



DV5 Engine Repair & Upgrade.

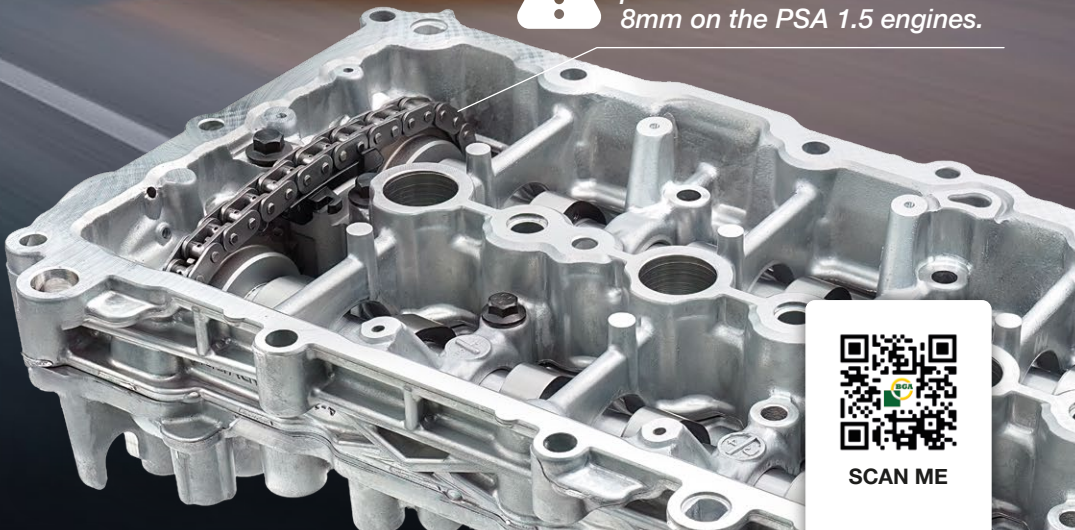
7mm to 8mm Timing Setup.



DID YOU KNOW?



OEM have upgraded the 7mm pitch chain and camshaft to 8mm on the PSA 1.5 engines.



SCAN ME

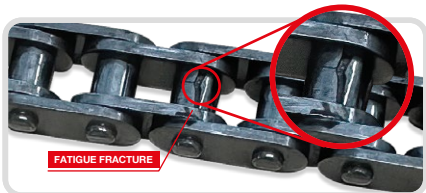


THE PROBLEM:

Modern engines including the PSA DV5 are fitted with EGR and DPF to fall in line with Euro emissions control legislation. This provides an improvement in MPG and lowers emissions but has a negative impact on the engine.

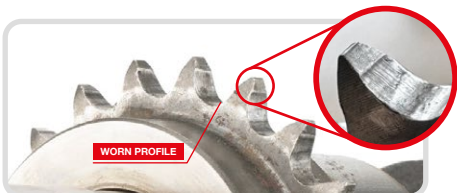
Harmful soot deposits accumulate in the internals of the engine and inevitably in the oil. These deposits are abrasive and will be flowing around the engines lubrication system causing lasting damage to the engine internals. The result is premature wear of the Timing Chain and the Camshafts, which have integrated sprockets.

Even a strict maintenance schedule wouldn't stop accumulation of particles. The recommended Oil Change Interval is set at 20,000 miles for this engine and manufactures are now recommending the use of a 5W30 oil not the original 0W30.



FATIGUE FRACTURE

Photographed: A fatigue fracture induced by repeated loading of the chain against a worn camshaft sprocket, which in turn has caused localised structural damage to the chain bush.



WORN PROFILE

Photographed: Worn tooth profile on the camshaft sprocket due to the failing chain.

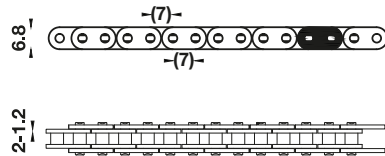


THE SOLUTION:

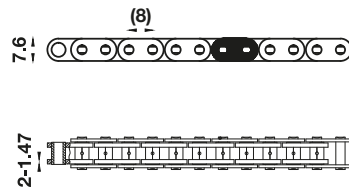
To combat the premature wear of the Timing Chain and Camshaft Sprockets, OE upgraded the components for all new vehicles, making the change around January 2023.

The original 7mm pitch chain was upgraded to 8mm, which in turn changed the integrated sprockets on the Camshafts. The 8mm chain has thicker plates allowing a 16% increase in width and increased tensile strength. To accommodate the increase in size the Cam Carrier has also been modified.

7mm Chain



8mm Chain



Whilst the upgrades will extend the lifespan of the OE components, it is not a complete fix to the root cause and any vehicles manufactured from 2018-2022 would have the 7mm setup from original production.

Identifying your vehicle, 7mm or 8mm Timing setup?

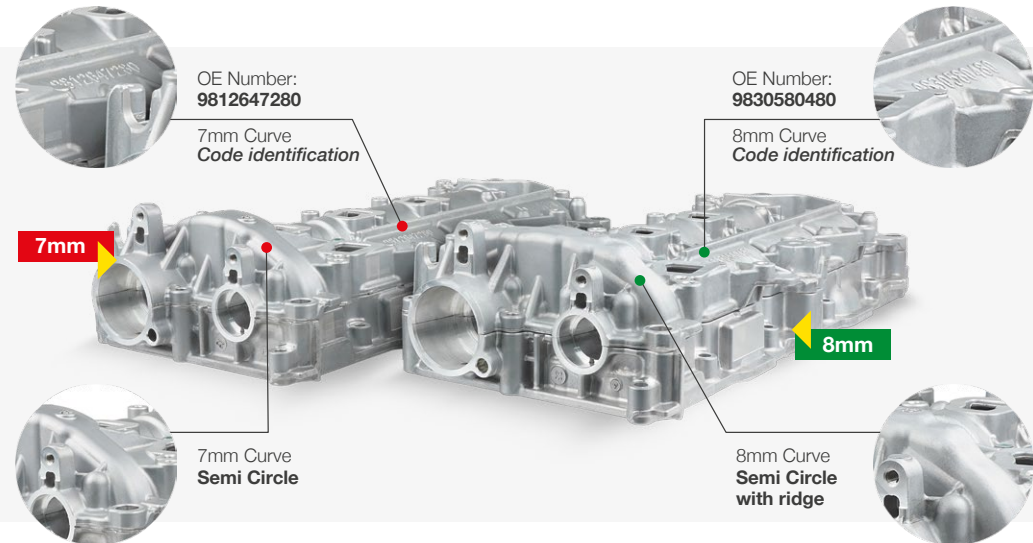
OE systems are not clear by application which Timing Setup has been used during production, with the upgrade change around January 2023. Also some pre 2023 vehicles may have already been upgraded under warranty.

It is possible to identify which Timing Setup you have fitted to your vehicle without removing the cover to inspect the chain and intergraded cam sprockets.

▶ Cam Carrier has been modified to accommodate the increase size of the timing setup.

▶ Original covers will also have different OE numbers on the housing.

Once you have identified your vehicle you can choose the best option for repair.



Once you have the Cam Carrier removed the difference between the 7mm and 8mm Timing Setup can be identified by the number of links of the timing chain or the number of teeth on the integrated camshaft sprockets.

7mm Chain



22 Links = 44 Pins



21 Teeth

8mm Chain



21 Links = 42 Pins



22 Teeth





THE BGA SOLUTION:



BGA STRONGLY RECOMMENDED



CS2312K



Kit Contents:
 CS1414 (7mm) - Camshaft
 CS1415 (7mm) - Camshaft
 TC2312K (7mm) - Timing Chain Kit
 CS1414B - Camshaft Bolt
 OS6703 - Oil Seal
 RK1406 - Gasket
 BGSILC - Silicone Sealant

7mm BASIC REPAIR

7mm -> 7mm Replacement Kit – A like for like replacement for vehicles fitted with 7mm Timing Setup.

CS2335K



Kit Contents:
 CS14003 (8mm) - Camshaft
 CS14004 (8mm) - Camshaft
 TC2335K (8mm) - Timing Chain Kit
 CS1414B - Camshaft Bolt
 OS6703 - Oil Seal
 RK1406 - Gasket
 BGSILC - Silicone Sealant

8mm BASIC REPAIR

8mm -> 8mm Replacement Kit – A like for like replacement for vehicles fitted with 8mm Timing Setup.

CS2335FK



Kit Contents:
 CS14003 (8mm) - Camshaft
 CS14004 (8mm) - Camshaft
 TC2335K (8mm) - Timing Chain Kit
 CS1414B - Camshaft Bolt
 OS6703 - Oil Seal
 RK1406 - Gasket
 BGSILC - Silicone Sealant
 RC1421 - Camshaft Carrier 8mm

7 to 8mm PROFESSIONAL REPAIR

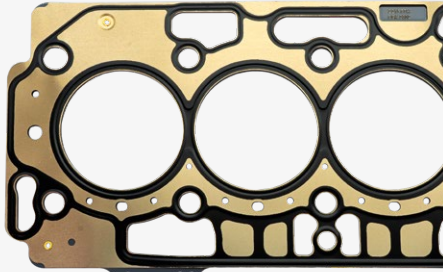
7mm -> 8mm Replacement Kit – A complete Upgrade Kit, converting from 7mm -> 8mm.



THE COMPLETE DV5 ENGINE SOLUTION



TIMING BELT
 TB2350K (Timing Belt Kit)
 TB2350CPK (Timing Belt Kit + Water Pump)
 BC2312-1 (Camshaft Belt Pulley)



SEALING
 CH6700A (Cylinder Head Gasket 1.25mm)
 CH6700B (Cylinder Head Gasket 1.30mm)
 CH6700C (Cylinder Head Gasket 1.35mm)
 CH6700D (Cylinder Head Gasket 1.40mm)
 CH6700E (Cylinder Head Gasket 1.45mm)
 HN1406 (Cylinder Head Gasket Set W/O Head Gasket)
 RK1406 (Rocker Cover Gasket)
 OS6703 (Camshaft Oil Seal)
 OS7339 (Crankshaft Oil Seal)
 BK3339 (Cylinder Head Bolts)
 BGSILC (Silicone Sealant)

RECOMMENDED STOCK:



BELT DRIVE
 DC1412 (Alternator Freewheel Clutch)
 DC1429 (Drive Belt Tensioner)
 DP1406 (Crankshaft Pulley)
 6PK976 (V Ribbed Belt)
 6PK1145 (V Ribbed Belt)
 6PK1153 (V Ribbed Belt)



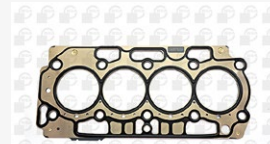
CAMTRAIN
 V203632 (Inlet Valve)
 V203633 (Exhaust Valve)
 HL1435 (Hydraulic Lifter)
 RA1435 (Rocker Arm)



COOLING
 CP1404 (Water Pump)
 CT6502 (Thermostat)
 CC3029 (Cooling Cap)



LUBRICATION
 CO1421 (Oil Cooler)
 CO6705 (Oil Cooler - Automatic)
 LP1407 (Oil Pump)
 OCV2308 (Oil Control Valve)
 SP1420 (Oil Sump - OE - 98 139 732 80)
 SP1421 (Oil Sump - OE - 98 099 816 80)
 PK01004 (Sump Plug Washer)
 PK1406 (Sump Plug)



CH6700C
 OE: 9824495780



HN1406



BK3339
 OE: 0204.A2 (x10)



RA1435 | OE: 9811677680
 (x16 Required for this engine).



HL1435 | OE: 9819917580
 (x16 Required for this engine).



CT6502
 OE: 9813021980



V203632 | OE: 9811144580
 (x8 Required for this engine).



V203633 | OE: 9811144480
 (x8 Required for this engine).



TB2350K



**BGA SUPPLY A WHOLE RANGE OF ENGINE PARTS FOR
THE DV5 ENGINE FOUND IN CITROEN, DS, FIAT, FORD, OPEL,
PEUGEOT, TOYOTA AND VAUXHALL.**

