



Nissens Turbo Models for PSA DV6 engines

CITROËN / FIAT / FORD / MAZDA / MINI / PEUGEOT / VOLVO

2000 >

1.6 D / DE / HDI / MZR CD / MZ CD / TDCI / JTD - **VARIOUS PSA DV6 ENGINES**

Due to known lubrication issues at vehicles powered by some of the PSA DV6 (1.6 diesel) engines, **this special fitting guide is mandatory for installation of Nissens turbo for the related car models.** This fitting instruction must be used complementary to the general Nissens Turbo Installation Guide applicable for all Nissens turbos as well as to any specific car manufacturer instructions issued for the vehicle.

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PART 1 PREPARATION **INSTALLER NOTES**

	Read carefully the following documents		
1	<ul style="list-style-type: none"> Nissens Turbo Installation Guide (Included in the product box) Nissens Technical bulletin issued for Turbo models for PSA DV6 engines for PSA DV6 (1.6 diesel) engines (available at www.nissens.com/turbo) Any OE bulletins/service procedure recommendations issued by the vehicle manufacturer 		<input type="checkbox"/> Done
2	Depending on the DV6 engine version, buy necessary installations parts required specifically for fitting the turbo at this vehicle. E.g Nissens Kits: 9300908 / 9300909 / 930010 / 930011		<input type="checkbox"/> Done

PART 2 BEFORE DISMOUNTING THE OLD TURBO - **DO NOT DETACH THE TURBO YET**

3	Disconnect oil feed pipe from the originally installed turbo and blind it with a normal bolt sealed by washer/gasket. Now you can run the engine without oil feed to the turbo and without possible leakages.	<input type="checkbox"/> Done
4	Start the engine and let it idle for 5 minutes. Stop the engine and drain it totally for engine oil. This will get most of the worn, contaminated and carbonized oil out of the engine.	<input type="checkbox"/> Done
5	Flush the engine. You can do it using various, authorized methods. It is recommended to use an engine flush agent together with a new, low-viscosity oil (e.g. OW-20 or similar). Once filled, start the engine and let it idle for minimum 30 minutes. Alternatively, you can use a blend consisting of 50% oil and 50% diesel fuel. Using this flushing method make sure idle time varies max 10 minutes.	<input type="checkbox"/> Done
6	Stop the engine and get the flushing agent/blend drained right away, whilst the engine is still warm.	<input type="checkbox"/> Done
7	Now fill the engine with the ordinary oil recommended for the vehicle and change the oil filter.	<input type="checkbox"/> Done
8	Start the engine again and let it idle for 15 minutes. Stop the engine. Drain it totally for the oil.	<input type="checkbox"/> Done
9	Dismount and scrap the old turbo along with its feed and drain lines with all fittings and seals.	<input type="checkbox"/> Done
10	Dismount the following parts A. Oil sump B. Oil strainer/pickup C. Oil filter assembly and oil cooler D. Vacuum pump	<input type="checkbox"/> Done
11	Thoroughly clean the following parts A. Oil sump B. Oil filter assembly and oil cooler C. Vacuum pump D. Intercooler Remove any contaminations eliminating any sludge, hardened and metallic particles. In case of any suspicion of some stubborn impurity residues, it is recommended to replace these parts with new.	<input type="checkbox"/> Done
12	Install new oil strainer/pickup and new oil filter. Refit the cleaned oil sump and other cleaned parts using new seals and gaskets.	<input type="checkbox"/> Done

PART 3 FITTING THE NEW TURBO AND TESTING

13	Now you can fit the new turbocharger to the engine Along with the turbo, replace the following parts: A. Oil feed pipe B. Oil return pipe and connection hose with heat shield C. Banjo-fitting bolts – use bolt without the mesh filter inside (dismount and scrap the filter if attached) Remember to pre-lubricate the turbo with oil using the included oil syringe. NB! Do not yet screw the banjo-fitting bolt on feed line on the turbo pipe	<input type="checkbox"/> Done
14	Make sure all intake and pressure pipes, ducts, air filter box and exhaust parts are clean and leak proof. NB! Use only new gaskets and seals – never use silicon or exhaust paste on turbo.	<input type="checkbox"/> Done
15	Fill the engine with the proper oil type and quantity.	<input type="checkbox"/> Done
16	Check if there is proper engine oil distribution to and from the turbo. Start and idle the engine but only for about 3-4 seconds and until the oil springs out of the oil feed pipe. Use a small vessel or a fabric to pick up the first drops of the oil. Remember to handle the oil feed line with proper care – in any case, avoid bending the line! Alternatively, check the oil flow from the return line on the turbo.	<input type="checkbox"/> Done
17	Depending on the selected method for the oil flow check, mount the proper oil feed/return line and apply the respective banjo-fitting bolt.	<input type="checkbox"/> Done
18	Check the engine oil level and inspect the vehicle with by means of OBD diagnostics and reset previous faults.	<input type="checkbox"/> Done
19	Start the engine. Let it idle while performing a final check of all parts mounted. Inspecting for any leaks and lack of connection tightness. If any spotted, eliminate them instantly.	<input type="checkbox"/> Done
20	Get the car for a test drive, at least on a 20 km tour	<input type="checkbox"/> Done



CAUTION! Disregarding the above instructions may lead to serious, irreversible failures of the newly installed turbocharger and/or of the engine and will void the product warranty. The general and specific installation guides as well as warranty terms are also available at www.nissens.com/turbo

NISSENS INSTALLATION KITS

Recommended extra parts for proper turbo installation in PSA DV6 engines. (To be ordered separately)

9300908 KIT_BASIC, DPF-ENGINE



9300909 KIT_BASIC, NO-DPF-ENGINE



9300910 KIT_PLUS, DPF-ENGINE



9300910 KIT_PLUS, NO-DPF-ENGINE



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