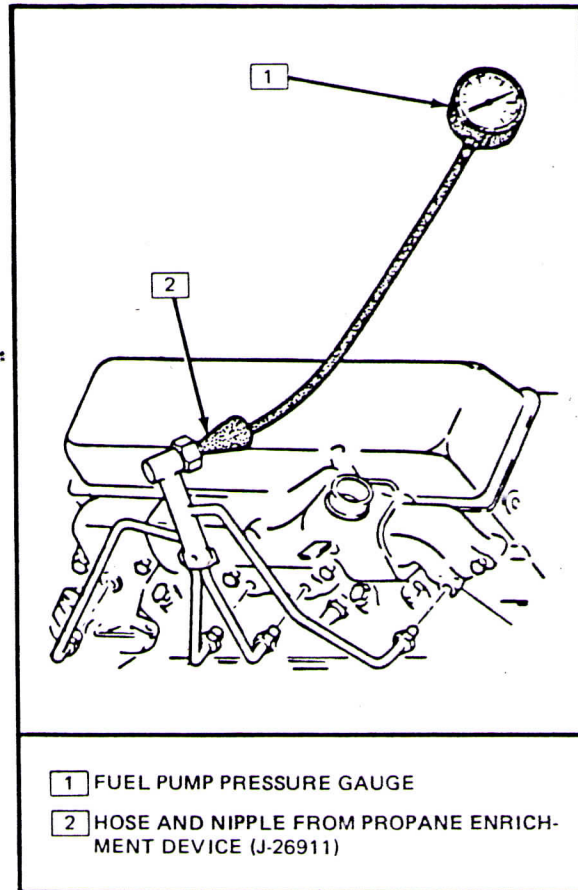


**CHART B-1  
RESTRICTED EXHAUST SYSTEM CHECK  
ALL VEHICLES WITH A.I.R. OR PULSAIR**

Proper diagnosis for a restricted exhaust system is essential before any components are replaced. The following diagnostic procedure is recommended:

1. Remove the rubber hose at the exhaust manifold A.I.R. pipe check valve. Remove check valve.
2. Connect a fuel pump pressure gauge to a hose and nipple from a Propane Enrichment Device (J26911). (see illustration).
3. Insert the nipple into the exhaust manifold A.I.R. pipe.
4. With the engine at normal operating temperature and running at 2500 rpm, observe the exhaust system backpressure reading on the gauge.
5. If the backpressure exceeds  $2\frac{3}{4}$  psi, a restricted exhaust system is indicated.
6. Inspect the entire exhaust system for a collapsed pipe, heat distress, or possible internal muffler failure.
7. If there are no obvious reasons for the excessive backpressure, a restricted catalytic converter should be suspected, and replaced using current recommended procedures.



- 1 FUEL PUMP PRESSURE GAUGE  
2 HOSE AND NIPPLE FROM PROPANE ENRICHMENT DEVICE (J-26911)

**ALL VEHICLES WITHOUT AIR OR PULSAIR**

1. With engine at normal operating temperature, connect a vacuum gage to any convenient vacuum port on intake manifold.
2. Disconnect EGR solenoid electrical connector or connect EGR valve directly to vacuum source bypassing any switches or solenoids.
3. Run engine at 1000 RPM and record vacuum reading.
4. Increase RPM slowly to 2500 RPM. Note vacuum reading at steady 2500 RPM.
5. If vacuum at 2500 RPM decreases more than 3" from the reading at 1000 RPM, the exhaust system should be inspected for restrictions.
6. Disconnect exhaust pipe from engine and repeat steps 3 & 4. If vacuum still drops more than 3" with exhaust disconnected, check valve timing.

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Figure 49 Restricted Exhaust System Check - CHART B-1