

## DESCRIPTION AND OPERATION

### Exhaust System

**⚠ WARNING:** The normal operating temperature of the exhaust system is very high. Never attempt to repair any part of the system until it has cooled. Be especially careful when working around the 3-way catalytic converter. The temperature of the catalytic converter rises to a high level after only a few minutes of engine operation.

**⚠ CAUTION:** When repairing exhaust system or removing exhaust components, disconnect all heated oxygen sensors (HO2S) at the wiring connectors to prevent damage to the heated oxygen sensors and wiring harness. For additional information, refer to Section 303-14 for location of the heated oxygen sensors.

**⚠ CAUTION:** Do not use oil- or grease-based lubricants on the isolators. They may cause deterioration of the rubber.

**⚠ CAUTION:** Oil- or grease-based lubricants on the isolators may cause the exhaust hanger isolator to separate from the exhaust hanger bracket during vehicle operation.

**NOTE:** Exhaust fasteners are of a torque prevailing design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

The exhaust system:

- contains a one-piece catalytic converter assembly.
- has one muffler assembly (4.0L).
- has a LH muffler assembly and a RH muffler assembly (4.6L).
- has muffler brackets with isolators at the front and rear of the muffler, bolted to the body.
- has 2 upstream heated oxygen sensors (HO2S) mounted to the catalytic converters (4.0L).
- has one upstream HO2S mounted to the LH exhaust manifold and one mounted to the RH catalytic converter (4.6L).
- production muffler and tailpipe assembly is a one-piece design exhaust system.