

# 1974-79 FUEL SYSTEMS

## Solex 34 TBIA & 35 CEEI 1 & 2-Barrel Carburetors

1977-79 Peugeot 604

### CARBURETOR IDENTIFICATION

#### 1977 CARBURETOR IDENTIFICATION NUMBERS

Application	Solex 34 TBIA	Solex 35 CEEI
Federal	PEU 182	PEU 186
Calif.		
Man. Trans.	PEU 182	PEU 186
Auto. Trans.	PEU 183	PEU 186
High Alt.	PEU 195	PEU 196/214

#### 1978 CARBURETOR IDENTIFICATION NUMBERS

Application	Solex 34 TBIA	Solex 35 CEEI
Federal	PEU 182	PEU 186
Calif.		
Man. Trans.	PEU 182	PEU 186
Auto. Trans.	PEU 183	PEU 186
High Alt.		
Man. Trans.	PEU 195	PEU 196
Auto. Trans.	PEU 214	PEU 196

#### 1979 CARBURETOR IDENTIFICATION NUMBERS

Application	Solex 34 TBIA	Solex 35 CEEI
All Models		
Man. Trans.	PEU 262	PEU 264
Auto. Trans.	PEU 263	PEU 264

### DESCRIPTION

The Peugeot 604 carburetion system is made up of a 1-barrel primary carburetor and a 2-barrel secondary unit. These carburetors are mounted inline and are both downdraft designs.

The secondary barrel is vacuum controlled, while the primary carburetor operates directly from the throttle linkage. Opening of the secondary carburetor is progressive.

With only slight accelerator pedal depression, a mechanical stop prevents secondary unit from opening. As pedal depression increases, stop moves and allows the rear carburetor to begin operation. Vacuum pickup for secondary carburetor operation is located at the main venturi of both the carburetors.

Idle system on both carburetors operate continually to ensure smooth transfer of operation when secondary unit begins to open. Primary uses an anti-dieseling solenoid cut-off valve. High Altitude models are different in that internal jetting sizes are reduced to compensate for difference in air density.

### ADJUSTMENTS

#### IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

#### DECELERATION VACUUM SYSTEM & COLD (FAST) IDLE RPM

1) With engine at operating temperature and idle adjusted to 900-950 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 1450-1500 RPM. If engine speed is not correct, adjust screw "3" to specification, using a 3 mm Allen wrench.

4) Tighten lock nut "2" and installed 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" one-half turn at a time until normal idle (900 RPM) 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, so as not to exert force on diaphragm.**

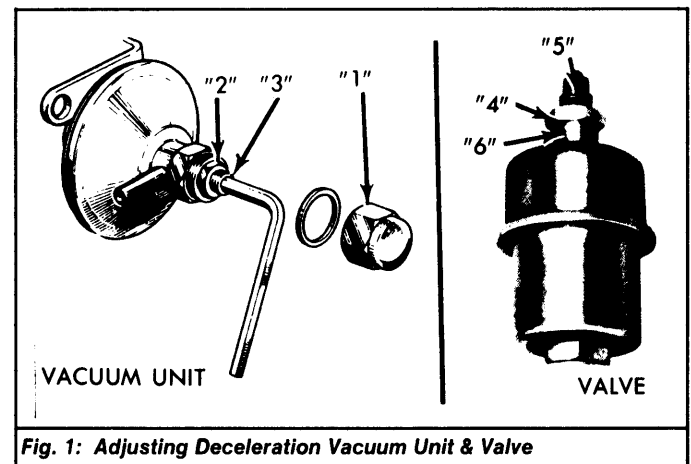


Fig. 1: Adjusting Deceleration Vacuum Unit & Valve

### THROTTLE CONTROL

1) Rotate throttle drum to full open position. Stop should be against washer to opposite side of flat area. Loosen lock nuts and turn throttle link to adjust. Clearance of .067" (1.7 mm) should exist between fixed stop and movable stop.

2) With engine warmed up, bring release lever against its stop in clockwise direction. Do not allow 1-barrel carburetor throttle plate to open. Clearance of .157" (4 mm) should exist between control quadrant stop and return link.

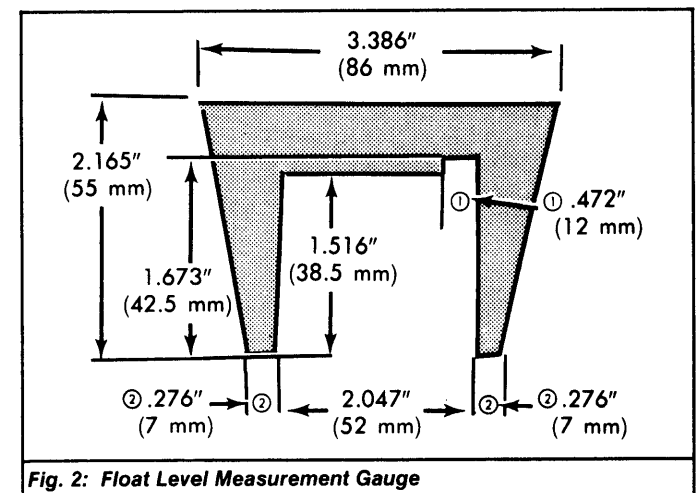


Fig. 2: Float Level Measurement Gauge

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### FLOAT LEVEL

- 1) Fabricate float measurement gauge to dimensions shown. See Fig. 2. Position gauge over float allowing float weight to gently compress needle valve ball. Note position of float gauge and float.
- 2) Float should just contact gauge with gauge feet resting upon fuel bowl cover sealing surface. There should be no gap between float and gauge or between gauge feet and fuel bowl cover. 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.

### OVERHAUL

#### DISASSEMBLY

- 34 TBIA** – 1) Remove fuel bowl cover attaching screws. Remove cotter pin attaching fast idle link to throttle and remove fuel bowl cover. Remove screws attaching throttle body to main body and separate assemblies.
- 2) Remove float hinge pin, float, fuel inlet fitting and strainer from fuel bowl cover. From main body, remove emulsion tube, air jet and main jet. Remove fuel shut-off solenoid, idle speed control screw and spring and idle mixture control screw and spring.

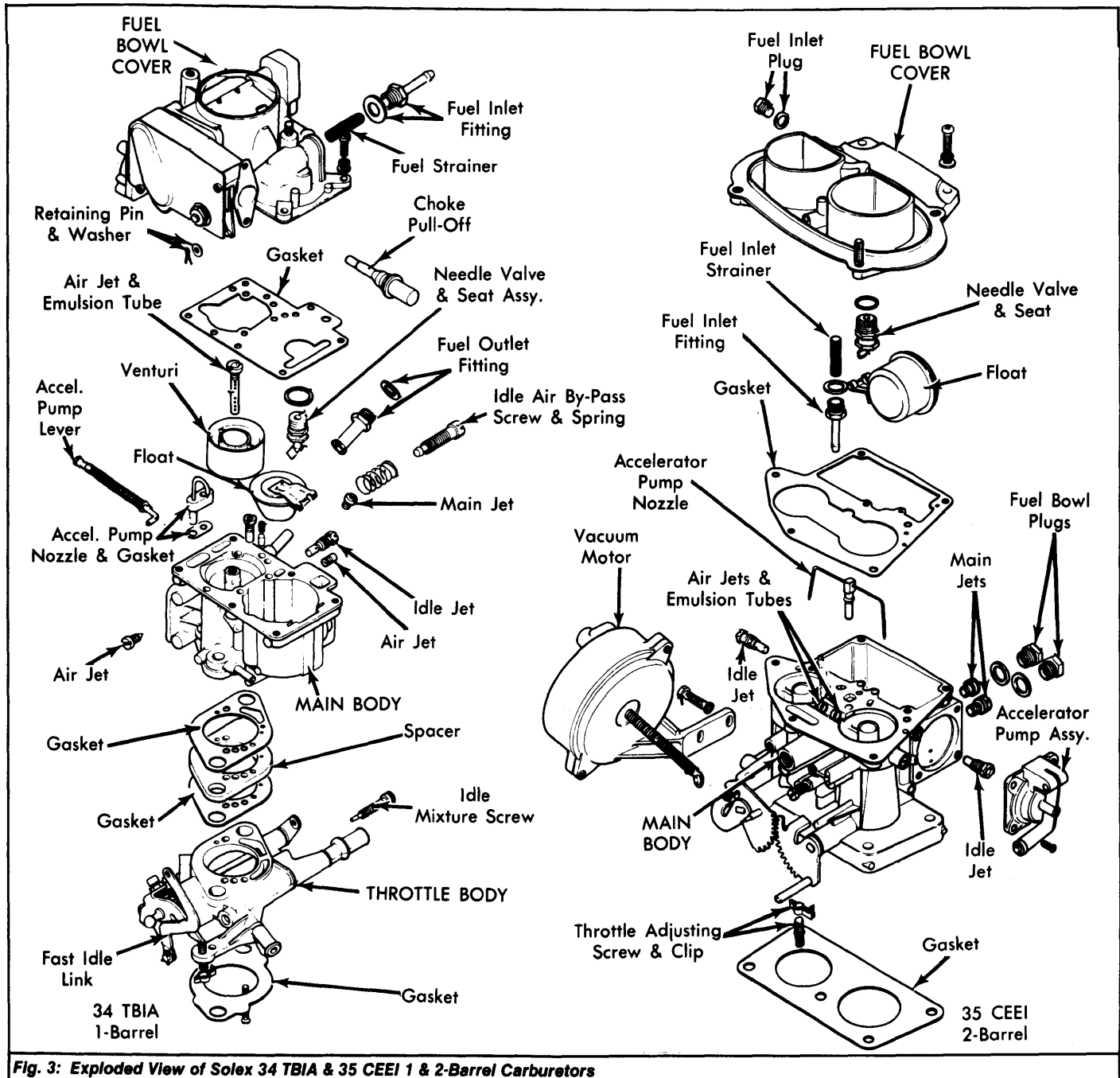


Fig. 3: Exploded View of Solex 34 TBIA & 35 CEEI 1 & 2-Barrel Carburetors

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## Solex 34 TBIA & 35 CEEI 1 & 2-Barrel Carburetors (Cont.)

3) Remove accelerator pump discharge nozzle and carrier. Disconnect pump actuating arm. Remove 4 pump housing attaching screws and remove housing assembly.

**35 CEEI - 1)** Remove fuel bowl cover attaching screws and remove fuel bowl cover. Remove float hinge pin, float and needle valve assembly. Remove fuel inlet plug, fitting and strainer.

**2)** Remove fuel bowl plugs and gaskets. Remove main and idle jets. Remove accelerator pump check valve. Remove pump nozzle and carrier. Remove 4 pump housing screws, pump housing and diaphragm.

**3)** Remove throttle control vacuum motor cover, spring and diaphragm. Remove idle compensator solenoid (air conditioned vehicles only).

### 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.