

1974-79 FUEL SYSTEMS

Solex 32/34 BICSA & 34 PBIC 1-Barrel Carburetors

Peugeot 504

CARBURETOR IDENTIFICATION

1974-75 CARBURETOR IDENTIFICATION NUMBERS

Application	Carburetor No.
All Models	32 BICSA 2 & 34 PBIC 8

1976 CARBURETOR IDENTIFICATION NUMBERS

Application	Carburetor No.
All Models	32 BICSA 2 & 34 BICSA 6

1977-78 CARBURETOR IDENTIFICATION NUMBERS

Application	¹ Primary	² Secondary
Federal & Calif.	PEU 190	PEU 191
High Altitude	PEU 187	PEU 194

- ¹ - Carburetor prefix is 32 BICSA.
- ² - Carburetor prefix is 34 BICSA.

1979 CARBURETOR IDENTIFICATION NUMBERS

Application	¹ Primary	² Secondary
All Models	PEU 275	PEU 277

- ¹ - Carburetor prefix is 32 BICSA.
- ² - Carburetor prefix is 34 BICSA.

DESCRIPTION

Two 1-barrel carburetors are used to form a compound carburetion system. Both carburetors are equipped with butterfly type choke valves with choke shaft connected between each carburetor. Choke controls are mounted on primary carburetor only.

Both carburetors have a fuel cut-off solenoid switch which prevents dieseling by shutting off fuel supply when ignition is turned off. Both also have a diaphragm type accelerator pump.

Linkage between the carburetors allows the throttle valve of the secondary unit (34 BICSA) to begin opening at one third throttle opening of primary carburetor. System is equipped with a fast idling control for exhaust emission purposes.

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

DECELERATION VACUUM SYSTEM & FAST IDLE RPM

- 1) With engine at operating temperature and idle adjusted to 850-950 RPM, place gear selector lever in Neutral and turn all electrical accessories to off position.
- 2) Disconnect hose (with Red ring) from deceleration vacuum unit. Disconnect hose (with Green ring) from "T" connector at deceleration valve and attach it where previous hose was removed from vacuum unit.
- 3) Remove domed nut "1". See Fig. 1. Loosen lock nut "2" and start engine. Engine speed should be 1450-1550 RPM. If engine speed is not correct, adjust screw "3" to specification, using a 3mm Allen wrench.
- 4) Tighten lock nut "2" and install domed nut "1", making sure gasket is in place. Replace vacuum hoses, previously removed, to their original locations. Loosen lock nut "4" on deceleration valve (not on vacuum unit).

NOTE: Do not use mixture control screw in threaded rod "5" of deceleration valve to obtain proper fast idle speed.

- 5) Increase engine speed to 3000 RPM without load, and allow engine speed to decrease. Unscrew threaded rod "5" 1/2 a turn at a time until

normal idle is obtained, then unscrew threaded rod one additional 1/2 turn and tighten lock nut.

NOTE: Always hold deceleration valve "6" with wrench when loosening or tightening lock nut on, so as not to exert force on diaphragm.

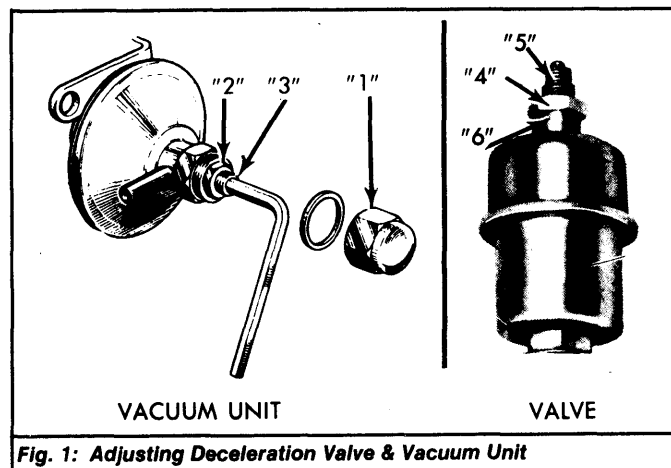


Fig. 1: Adjusting Deceleration Valve & Vacuum Unit

FLOAT LEVEL

- 1) Fabricate float measurement gauge to dimensions shown. See Fig. 2.
- 2) Position gauge over float allowing float weight to gently compress needle valve ball. Note position of float gauge and float.
- 3) Float should just contact gauge with gauge feet resting upon fuel bowl cover sealing surface. DO NOT apply excessive pressure on float gauge to force gauge feet to contact fuel bowl cover.
- 3) Adjust float to desired position by bending hinge with a pair of long nose pliers. DO NOT bend at or near float, as this can cause incorrect float alignment in fuel bowl or crack float, causing it to leak.

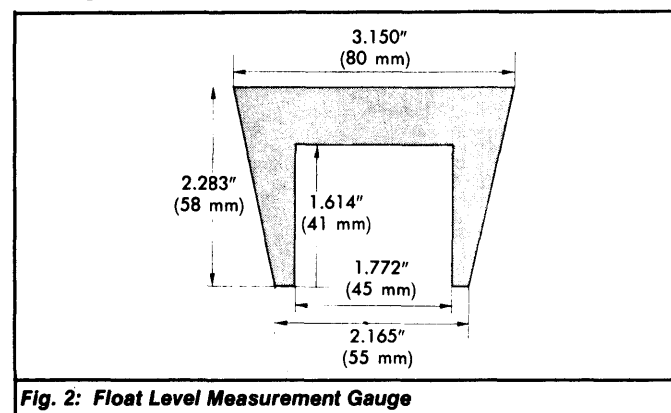


Fig. 2: Float Level Measurement Gauge

ACCELERATOR PUMP STROKE

- 1) Remove carburetor from intake manifold. Invert carburetor and insert a drill bit or pin gauge between lower edge of throttle plate and bore wall while holding throttle plate open.
- 2) Release throttle until plate touches drill bit. Use 9/64" (3.5 mm) drill bit on 32 BICSA carburetor or 5/64" (2.0 mm) for 34 BICSA carburetor. Adjust accelerator pump by loosening nut on pump lever spring rod and slowly retighten until contact is made with tab on pump lever. Install carburetors.

ACCELERATOR PUMP NOZZLE DISCHARGE

- 1) Fill fuel bowl with gasoline until fuel level is 3/4" (19 mm) from top of bowl. Open throttle valve half way while observing fuel discharge from nozzle.
- 2) Fuel should discharge directly between edge of throttle plate and carburetor body. If fuel discharge is incorrect, carefully bend pump nozzle as required to correct discharge direction.

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OVERHAUL

DISASSEMBLY

- 1) Remove fuel bowl cover attaching screws. Disconnect choke rod from choke lever (32 BICSA only) and remove cover. Remove float assembly, fuel inlet assembly and electro-valve control switch (32 BICSA) from fuel bowl cover.
- 2) From main body, remove the air correction jet and emulsion tube. Remove fuel shut-off solenoid, mixture screw and spring. Remove main jet carrier and main jet from end of carrier.
- 3) Remove accelerator pump check valve. Disconnect pump link, remove 4 pump housing screws and remove pump assembly from main body. Remove pump discharge nozzle and gasket. Remove deceleration unit.

CLEANING & INSPECTION

Wash parts in carburetor cleaner (solvent). DO NOT soak any components containing rubber, leather, or plastic. Soak components long enough to thoroughly clean all surfaces and passages of foreign matter. Remove any residue after cleaning components in solvent. Blow out all fuel passages dry with compressed air. Inspect all parts for wear or damage and replace as necessary.

REASSEMBLY

To reassemble, reverse disassembly procedure. Make sure that all linkage operates smoothly and is not binding or sticking. Pay extra attention to full throttle position for sticking or binding. DO NOT over-tighten fuel bowl cover attaching screws.

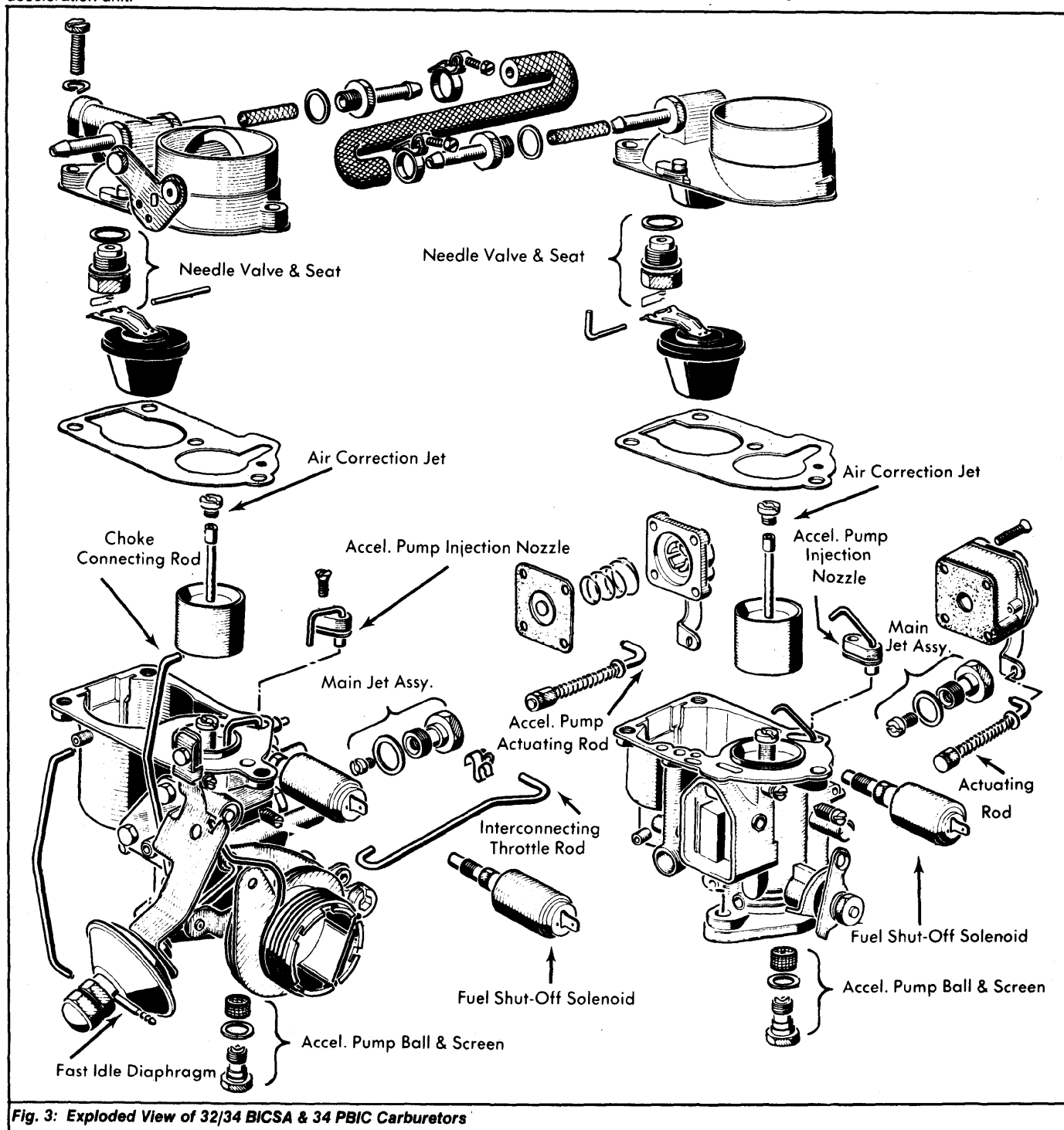


Fig. 3: Exploded View of 32/34 BICSA & 34 PBIC Carburetors