

First of all drain the sump and when refitting the sump nut you will need to replace the brass washer with a new one or it will leak forever. These washers can only be used once. Using the filter remover twist off the filter and replace with a new one not forgetting to apply some grease to the filter rubber seal first. Every time you change the oil you must replace this filter.

On the choice of oil it is best not to use synthetics, these engines were never designed for it. The tolerances are too wide unless the engine is a brand new rebuild. You will lose a lot of your oil pass the rings and out the back of the car via the turbo oil seals if the engine or turbo is worn. Renault recommend a 20 W 50 or a 15 W 40 and Duckhams or any other good manufacturer's product will suffice. Some use semi-synthetics such as Valvoline or the expensive American products, there is little point if your engine is worn and using a lot of oil.

When bedding in a new engine use a cheap oil to let the rings bed in and fully flush changing to your favoured brand. Synthetics will not allow bedding in, the rings move smoothly over the film deposited.

OTHER FILTERS.

An old or neglected fuel filter is the main reason why some cars start having starvation problems and misfires. It should be changed annually as all the dirt in the petrol accumulates in it and in time they become clogged. The part

is a Bosch filter number: 0-450-90-5021-850 and they can be obtained direct from any Bosch dealer rather than Renault. You will save a fortune this way also. The air filter also needs replacing and I would recommend the oil filled K and N which has a lifetime guarantee.

GEARBOX OIL CHANGE.

This is often neglected and so many cars have leaks from the drive shaft oil seals. That in itself is no major problem but oil leaks and the coating they cause can be annoying. Do not overfill the gearbox, fill to the 3.7 litre capacity and not to the plug hole. Overfilling will cause oil to seep from the oil seals already mentioned. I am informed that there are two types of oil seals for the drive shafts, the original ones and a new design which is supposed to seat better. The old ones you could put in yourself but these new seals require a special tool so it is not a DIY.

BLEEDING AIR FROM THE WATER COOLING SYSTEM.

This is job which sometimes has to be carried out especially when a car is used very seldom. You will need a helping pair of hands in order for one of you to be at the front of the car holding the radiator top up bottle in the air (the gravity method). The other person will be in the engine bay with the top hose bleed screw. With the engine running and leaving the radiator filler cap firmly in place make sure that the

filler bottle has coolant fluid just above the level line. The brass bleed screw needs to be opened slightly and if there is air in the system you will hear a hiss of air escaping until all of it has all been evacuated. You might need to top up the filler bottle again if the air has all been displaced with the water/coolant.

PLUGS.

So many people put the wrong plugs in their cars in the belief that a cold plug will somehow improve performance. In the majority of cases the standard Renault plugs and the NGK B8EFS are more than adequate.

The original plugs used were Champion BN2's or BN60's both of which are unavailable now. The Equem (Renault) plug still is available and there is a Bosch equivalent. I still rate the B8EFS for normal running whilst the B9EFS and Champion S59C are much colder. NEVER put a Champion S59YC in your car, these are not right for our engines. Plugs do not last forever nor do HT leads in this very hot and hostile climate. Sometimes the plug extenders give problems, if they break down and short out it can feel the same as a lead or a plug acting up. A fouled plug will sometimes be caused by carbon on the central electrode. Their condition and the gap needs looking at every 3,000 miles or so, as with leads and extenders for signs of wear.