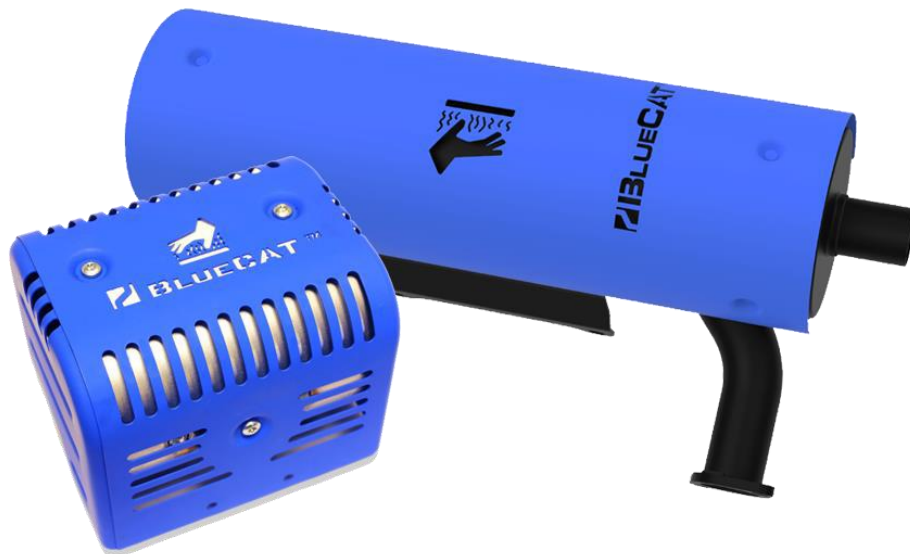


**installation & maintenance**

# BlueCAT™ SSI

## Direct-Fit Catalytic Mufflers



# Nett® BlueCAT™ SSI Direct-Fit Catalytic Muffler Installation

## General Information

BlueCAT™ SSI catalytic mufflers are designed as a direct-fit replacement for the OEM muffler in the exhaust system, which simplifies their installation and maintenance. All of the stock clamps, bolts and pipes can be reused (note: we recommend replacing U-bolt type clamps with band style clamps to reduce leakage). If you have any difficulties with installation, please call 1-800-361-6388 (905-672-5453) or e-mail [shop@nettinc.com](mailto:shop@nettinc.com), and we will be glad to help.

## A) Direct-Fit Catalytic Converter Installation

- 1) Remove the original muffler from the exhaust system.
- 2) Install the BlueCAT™ SSI catalytic muffler in its place.
- 3) Use original fasteners to secure the catalytic muffler.
- 4) Check installation for leaks and ensure that the catalytic muffler fits correctly. Make sure that hangers and pipes are appropriately aligned.

## LPG/CNG/Gasoline Engine tune-up

The ignition/fuel system should be set to the manufacturer's specifications. BlueCAT™ SSI catalytic muffler works optimally with a **slightly-lean** (within OEM specs) operation setting. Many OEMs offer high elevation kits together with information on how to setup the engine to run slightly leaner. Refer to guidelines provided by OEM for best practices.

To provide maximum CO, HC, and NO<sub>x</sub> conversions, Nett's BlueCAT™ 100 Air/Fuel (A/F) Ratio Controller should be used with BlueCAT™ SSI catalytic mufflers on LPG/CNG engines, and the mixer should be set to a **slightly-rich** mixture.

## LPG/CNG/Gasoline Catalytic Muffler Maintenance

Nett catalytic mufflers are maintenance-free if the engine is in good operating condition. If the engine emissions are excessively high and/or contain engine lubrication oil, the catalyst may become damaged. Engine misfire can also damage the catalyst. It is vital for a long catalyst life that all engine problems are promptly identified and addressed.

The A/F ratio mixture on an LPG/CNG/gasoline engine may go out of adjustment due to a dirty air filter, misfiring spark plugs or wires, blocked fuel filter, or other reasons. If the mixture becomes too rich, carbon monoxide levels may rise to as high as 5% or more. Even though the catalyst will function properly, the CO levels at the tailpipe may be too high. A regular check of the A/F mixture should be included in the engine maintenance schedule.

## B) BlueCAT™ 100 A/F Ratio Controller Installation – Optional Component (LPG/CNG Engines Only)

Please refer to the BlueCAT™ 100 Technical Manual supplied with the BlueCAT™ 100 A/F Ratio Controller. This manual is also available online at [www.nettinc.com](http://www.nettinc.com) in the Products / Electronics / BlueCAT™ 100.

**Note:** The controller maintains the stoichiometric A/F ratio by biasing the diaphragm of the regulator/converter. The mixer must be adjusted to a **slightly-rich** mixture to facilitate the controller's operation and proper fuel control under all engine conditions. Please refer to the BlueCAT™ 100 Technical Manual for more information.

## BlueCAT™ 100 A/F Ratio Controller Maintenance

The controller's functionality check should be incorporated into the engine's maintenance schedule (recommended every 100 engine hours) by viewing the module's LEDs. Follow the procedure described in the BlueCAT™ 100 Technical Manual.

Nett Technologies Inc. has a corporate policy of continuous product development. Specifications are subject to change without notice.