



# TECHNICAL BULLETIN 044

06/12/2011

## PSA 2.2 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 particular 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 GAT4822 (PSA tool ref. 0188-J1) (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

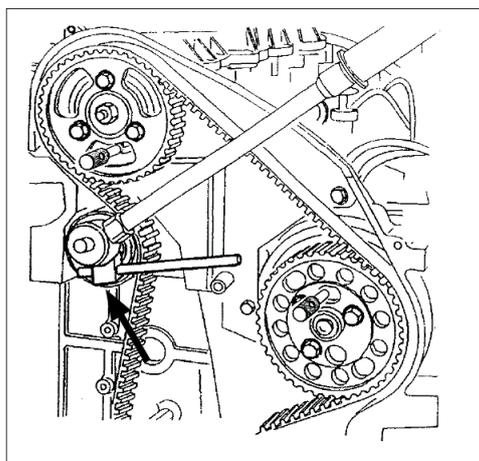


FIG. 2



### BULLETIN

**GATES REFERENCE:**  
5558XS & related kits.

**MAKE:**  
CITROEN  
FIAT  
LANCIA  
PEUGEOT

**MODEL:**  
C5, C8, Ulysse, Phedra, 406, 607, 807.

**MOTOR:**  
2.2 HDI, JTD.

**MOTOR CODE:**  
DW12TED4, 4HW.



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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 3118.
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 3712

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).

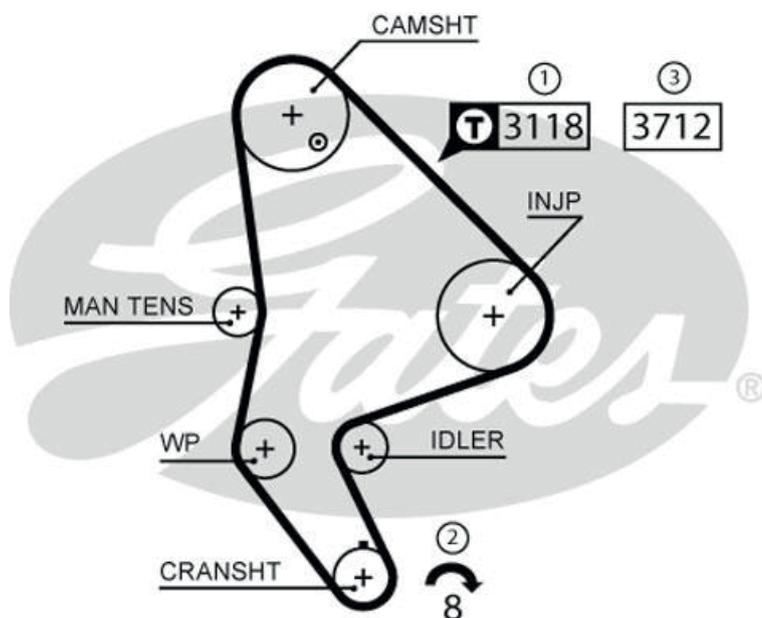


FIG. 4

FIG. 3

## REMARK:

On C8 and 807, PSA recommends sliding a special water drainage cover (OE nr 824871) under the expansion tank, so that water (coming from the windscreen) can no longer infiltrate into the timing system (Fig 4).

The change interval has been reduced to 120.000 Km (70.000 M) or 5 years for normal use and 3 years under adverse conditions.