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# 045

23/12/2011

# Technical Bulletin

## Tensioner/kit installation on PSA diesel engines

<b>GATES REFERENCE :</b>  <b>MAKE :</b>  <b>MODEL :</b> <b>ENGINE :</b> <b>ENGINE CODE :</b>	<b>T41139, T41140 and kits K015523XS, KP15523XS, K015524XS, K025524XS, KP15524XS, KP25524XS, K015558XS, KP15558XS, K015588XS, KP15588XS, K015590XS.</b> <b>CITROEN, FIAT, LANCIA, PEUGEOT, SUZUKI, TOYOTA,</b> Various 1.9 D, 2.0 D, 2.2 D Various	
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During several garage visits we learned there are potential installation issues with the tensioner included in these kits. Although this tensioner looks very easy to install, there is one error often made.

An incorrect tensioner installation will usually lead to an incorrect tension, but in this case the result will often be misalignment. This misalignment will cause the belt to track, leading to engine failure.

### Common fitting error:

We've found several cases where the tensioner pulley was not positioned correctly over the mounting stud (Fig. 1).



Fig. 1



Fig. 2



Fig. 3





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If the inside of the tensioner front plate rests against the front edge of the mounting stud (Fig. 2 and 3), the result will be that the tensioner pulley is not sitting straight over the stud **EVEN** after the fixing bolt (Fig. 4) has been correctly torqued. This will lead to a belt misalignment, resulting in premature failure.

Fig. 5 shows a correct stud position.



Fig. 4

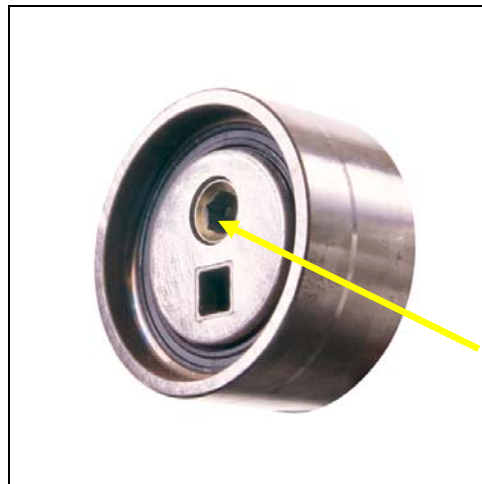


Fig. 5

**Important:** Engine must be cold.

We advise to replace the water pump together with the belt.

See also Technical Bulletins # 024, 034, 037, 038 and 044 on special tension setting for these PSA diesel engines.

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