Catalytic Converter Temperature Readings:

The catalytic converter reaches normal operating temperature usually between 400 and 600 degrees Fahrenheit. When the converter reaches this temperature it then starts to burn off the harmful emissions such as hydrocarbons, nitrogen compounds and carbon monoxide. Temperatures that are out of this range can be an indication the converter is plugged up!

If the outlet temperature reading is higher by 200 degrees or more than the inlet temperature, this indicates the car is running rich and excess CO is present in the exhaust system. In most cases a rich condition will produce what we term “rotten egg” which is simply hydrogen sulfide coming out of the exhaust. A multitude of problems can cause this ranging from the computer not sending the car to closed loop, (defective oxygen sensor), an open or defective thermostat, fuel pressure issue, non-working air pump, and so on.

When the outlet temperature is 500 degrees hotter than the inlet temperature there is un-burned fuel present in the exhaust! Issues that will cause this can range from a defective ignition system (cap, rotor, wires, sparkplug, or a basic ignition breakdown), a vacuum leak, a compression issue in the engine, a leaking or burned valve, defective fuel pressure regulator, leaking injectors.

With all 85-89 Corvettes, it’s always smart to do the “Idle to air mixture adjustment procedure” before moving on to other diagnostic changes in the car. Putting the car to the original specifications is always a smart idea. You can find this procedure located at this link:

http://willcoxcorvette.com/repairandinstallhelp.php?hID=21

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