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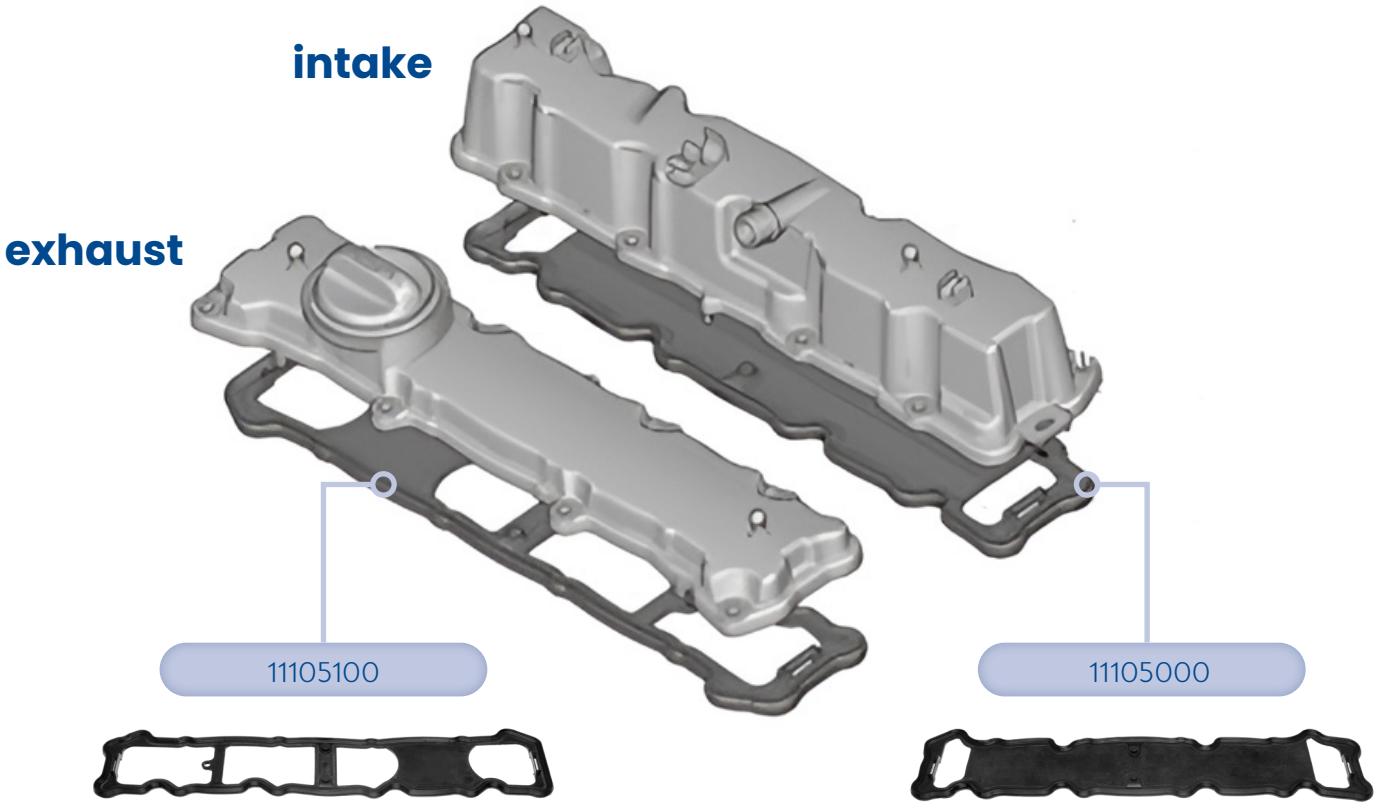
TECHNICAL REPORT

Assembly of cover gaskets with reference 11105000 and 11105100

01 introduction

PSA Group vehicles with engine code KFU (ET3J4) are fitted with two cover gaskets:

> Gasket **11105000** (OEM reference 0249.C5): for the **intake side.**
>
> Gasket **11105100:** (OEM reference 0249.C4): for the **exhaust side**.



The objective of this report is to provide a detailed guide for the correct assembly of these joints. The vehicles compatible with these references are:

> Citroën C2, C3 y C4 1.4 16V
>
> Peugeot 1007, 206, 207 y 307 1.4 16V

02 materials and tools necessary

- Cover gaskets 11105000 and 11105100
- Torque wrench
- 16 M6x28 mm screws and hex socket no. 10

03 preparation

It is very important to ensure that the mounting area is clean, free of contaminants and gasket residue. It is recommended to use a suitable solvent and dry thoroughly.

04 assembly

1) We will place each gasket in its housing:

2) Then we will place each lid in its place:

3) Using the torque wrench, we tighten the torque to 9 Nm in the following order:

exhaust				intake			
8	4	1	5	6	2	3	7
7	3	2	6	5	1	4	8

05 causes of failure

Clogged or damaged PCV valve

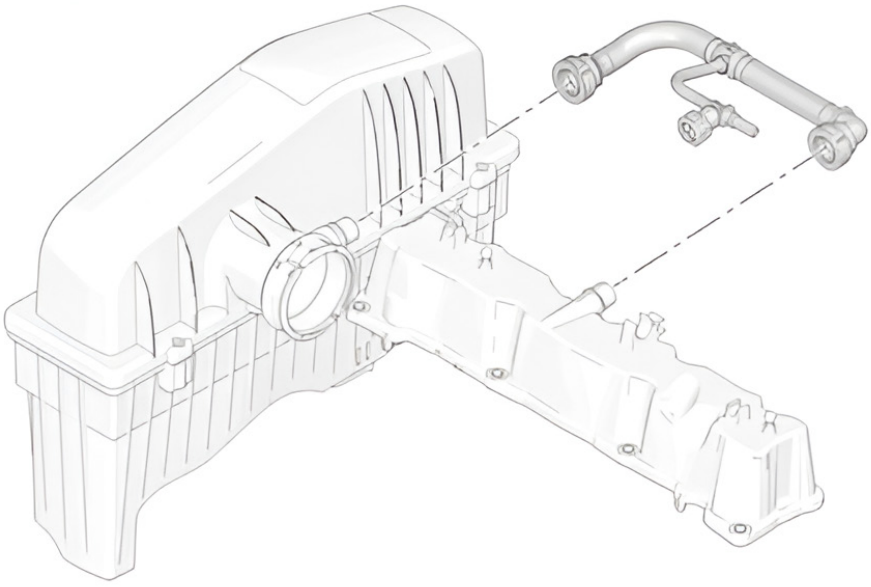
The PCV valve (Positive Crankcase Ventilation) in an engine serves an essential function: **releasing blow-by gases** (gases that escape from the combustion chamber into the crankcase) in a controlled manner and recirculating them to the intake for combustion. This management helps prevent internal engine overpressure and contributes to emissions control.

How does a bad PCV affect the intake, exhaust, and cover gaskets?

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

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

If the PCV valve remains open constantly, it can allow excessive oil-laden gases to enter the intake. This can foul the intake, foul the intake valves, and cause deposits in the combustion chamber.



Incorrect tightening

This type of gasket combines **two types of plastic**: a rigid PA plastic, which provides the gasket's rigid structure, and an ACM elastomer, which seals the surface. If the material is overtightened, the rigid material can bend, causing the gasket to deform. This leads to a poor seal in the elastomer and, consequently, oil leaks. The indicated tightening torque is 9 Nm, and the tightening process is performed in a crosswise pattern.