Tension setting procedure for PSA 2.0 HDI engines

GATES REFERENCE : **5524XS/K015524XS/K025524XS/KP15524XS/ KP25524XS**

MAKE : CITROEN, FIAT, PEUGEOT, SUZUKI
MODEL : Various
ENGINE : 2.0 D
ENGINE CODE : DW10ATED, DW10BTED, W10CTED, DW10TD, RHV, RHX, RHZ

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

As the construction of this belt has changed over the years, this engine now requires an unusual 2 stage belt tensioning procedure.
In order to follow the OE recommendations, we have adapted the tension setting recommendations. Please follow these recommendations from now on, instead of entering 5524XS in the Sonic Tension Tester (STT-1).

- The belt is fitted in the normal way and is tensioned by turning the tensioner pulley anticlockwise using Gates tool GAT4567 or GAT4568, both included in Gates tool kit GAT4820 (PSA tool ref. 0188-J1 or 0188-J2) (Fig. 1).

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).
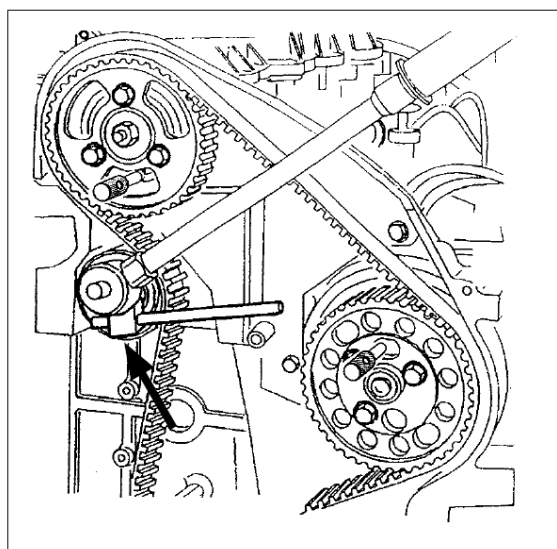

Fig. 2

Technical Bulletin 038

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① - Initially, the belt has to be installed at a higher than normal tension (pretension).
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 confirmed 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.

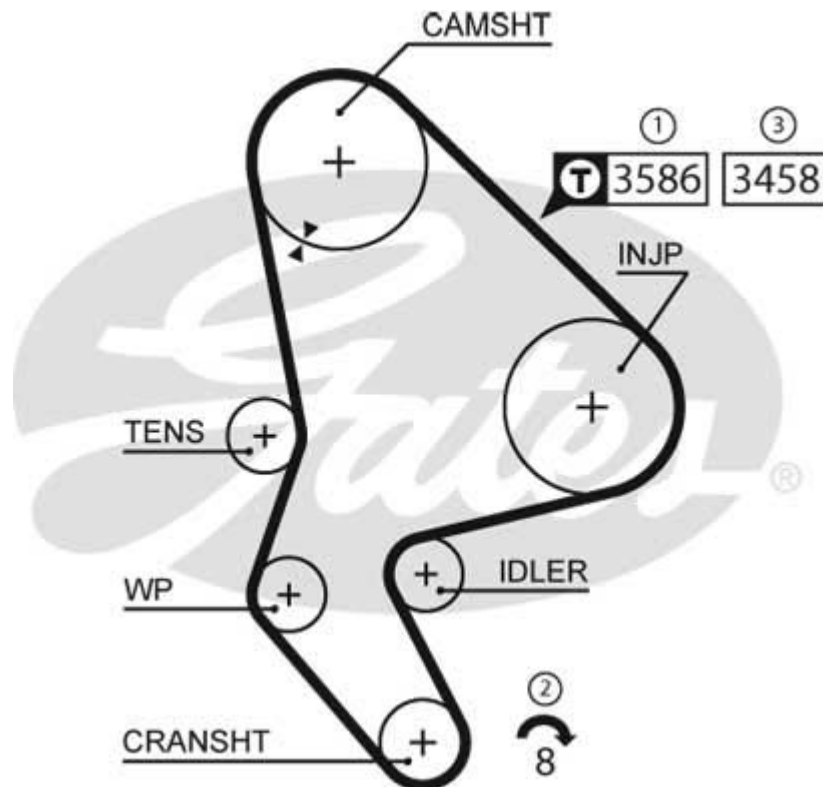The procedure will be visualised on the PowerGrip® Kit and belt box label as in Fig 3.

Fig. 3

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Technical Bulletin 038