



## 02 Sensor isolator Installation

Isolator is used on the oxygen sensor(s) located BEFORE the catalytic converter(s). On V6 & V8 engines there's could be 2 catalytic converters; on 4 cyls engines there's one. Locate the O2 sensor(s) before the catalytic converter(s) and remove them. Check to see if the O2 sensor shield protrusion will fit all the way into the isolator without bottoming out in it when you screw it all the way in. If it bottoms out, use the extender.

**DO NOT OVER TIGHTEN THE EXTENDER OR IT WILL BREAK.** The body is thin to accommodate the O2 sensor's protrusion diameter. It is recommended to lubricate the threaded areas with anti-seize compound. This isolator works best with new O2 sensors.

It is possible that your check engine light might come on if you use old O2 sensors. If this is the case, you may need to use an EFIE to lean the O2 sensors instead of this device. This device is experimental as with all hydrogen related enhancers and parts and thus there's no guaranty as to it's workability on your specific engine/computer ECM. The kit only works on threaded O2 sensors and not flanged type. Once installed the kit is not returnable. It is not warranted against breakage and clearance may vary on your model vehicle and the area may need to be altered for clearance if it contacts the floorboard or other obstructions.

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