



TECHNICAL BULLETIN 038

28/07/2010

PSA 2.0 HDI / SYNCHRONOUS DRIVE / INSTALLATION INFO

In order to achieve optimum belt performance, it is always important that the correct installation tension and tensioning procedure is used.

This engine requires an unusual 2 stage belt tensioning procedure.

- The belt is fitted in the normal way and is tensioned by turning the tensioner pulley anticlockwise, using the correct tool included in Gates tool kit GAT4820 (PSA tool ref. 0188-J1 or 0188-J2) (Fig. 1).
- This tool is needed in order to turn the tensioner and hold it in place while tightening the locking bolt (25 Nm)(Fig. 2).



FIG. 1

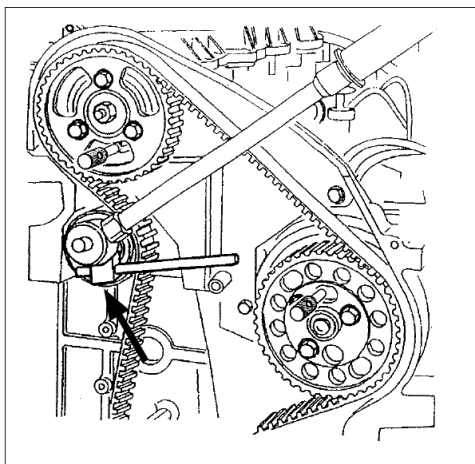


FIG. 2



BULLETIN

GATES REFERENCE:
5524XS & related kits.

MAKE:
CITROEN
FIAT
LANCIA
PEUGEOT
SUZUKI

MODEL:
Various

MOTOR:
2.0 HDI, JTD, TDI.

MOTOR CODE:
DW10, DW10ATED, DW10BTED,
DW10CTED, DW10TD, RHV, RHX, RHZ.



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1. Initially, the belt has to be installed at a higher than normal tension (overtension).
The tension is measured with a Gates STT-1 tension tester in the span between the camshaft and the injection pump.
Enter code 3586.
2. The crankshaft pulley is then rotated 8 revolutions, clockwise.
3. The tension is then adjusted to the final level, and the value is again checked with the STT-1 tension tester.
Enter code 3458

This procedure has the advantage that the variability in the setting of the tension level is reduced, and the initial tension drop is also reduced.

The procedure will be visualised on the PowerGrip® Kit and belt box label (Fig. 3).

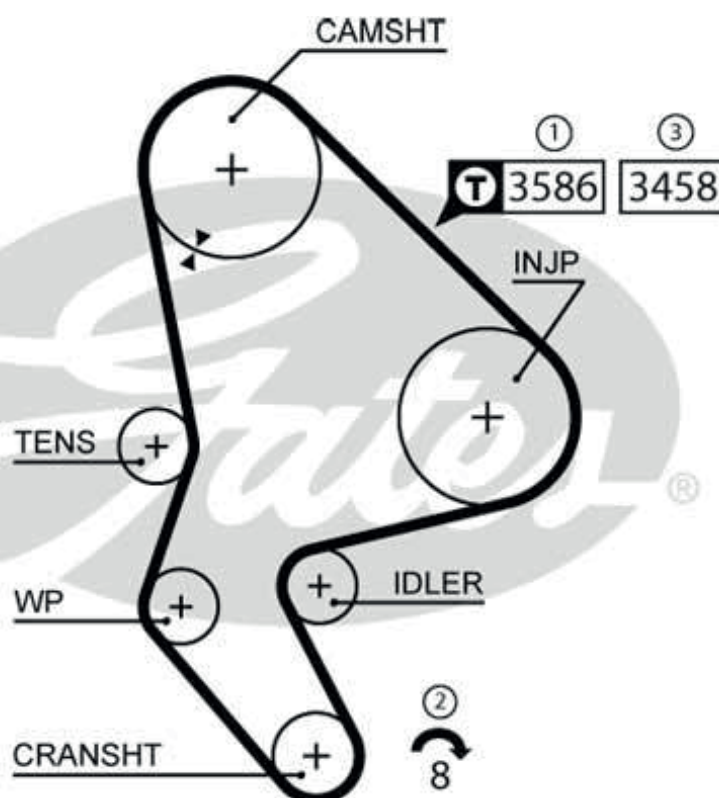


FIG. 3