



C2 R2 MAX

Version 03 – 26 January 2010

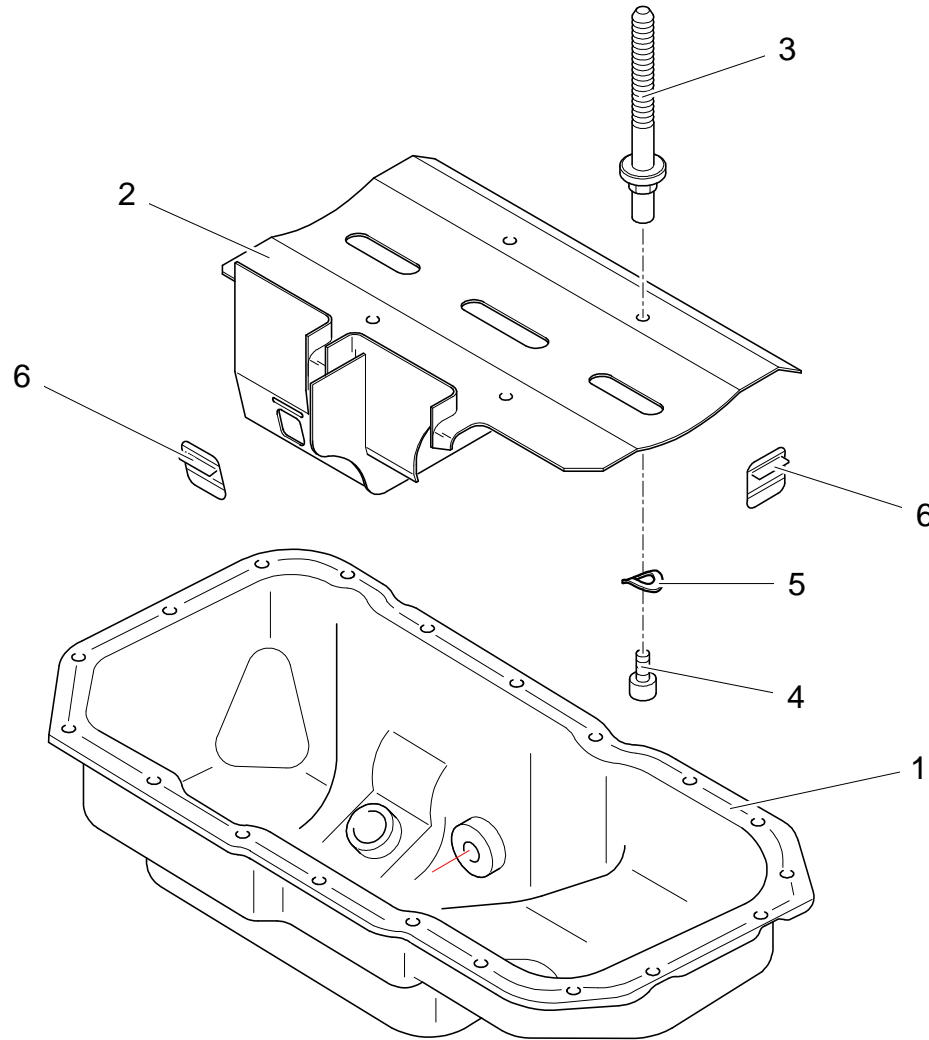
A15

LUBRICATION



C2R2 MAX

Version 03 – 26 January 2010

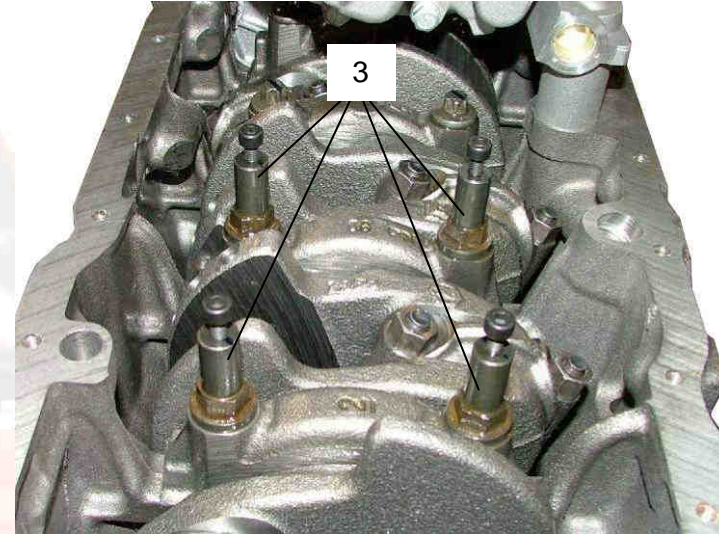


The references for standard parts, shown in *Italics* in the table opposite, are included in the kits "TUR2-MO00.KTPR.01" and "KIT REV MOT C2R2", and cannot be sold separately.

Ref	Part Number	Qty	Description
1	BCSP0301A9	1	Oil sump plate
2	0A1506664B	1	Anti-surge baffles
3	0A1506221A	4	Crankshaft bearing screw
4	PS82018A10	4	Screw HSHC M5x80 lg10
5	PS86001A10	4	Washer, Onduflex Ø5 type A
6	0A1506446A	2	Anti-surge valve
	<i>BCSP100187</i>	1	<i>Oil pump</i>
	<i>BCSP013121</i>	1	<i>Oil pump cotter pin Ø8 x12</i>
	<i>BCSP101110</i>	3	<i>Oil pump fixing screw M6x100 lg70 with washer</i>
	<i>BCSP103313</i>	1	<i>Oil pump drive chain</i>
	<i>BCSP016393</i>	1	<i>Drain plug M16x150</i>
	<i>BCSP016454</i>	1	<i>Drain plug seal</i>
	<i>BCSP691315</i>	2	<i>Oil pan collar screw M6x100 lg12</i>
	<i>BCSP691306</i>	17	<i>Oil pan collar screw M6x100 lg16</i>



Tightening the no. 2 and 3 crankshaft bearing screws ([ref. 3](#)).



Mos2 grease or
oil

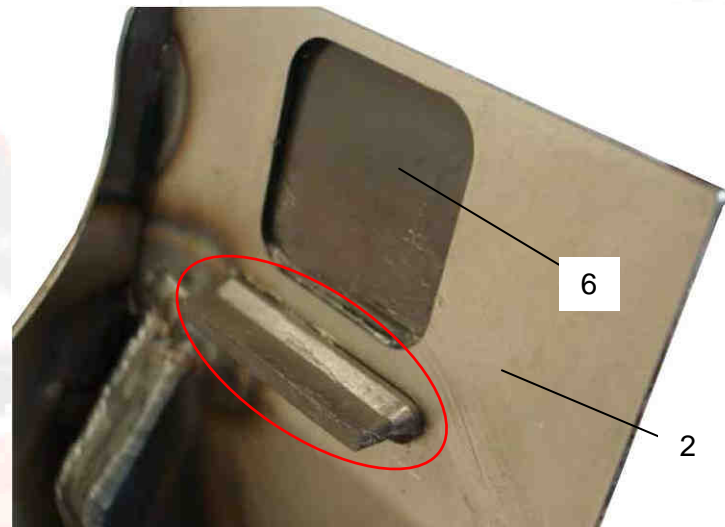
2 m.kg + 50°



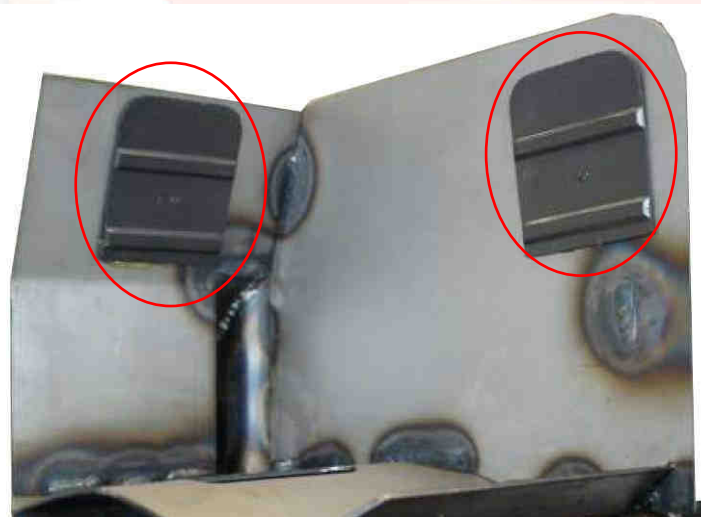


Fit the anti-surge valves ([ref. 6](#)) on the plate ([ref. 2](#)), as shown in the photo opposite.

N.B.: First grease the part of the valve indicated in the photo opposite so as to make it easier to insert into the plate.



Overview of the two valves fitted:





Fit the assembled anti-surge baffle on the crankshaft bearing screws ([ref. 3](#)) using the screws ([ref. 4](#)) and washers ([ref. 5](#)).



242
1 m.kg



Fit the oil pan on the engine block using the short and long screws.



Short screws:

242
0.5 m.kg

Long screws:

242
1 m.kg

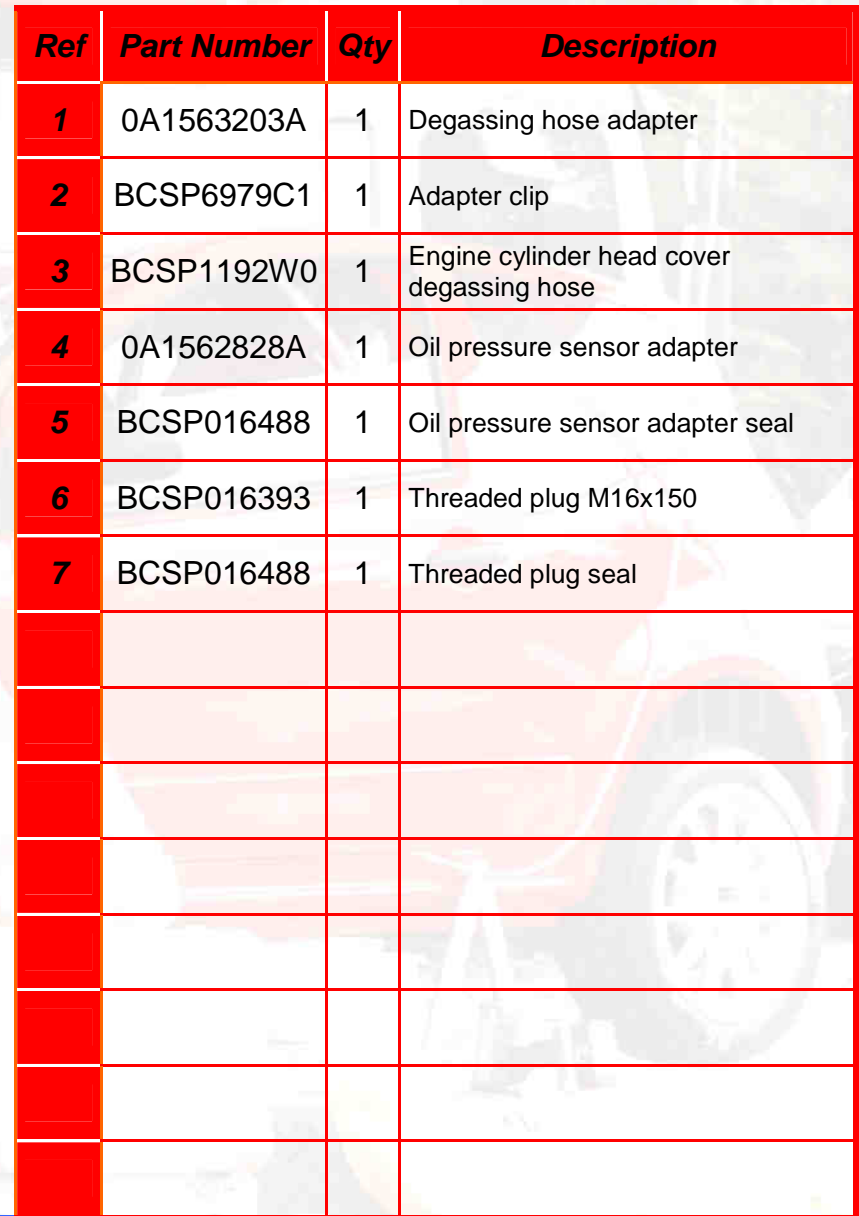
A15
Lubrication



A
ENGINE



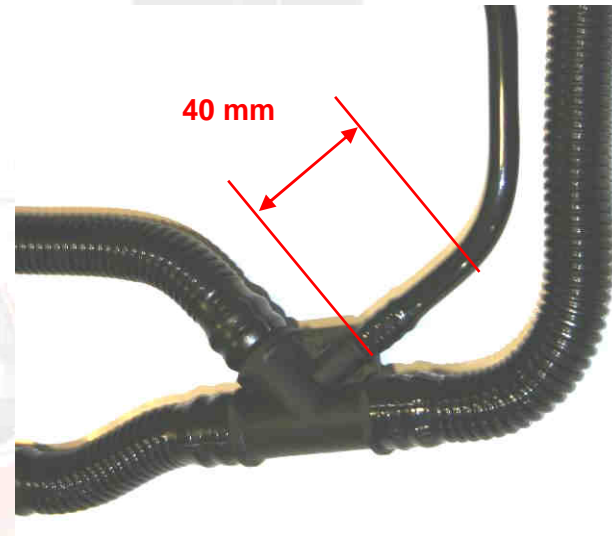
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Cut the small-diameter spur at the position shown in the photo opposite.

Keep the cut side to assembly the fuel pressure sensor.



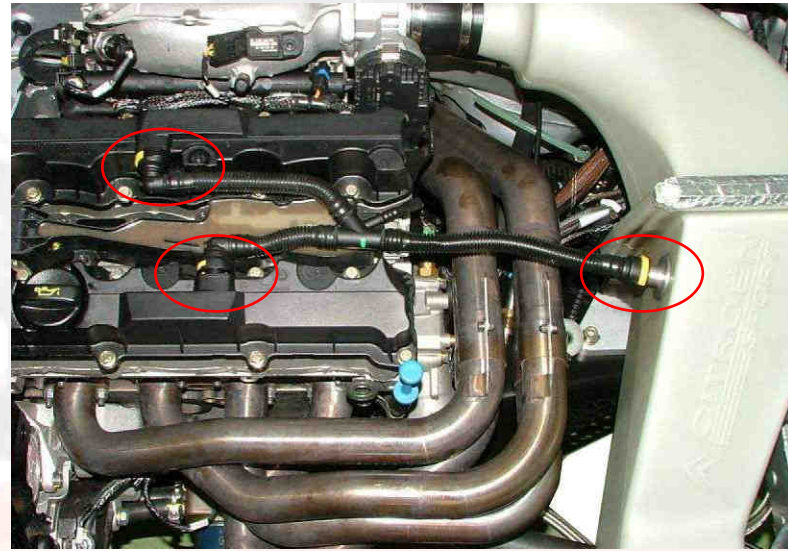
Lightly heat (lighter) and pinch the cut pipe to close it off and seal it (see photo opposite).





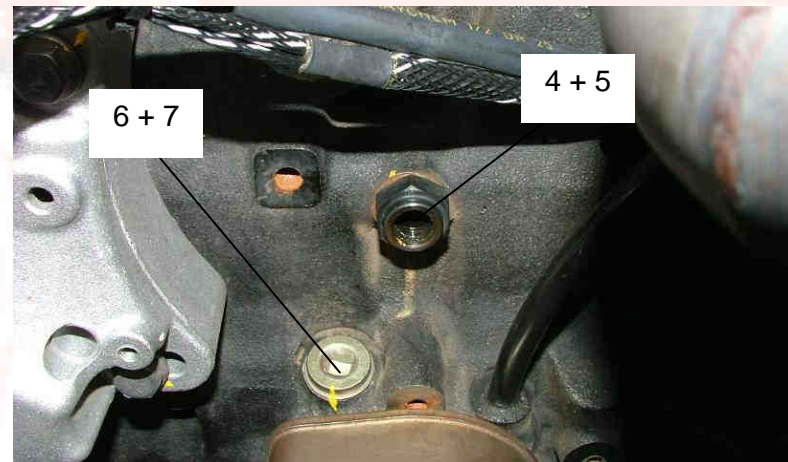
Connect the prepared degassing hose to the cylinder head covers and to the air box.

N.B.: the air box spur hole and the fitting of the spur are described in the catalogue sheet "A26 – Air Intake"



Fit the plug (ref. 6) with its seal (ref. 7) on the block.

Fit the oil pressure sensor adapter (ref. 4) with its seal (ref. 5) on the block.

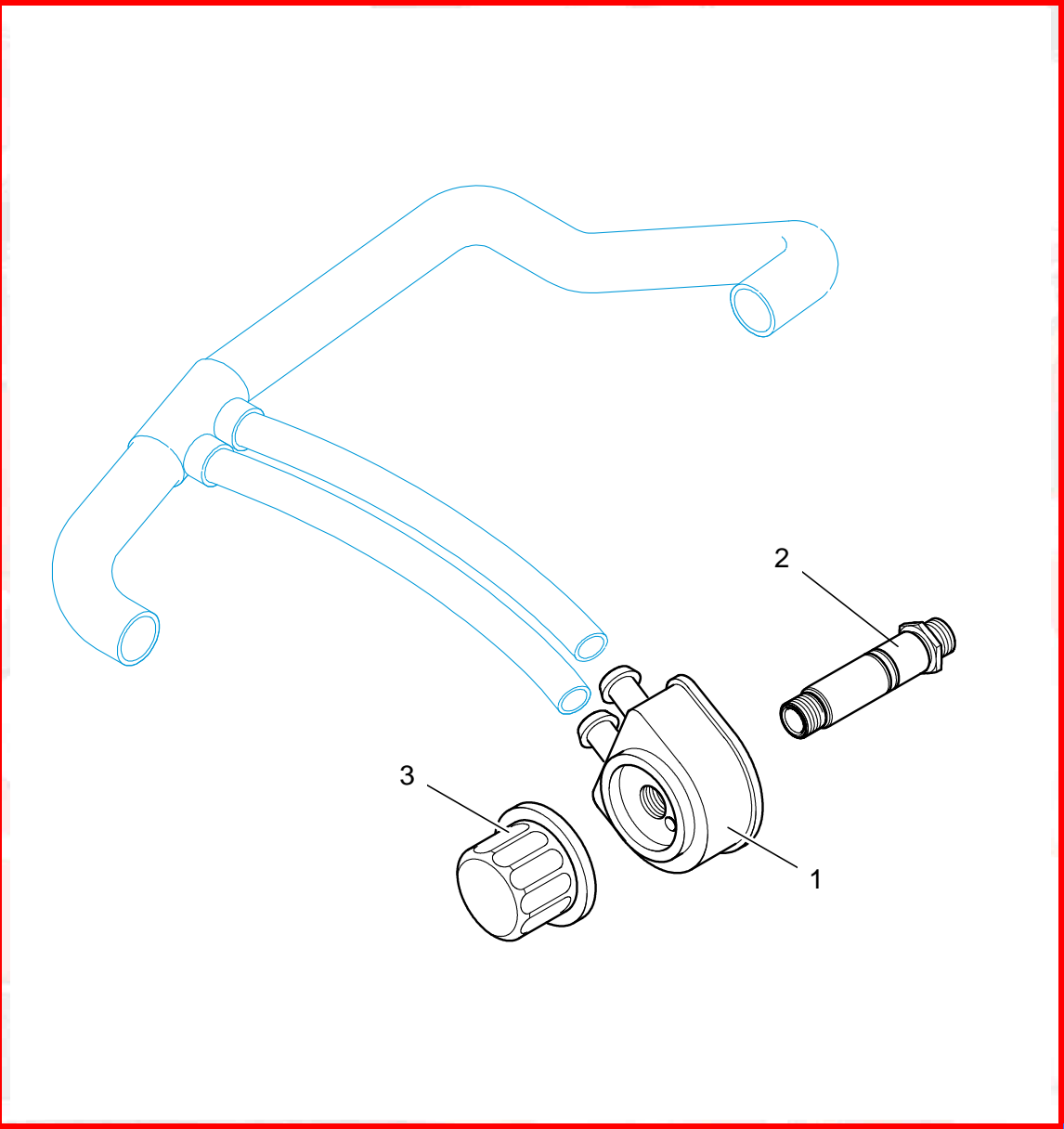




Fit the oil pressure sensor onto its adapter and the connector to the bundle.



**Loctite 577
"Thread
Sealing"**

[illegible][illegible]

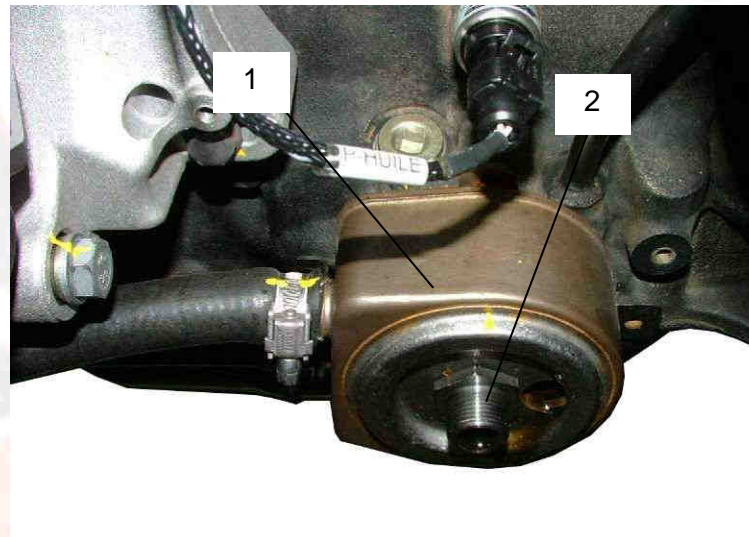


Lubricate the joint on the oil cooler ([ref. 1](#)), as for fitting an oil filter.

Fit the oil cooler onto the block using the nipple ([ref. 2](#)).

Warning: make sure that you respect the oil cooler rotation position (see photo opposite).

Fit the water hoses on the oil cooler using the collars



242

7 m.kg



Fit the oil filter onto the oil cooler after having first lightly lubricated the seal.



Nota : We remind you that the tuning, the assembly and the settings of a racing engine require specific tools and specialists abilities.

To guarantee a good level of performance and reliability, CITROËN Racing recommend ORECA Magny Cours, partner of our applications since many years.

A15
Lubrication



A
ENGINE

