1970 PEUGEOT 504 COPPOLAIR SYSTEM

Peugeot 504 (1970)

DESCRIPTION & OPERATION

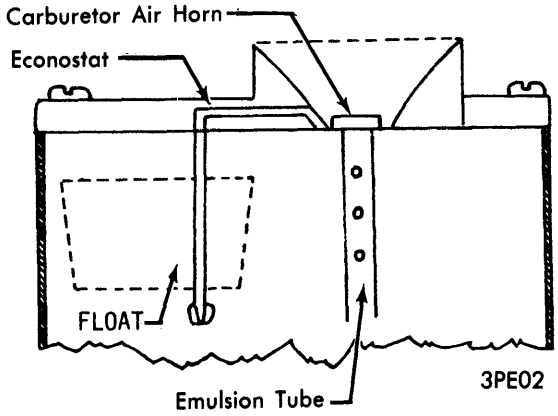
NOTE – Peugeot 504 engine modifications are basically the same as 404 Coppolair system except as noted below. For additional information, refer to PEUGEOT 404 COPPOLAIR SYSTEM.

1) Slow idle is 800 ± 25 RPM for manual transmissions and 800 ± 40 RPM for automatic transmissions.

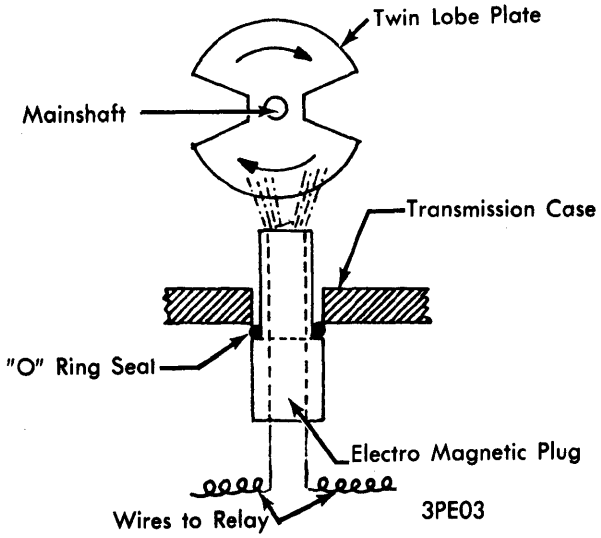
2) Governor and relay are electronically controlled to operate electro vacuum valve. When increasing speed, valve operates up to 25 MPH. When decelerating, valve becomes operational at 22 MPH. This is achieved by using a steel twin-lobe plate which is pressed onto transmission main shaft. An electro magnetic plug is attached to transmission case directly under the twin lobe plate. Current is supplied from transistorized relay which is located on engine firewall. When the vehicle is in motion, twin lobe plate cuts through magnetic field force twice during each revolution of mainshaft, thus completing circuit and sending impulses back to relay. This operates electro vacuum valve at the required speeds.

Carburetor – Solex 34 PBICA-6 carburetor with econostat. Carburetor is equipped with a device on throttle control which will position throttle in two positions, slow idle (800 RPM) or fast idle (1400 RPM).

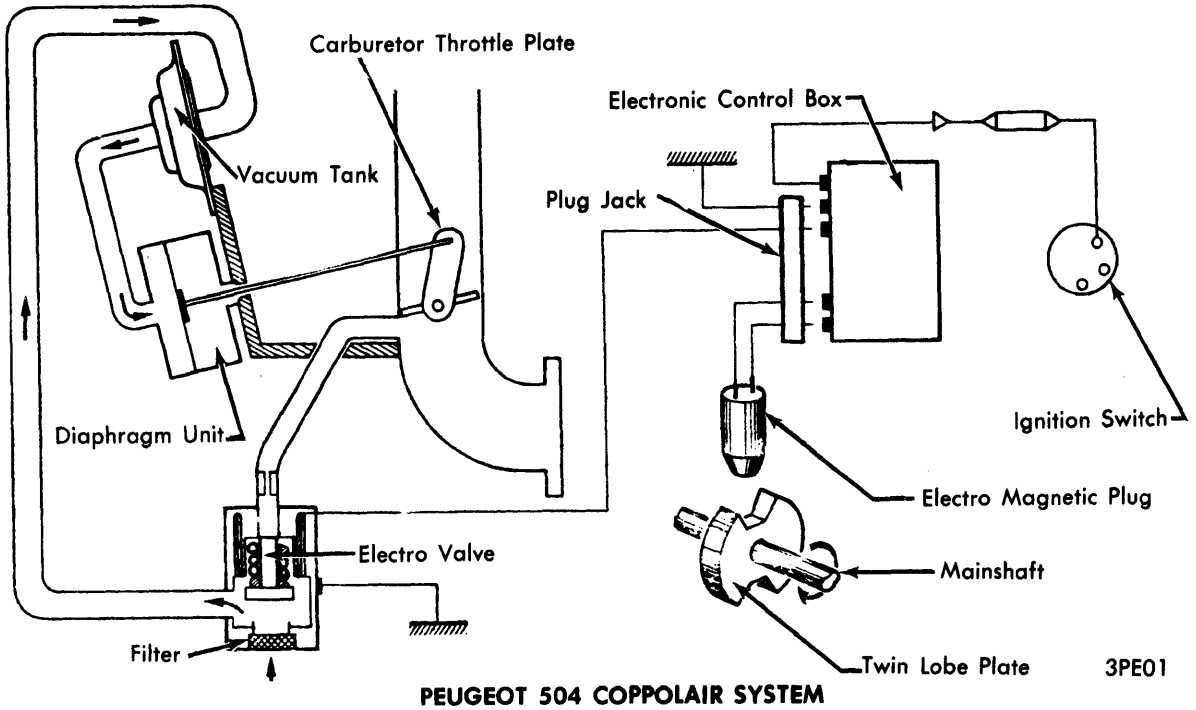
Carburetor Econostat – The econostat is a metered tube built into carburetor float bowl cover. The tube is suspended into float chamber and its outlet is in the air horn. During high speed cruising, air velocity (vacuum in air horn) siphons fuel directly into the venturi, drawning only enough fuel to maintain the cruise range. Any alteration to throttle pressure (increase or decrease) immediately nullifies this action. When this happens, main jet and accelerator pump take over.



CARBURETOR ECONOSTAT



ELECTRO MAGNETIC PLUG



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