

PEUGEOT HEATED AIR INTAKE

All Models

DESCRIPTION

The heated air intake system is used as a method of controlling the temperature of the air entering the carburetors. This allows for more exact settings for more precise emission control. The system is controlled by a wax-pellet thermostat which senses the temperature of the incoming air and reacts to open or close a damper door inside the air cleaner snorkel to provide either heated or cooled air (or a mixing of both) to maintain a near-constant air temperature inside the air cleaner.

OPERATION

When the engine is cold, the thermostat only allows air from the heated air duct to enter. When switch temperature reaches 59-68°F (15-20°C), it expands and mixes cool air with the heated air. As engine temperature increases, the door will continue to open. Above 68°F (20°C), the cold air door will be fully open.

In order not to limit engine power, the damper opens to full cold air intake during periods of low vacuum (full throttle).

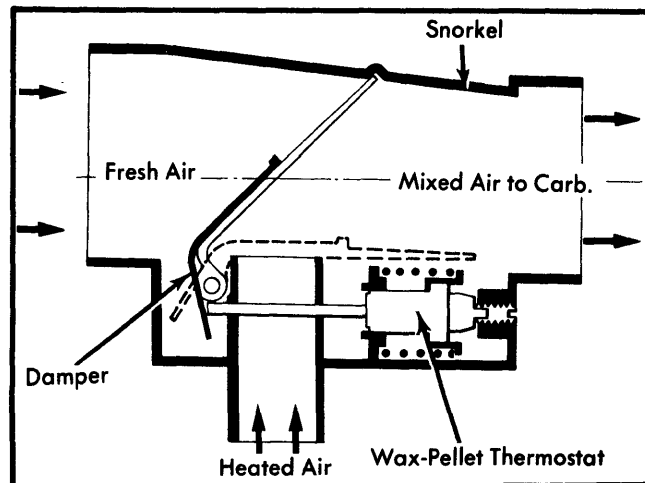


Fig. 1 Heated Air Intake System (604 Shown)

PEUGEOT 604 UNDERHOOD VENTILATION SYSTEM

604

DESCRIPTION

This system is used on 604 models for sale in California. Its purpose is to prevent the heating of the carburetors and vaporization of part of the fuel remaining in the fuel bowls when engine is shut down and hot. The electric fan, used for cooling the air conditioning condenser, will continue to run for about 10 minutes after engine shut down. This action provides additional cooling to the engine ambient air which eventually cools to allow the thermostatic contact to the fan which stops operation.

The system components which are joined together in this operation are the engine thermostatic switch (mounted in hot air duct), a resistor, electric fan, fan relay, cooling relay, coil relay and the ignition switch.

OPERATION

As soon as the ignition is shut off, the fan relay is energized through contacts of the coil relay. If the engine is hot, the thermostatic switch is closed and allows grounding of the fan relay (above 190° F/88° C). The thermostatic contacts remain closed until air temperature drops below 174° F (79° C). During the above temperature range, 9 volts are supplied to the cooling fan.

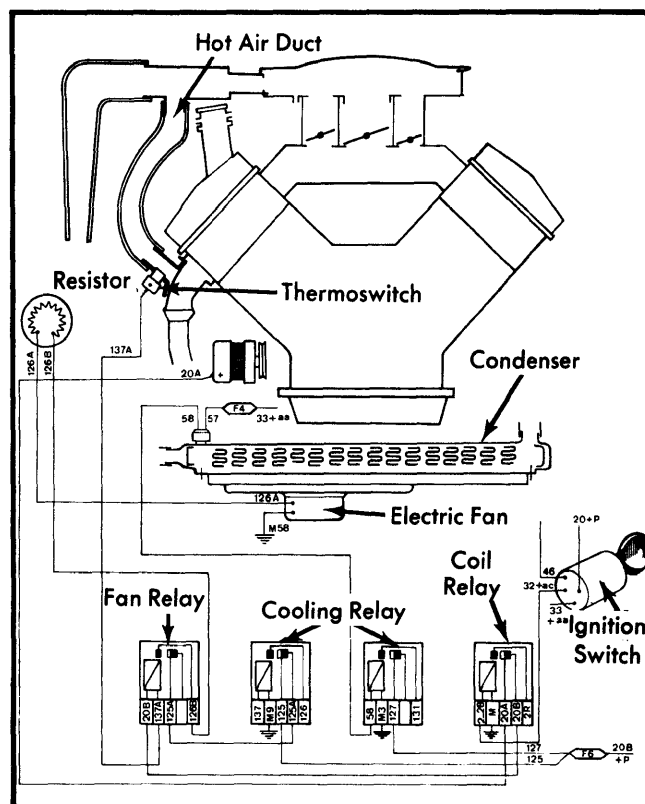


Fig. 1 Peugeot Underhood Ventilation System