PROTIPS

EN

febi 186984, 189440

To fit: Various Citroën, DS, Fiat, Opel, Peugeot and Vauxhall models

Engine: 1.5 HDi

Engine codes: YHZ-DV5RC, YHR-DV5RUCD, YHX-DV5RUC

Turbocharger

Problem
There is a complaint of exhaust fumes entering the vehicle interior; a visual inspection reveals soot on the turbocharger surface, particularly around the compressor centre housing.

Cause
The exhaust clamp connecting the turbo to the DPF is leaking. Due to the heat shields installed, the exhaust gas is transported within this cover to the assembly and compressor housing, where it is deposited. While it appears as if the housing is leaking exhaust gas, this is an optical illusion. The reason for this is that the DPF is not completely removed during the installation of a new turbocharger, but only pushed to the side to allow the turbo to be fitted. This means that the clamp does not sit correctly on the connection.

Clogged particle filters further exacerbate the problem, causing the exhaust gases to accumulate and the temperature to rise. As a result, the simple exhaust clamp undergoes material fatigue, becomes ‘soft’, and, although it can be tightened again and again, this no longer has any effect on the clamping force.

Solution
To install the turbocharger, fully remove the DPF and position it carefully, ensuring all connecting flanges are clean and free from soot and corrosion. Then fit the new turbocharger, secure it with a new clamp and test the system for exhaust leaks.

Examples:
Fig. 1 Shows the soot on the thread of the clamp.
Fig. 2 Connecting flanges between the DPF and the turbocharger.
Fig. 3 The heat shield from the inside, where the exhaust gas leaks are visible.

For more technical information please visit: **partsfinder.bilsteingroup.com**

Fig. 1

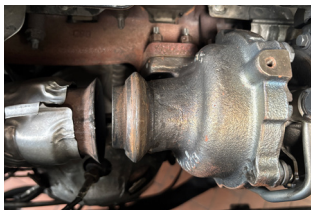

Fig. 2

Fig. 3

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