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# TECHNICAL REPORT

Valve regrind gasket kit for PSA  
2.0 HDI DW10 8V engine based  
on valve stem seals.



## PURPOSE

Rocker cover gasket selection in 2.0 HDI engines with 8-valve type DW10 for PSA group.

## DESCRIPTION

The 2.0 DW10 was the first PSA Diesel engine to feature **common rail direct injection**, and was given the commercial designation HDi. It has a bore of **85 mm** and a stroke of 88 mm for a total displacement of 1997 cc, replacing the XUD9 in 1999.

It was initially available in 90 CV (66 kW) form, with two valves per cylinder and a non-intercooled turbo. An intercooler was added later in the year, boosting power to 107 CV (79 kW).

Initially available in the mid-sized models, such as the Citroën Xsara and Xantia and Peugeot 306 and 406, it was soon spread across the PSA range, such as the LCVs, while a 16-valve version, with 109 CV (80 kW), was used in the large MPVs built in association with Fiat.

Suzuki was a customer of these powerplants, using them in the European Vitara and Grand Vitara. Eurovan-based commercial vans, the Citroën Jumpy, Peugeot Expert and Fiat Scudo were available with a 94 CV DW10BTED engine, which is essentially an intercooled version of the original 90CV design.

The **DW10** was used as the basis for the new family of Diesel engines co-developed with **Ford**, and it is used in the Focus, C-Max and

Volvo C30/S40/V50, besides various Citroën and Peugeot passenger models. The DOHC 16-valve powerplants were mated to a second generation common rail injection system and a variable geometry turbocharger, pushing power to 136 CV.

Within these 2.0 HDI engines in 8 valves versions, there are two different gasket kits **depending on the manufacturing date** where the only difference between them are the valve stem seals.

There are several ways to select the appropriate gasket kit for the vehicle:

- ▶ According to the **engine manufacturing date**.
- ▶ **OPR number** directly related to the manufacturing date.
- ▶ According to **valve seal dimensions**, while having them removed from the engine as they are clearly different.

**53010000** UP TO 31/08/1999 (OPR: <08331)



**Ref.** 12010200

**Dimensions** 5 x 8,5 x 9,5 mm

**53013900** FROM 31/08/1999 (OPR: <08332)

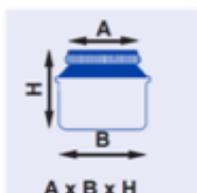


**Ref.** 12017900

**Dimensions** 5 x 10 x 21,5 mm

## NOTE

It is important to note that both the measures outlined in this report such as those found in our General Catalog correspond to the seal physical measurements (not their own measures of valve stem or guide) being these measures:



**A** = seal  $\varnothing$  in the valve stem area  
**B** = seal  $\varnothing$  in the valve guide area  
**H** = seal height