

Here are some other precautions to help avoid converter damage:

1. Don't start the engine by pushing the vehicle. Use jumper cables or a booster system.
2. Don't crank the engine for more than 1 minute when it's flooded or when it's firing intermittently.
3. Fix obvious problems like dieseling, power surge, back-firing, choke sticking or any other problems immediately.
4. Don't disconnect spark plugs to test the ignition. If this is unavoidable, don't run the engine for more than 30 seconds when a plug isn't firing.

Unusual Converter Odors

Besides controlling hydrocarbon and carbon monoxide emissions, a converter may also produce small quantities of its own emissions. Most gasoline contains a small amount of sulfur and other compounds that are not completely removed during refining. The sulfur can react with water vapor that is produced in the converter to make hydrogen sulfide. This toxic substance causes a "rotten egg" odor, which is usually noticed while the engine is warming up or during deceleration.

This odor can also indicate that the engine is not operating properly, especially when it happens at normal operating temperatures. This is often caused by the engine being out of tune, or running too rich. Adjusting the idle screw will not necessarily eliminate the odor since it's probably not caused by an incorrect mixture adjustment, but by some other problem in the engine ignition or carburetion.

The amount of sulfur in gasoline blends can vary, so switching brands may eliminate the odor.

EMISSION CONTROL FILTERS

There are two emission control systems on an engine that require the use of a filter: the crankcase ventilation system and the fuel tank evaporative control system. Maintenance of the filters on these systems is essential for long engine life and control of harmful emissions into the atmosphere.

Service Procedures

Emission control filters should be checked at each oil change and replaced every 10,000 miles.

Crankcase Ventilation Filter Service Procedure

Road Draft Tube and Open PCV Type

1. Remove breather filter from engine. (If pleated paper media is used, replace with new filter.)
2. Soak filter in solvent or carburetor cleaner until all dirt and residue is removed.
3. Rinse thoroughly and allow to dry by draining, or use compressed air.
4. Squirt clean oil into small outer opening until media is damp.

Closed PCV Type

1. Loosen wing nut and remove cover of air filter housing.
2. Using pliers, remove the metal clip from the breather filter.
3. Remove rubber hose from breather filter and discard filter.
4. Install new breather filter, rubber hose and metal clip.
5. Squirt clean oil into filter media until damp.
6. Replace air filter housing cover and tighten wing nut securely.

Gasoline Evaporative Control System Filter Procedure

The filter for this system is found in the bottom of the carbon canister. The canister is located in the engine compartment, usually on the right side.

1. Loosen bolt which holds strap around canister.
2. Lift out canister, leaving hoses connected.
3. Remove dirty pad from bottom of canister.
4. Slip new pad into place and tuck in edges.
5. Replace canister and tighten strap.