

Telephone:
Fax:
VAT Registration No.:

Important note

NOTE: Timing belt check and replacement intervals are subject to change at any time. To ensure that you are using the most up-to-date and accurate information available connect to Autodata Online. Contact your distributor about connecting to Autodata Online.

Important Note

All service items are vital to the smooth running and reliability of a vehicle, none more so than the timing belt and its associated components. For this reason we have highlighted important information from the manufacturers' service schedules covering the intervals for checks and replacements. Be sure that you make the vehicle owner aware of this information. Industry best practice is to ensure that the vehicle owner is made aware of the importance of replacing the timing belt and its associated components according to the manufacturers' specification. The service history and the use of the vehicle must be considered when deciding the correct course of action. If there is any doubt to the serviceability of the belt and its components, they should be replaced.

Timing belt replacement intervals

- Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.
 - Apart from the visible condition of the belt, which is explained fully in the General Instructions/Toothed Timing Belts section, there are several other factors which must be considered when checking a timing belt:
1. Is the belt an original or a replacement?
 2. When was the belt last replaced and was it at the correct mileage?
 3. Is the service history of the vehicle known?
 4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval?
 5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected?
 6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due?
 7. If the belt does fail, have you considered the consequences? If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
 8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
 9. If in doubt about the condition of the belt - RENEW it.
 10. Refer to the Toothed Timing Belts/Service Replacement section for further information relating to arduous or adverse operating conditions, inspection and service replacement.

Manufacturer: Peugeot
Engine code: DW10ATED (RHZ)
Tuned for:

Model: 307 2,0D HDi
Output: 80 (110) 4000
Year: 2001-06

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Replacement Interval Guide

Replacement Interval Guide

Peugeot recommend:

206:

12,000 mile service intervals:

Replacement every 96,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals:

Replacement every 100,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 10 years under adverse conditions.

306:

Replacement every 96,000 miles or 5 years under normal conditions.

Replacement every 80,000 miles or 5 years under adverse conditions.

307:

12,000 mile service intervals:

Replacement every 96,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals:

Replacement every 160,000 miles or 10 years under normal conditions.

Replacement every 108,000 miles or 10 years under adverse conditions.

406:

Replacement every 96,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

607:

12,000 mile service intervals:

Replacement every 96,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals ➡ 2005:

Replacement every 100,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals 2006 ➡ :

Replacement every 160,000 miles or 10 years under normal conditions.

Replacement every 108,000 miles or 10 years under adverse conditions.

Expert:

12,000 mile service intervals:

Replacement every 96,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals 2004-08/06:

Replacement every 100,000 miles or 10 years under normal conditions.

Replacement every 72,000 miles or 5 years under adverse conditions.

20,000 mile service intervals 09/06 ➡ :

Replacement every 160,000 miles or 10 years under normal conditions.

Replacement every 108,000 miles or 10 years under adverse conditions.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur.

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A compression check of all cylinders should be performed before removing the cylinder head(s).

Repair Times - hrs

Repair Times - hrs

Remove and install	3,40
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Special Tools

Special Tools

- Flywheel locking tool - Peugeot No.(-).0188-F.
- Crankshaft pulley puller - Peugeot No.(-).0188.P.
- Crankshaft sprocket aligning tool - Peugeot No.(-).0188.Q2.
- Flywheel timing pin - Peugeot No.(-).0188-Y.
- Camshaft timing pin - Peugeot No.(-).0188-M.
- Timing belt clamp - Peugeot No.(-).0188.AD.
- Tensioning tool - Peugeot No.(-).0188-J2.
- Tension gauge - SEEM C.Tronic 105.5.
- Set of blanking plugs - Peugeot No.(-).0188-T.

Special Precautions

Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove glow plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

Removal

Removal

NOTE: The high-pressure fuel pump does not require timing.

1. Raise and support front of vehicle.
2. Disconnect exhaust front pipe from manifold.
3. Remove:
 - RH front wheel.
 - RH splash guard.
 - Engine upper cover.

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- Auxiliary drive belt.
 - Lower torque reaction link.
 - Flywheel housing lower cover.
4. Lock flywheel [1] . Use tool No.(-).0188.F.
 5. Disconnect and seal off fuel pipes. Use tool No.(-).0188-T.
 6. Remove timing belt cover [2] .
 7. Refit timing belt upper cover bolt fitted with a 17 mm thick spacer [3] .
NOTE: Timing belt upper cover bolt [3] is also a water pump mounting bolt.
 8. Remove:
 - Crankshaft pulley bolt [6] .
 - Crankshaft pulley [7] . Use tool No.(-).0188.P.
 - Flywheel locking tool [1] .
 9. Support engine.
 10. Remove:
 - RH engine mounting and bracket.
 - Timing belt covers [8] & [9] .
 11. Turn crankshaft clockwise to setting position.
 12. Insert timing pin in camshaft sprocket [4] . Tool No.(-).0188.M.
 13. Insert timing pin in flywheel [5] . Tool No.(-).0188.Y.
 14. Slacken tensioner bolt [10] .
 15. Turn tensioner pulley clockwise away from belt. Use tool No.(-).0188.J2.
 16. Lightly tighten tensioner bolt [10] .
 17. Remove timing belt.

Installation

Installation

1. Ensure timing pins located correctly [4] & [5] .
2. Fit crankshaft sprocket aligning tool. Tool No.(-).0188.Q2 [11] .
NOTE: Ensure crankshaft key remains against alignment tool [11] .
3. Secure timing belt to camshaft sprocket with clamp. Tool No.(-).0188.AD [12] .
4. Fit timing belt in clockwise direction. Ensure belt is taut between camshaft sprocket and high-pressure fuel pump sprocket.
5. Attach tension gauge to belt at  [13] . Tool No.SEEM C.Tronic 105.5.
6. Remove:
 - Crankshaft sprocket aligning tool [11] .
 - Timing belt clamp [12] .
7. Turn tensioner pulley anti-clockwise until tension gauge indicates 98±0,2 SEEM units. Use tool No.(-).0188.J2 [14] .
8. Tighten tensioner pulley bolt [10] . Tightening torque: 23-27 Nm.
9. Lock flywheel [1] .
10. Fit crankshaft pulley [7] .

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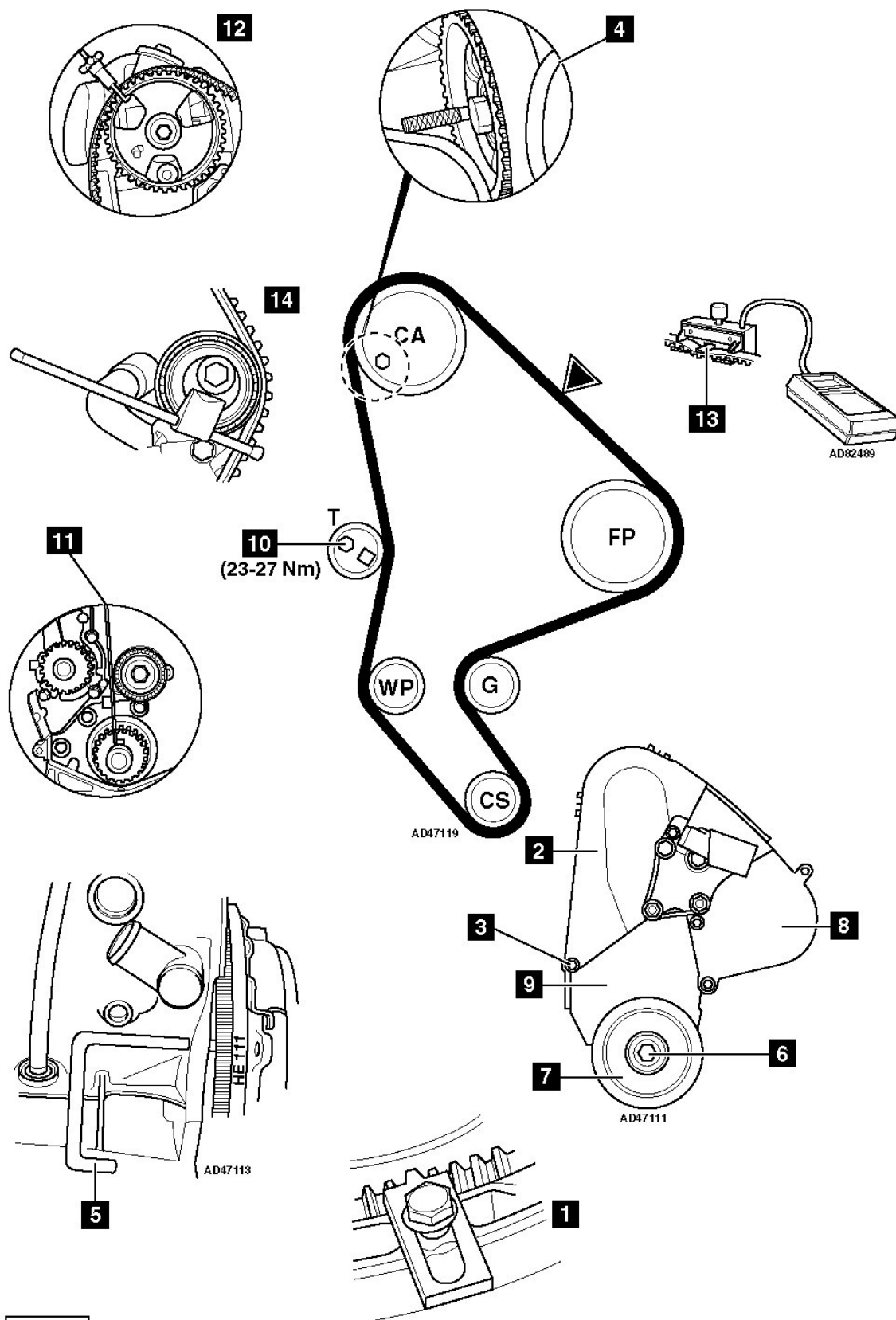
11. Lightly tighten crankshaft pulley bolt [6] .
12. Remove:
 - Tension gauge [13] .
 - Flywheel timing pin [5] .
 - Camshaft timing pin [4] .
 - Flywheel locking tool [1] .
13. Turn crankshaft eight turns clockwise to setting position.
14. Insert timing pin in flywheel [5] .
15. Insert timing pin in camshaft sprocket [4] .
16. Lock flywheel [1] .
17. Slacken crankshaft pulley bolt [6] .
18. Hold tensioner pulley. Use tool No.(-).0188.J2.
19. Slacken tensioner pulley bolt [10] .
20. Attach tension gauge to belt at  [13] .
21. Turn tensioner pulley clockwise, until tension gauge indicates 54 ± 2 SEEM units. Use tool No.(-).0188.J2 [14] .
22. Tighten tensioner pulley bolt [10] . Tightening torque: 23-27 Nm.
23. Remove tension gauge [13] .
24. Attach tension gauge to belt at  [13] .
25. Check belt tension. Tension gauge should indicate 54 ± 2 SEEM units.
26. If not: Repeat tensioning procedure.
27. Remove:
 - Tension gauge [13] .
 - Flywheel timing pin [5] .
 - Camshaft timing pin [4] .
 - Flywheel locking tool [1] .
28. Lightly tighten crankshaft pulley bolt [6] .
29. Turn crankshaft two turns clockwise to setting position.
30. Insert timing pin in flywheel [5] .
31. Insert timing pin in camshaft sprocket [4] .
NOTE: If timing pins cannot be inserted: Repeat installation procedure.
32. Remove:
 - Flywheel timing pin [5] .
 - Camshaft timing pin [4] .
 - Crankshaft pulley bolt [6] .
 - Crankshaft pulley [7] .
33. Install components in reverse order of removal.
34. Clean crankshaft pulley bolt and crankshaft threads.
35. Coat crankshaft pulley bolt with suitable thread locking compound.
36. Tighten crankshaft pulley bolt [6] :
 - 206/306/307 DW10TD: Tightening torque: 40 Nm + 51 °. Check torque setting of crankshaft pulley bolt [6] . Tightening torque: 195 Nm.
 - 307 DW10ATED 2001/Expert 2001: Tightening torque: 50 Nm + 62°. Check torque setting of crankshaft pulley bolt [6] . Tightening torque: 145 Nm.

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- 307 DW10ATED 2001 ➡ /406/607/Expert 2001 ➡ : Tightening torque: 70 Nm + 60°. Check torque setting of crankshaft pulley bolt [6] .
Tightening torque: 260 Nm.



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