



Regenerated catalytic converter Dodge RAM 1500 Pickup 5.7 V8 Hemi in ceramic coating



Product codes:

Reference: REG-DODGE001

EAN13: -





Product features:

Cartridge material: Metal - type S
Producer: OE
Engine capacity: 5.7
Year of production: 2008-
Horsepower: 395 HP
OE number: 50363, 68039563AB, 68039563AC, 68139891AC
Product type: Regenerated
Engine code: EZF, EZH, EZ1/EZA
Warranty: 12 months

Product attributes:

euro standard: Euro 6
Capacity (cpsi): 600 + 400, 400 + 200, 200 + 200
Ceramic coating: Yes, Not

Product description:

WITH DEPOSIT

Purchase without returning the old part – the item is shipped immediately. You can return your old catalytic converter within 30 days from the date of purchase and receive a deposit refund. The returned unit must be complete, original, marked with the OE number, and free from mechanical damage or signs of tampering. We do not accept cash-on-delivery (COD) shipments when returning the old catalytic converter.

WITHOUT DEPOSIT

Purchase with return of the old part – the item is shipped after we receive the old catalytic converter. The unit must be complete, original, marked with the OE number, and free from mechanical damage or signs of tampering. We do not accept cash-on-delivery (COD) shipments.

Catalytic converter regeneration involves replacing the used core with a new metallic one, restoring full functionality of the system and meeting emission standards. The ceramic coating in the original remanufactured catalytic converter provides high temperature resistance and optimal conditions for catalytic processes. Thanks to the capacity of the RFC cartridges and the use of S-type cartridges with three cores, the catalytic converter features enhanced performance and durability. In addition, the ceramic structure improves exhaust gas flow, which promotes more effective emissions cleaning and increases the overall efficiency of the exhaust system.

The original EURO 6 catalytic converter cartridges have capacities of 600 cpsi in the front of the catalytic converters and 400 cpsi in the rear. Depending on your needs and expected performance, we offer the following options:

- 200 + 200 cpsi - the highest throughput, in most cases causes the check engine light to come on - requires interference with the engine program.



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- 400 + 200 cpsi - reduces the risk of engine error, in many cases it works without interference. However, it depends on the condition of the car, the condition of the fuel injectors, the efficiency of the lambda probes and the quality of the air-fuel mixture.
 - 600 + 400 cpsi - guaranteed no engine error, no modifications required.