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TECHNICAL REPORT

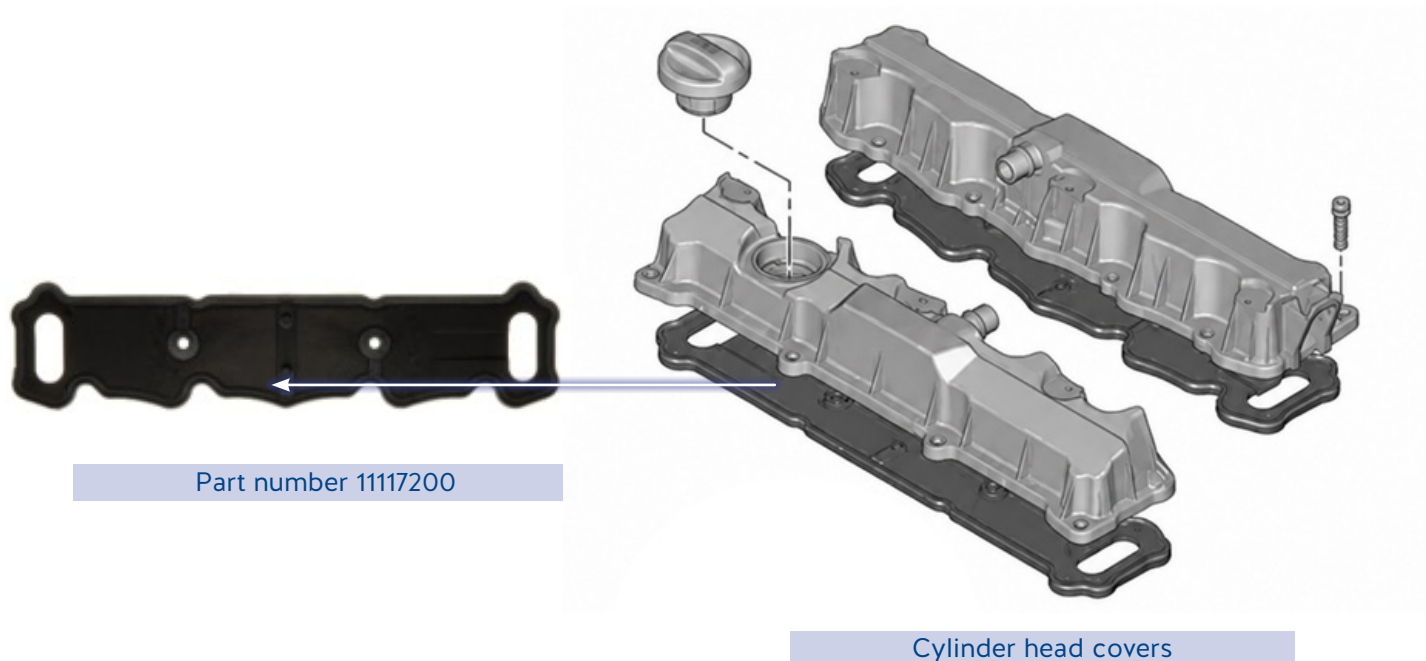
Assembly of the cylinder head
cover with reference Ajusa
11117200



01 introduction

The purpose of this report is to provide a detailed guide for the correct installation of the cylinder head gasket, part number 11117200.

This gasket is compatible with PSA TU5JP4 / TU5JP4B / EC5 engines and is used in Citroën and Peugeot 1.6 16V petrol vehicles. These engines have two cylinder heads, so two of these gaskets are required.



Compatible vehicles

Citroën and Peugeot: 206, 207, 208, 307, 308, Partner, Berlingo, C2, C3, C4, Xsara Picasso, entre otros.

OEM part number

0249.C6



02 materials and tools needed

Cylinder head cover 1117200 (two units)

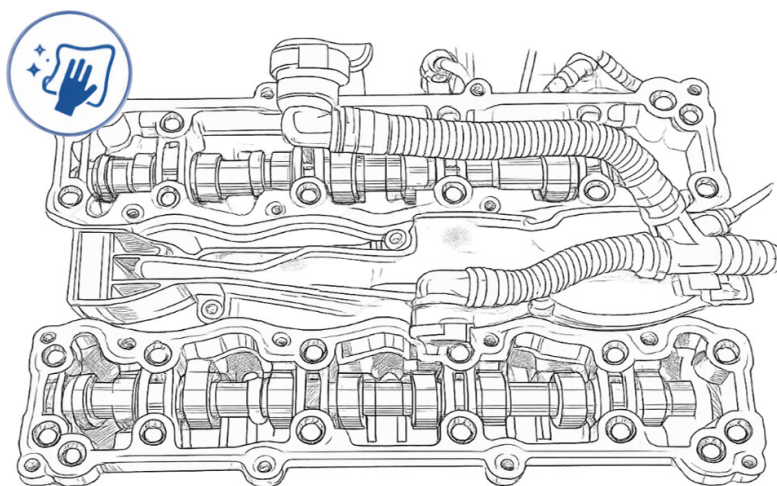
Torque wrench

16 M6x28 mm screws and hexagonal socket no.10

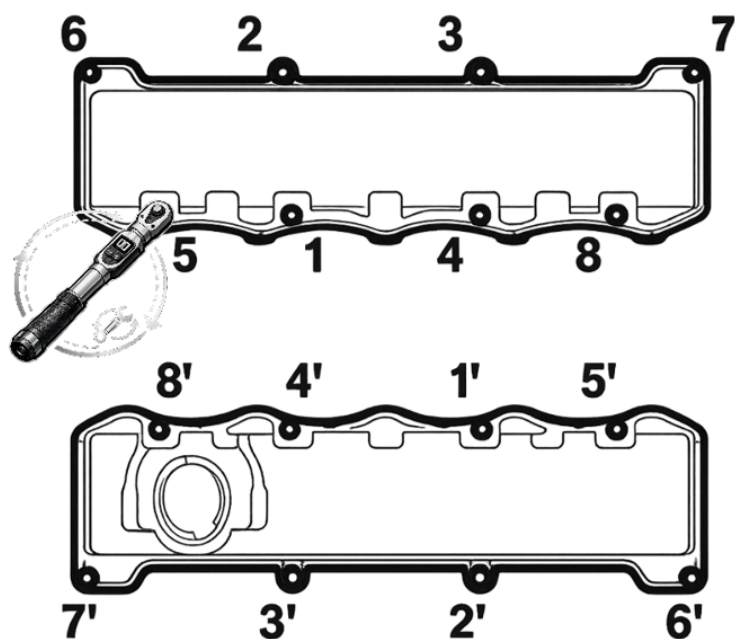
03 preparation and assembly

Before you begin, make sure you have all the necessary tools and follow these steps:

1. Cleaning: check that the mounting area is clean, free of contaminants and joint debris. Use a suitable solvent and dry thoroughly



2. Assembly: once the gaskets are in place, place the caps and tighten in the order indicated in the image at 8 Nm.



04 causes of failure

✕ **Incorrect tightening:** This type of joint combines two types of plastics, a rigid PA, which provides the rigid structure to the joint, and an ACM elastomer material, which is responsible for sealing the surface. If the tightening is exceeded, the **rigid material can bend**, causing the joint to deform. This causes a sealing deficiency in the elastomer and therefore in oil leaks.

✕ **Gasket reuse:** It is recommended to always replace the gasket once disassembled to ensure proper tightness. **Do not apply sealant** to the gasket, the use of RTV or gasket paste may cause:

- Deformations in the settlement
- Excess material in the oil circuit
- Loss of sealing efficiency



A deformed, compressed or contaminated gasket can compromise the proper functioning of the system even if it does not present visible damage.

✕ **Clogged or damaged PCV valve:** The PCV (Positive Crankcase Ventilation) valve in an engine fulfils an essential function: it releases blow-by gases (gases that escape from combustion into the crankcase) in a controlled manner and recirculates them towards the intake for combustion. This management helps to prevent internal engine overpressure and contributes to emission control.

How does the poor condition of PCV affect the cap, exhaust and intake gaskets?

If the PCV valve is stuck or not working properly (especially if it is locked closed), internal overpressure is generated in the engine.

This overpressure seeks to “exit” through the weakest points: cylinder head cover gaskets, intake manifold gaskets and eventually other gaskets (crankshaft seal, etc.) causing possible oil leaks and deterioration of the gasket.

If the PCV valve is constantly left open, it can allow too many oil-laden gases to enter the intake. This can foul the intake, intake valves, and form deposits in the combustion chamber.

