhaust leaks.
11. Lower the car and perform a rolling chassis test to confirm proper operation.

\* Legal in California only for racing vehicles which may never be used upon a highway.

