

1980 Crankcase Ventilation

PEUGEOT

504 Wagon
505
604

DESCRIPTION

Peugeot vehicles use crankcase ventilation systems to prevent blow-by gases from reaching the atmosphere. Gasoline models use similar systems, which include the following components: PCV tube with oil screen, manifold calibrated jet (orifice), air cleaner orifice, and connecting hoses. Diesel models have a hose from the valve cover to the intake manifold that recirculates crankcase vapors.

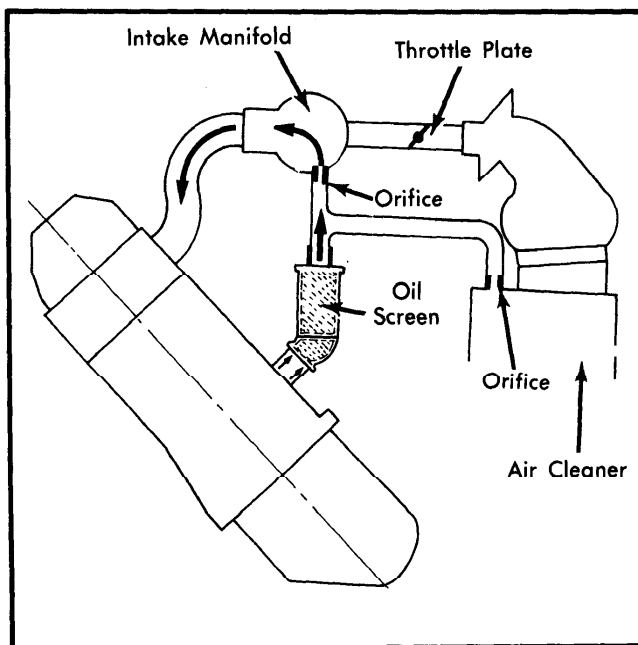


Fig. 1 505 Crankcase Ventilation System

OPERATION

On gasoline models, intake manifold vacuum at idle pulls blow-by vapors through the oil screen, calibrated jet, and into the intake manifold. The calibrated jet stabilizes ventilation flow at a rate that will not affect the idle mixture. When engine speed and load are high, blow-by exceeds the capacity of the calibrated jet. Intake manifold vacuum is low, but air cleaner vacuum is high enough to pull the vapors into the air cleaner and through the engine.

On diesel models, intake manifold vacuum draws the crankcase vapors through a hose from the valve cover to the intake manifold. The vapors are drawn into the engine and burned. California diesels with EGR system do not use a crankcase ventilation system.

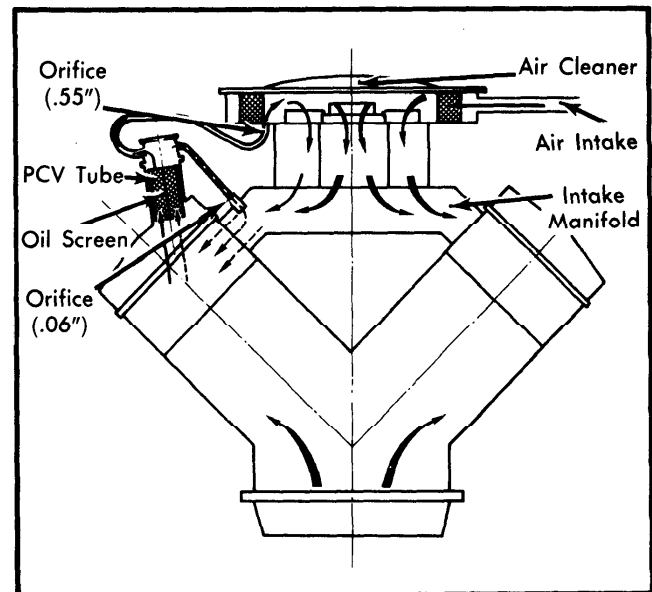


Fig. 2 604 Crankcase Ventilation System