

mind hunting for almost non-existent parts and don't mind driving a sometimes hostile and temperamental car.

**a) the 185 option.**

This is really very straight forward with the following parts needed: 210 Intercooler, and new hoses (5), modifications to the wastegate linkage to increase boost pressure.

PART NUMBERS.	NO.	DESCRIPTION.
77 11 064 464	1	WASTEGATE BRACKET
77 11 064 592	1	INTERCOOLER
77 11 050 712	4	BN60 PLUGS (NGK B8EFS ARE IDEAL)
77 11 064 646	4	TURBO OUTLET PIPE COLLAR
77 11 064 644	1	TURBO INLET PIPE COLLAR
77 11 050 804	1	SUMP BRACKET
77 11 064 664	1	THERMO SWITCH FOR COOLING FAN

The above list is the kit according to Renault Sport.

**b) The 200/210 option.**

This is a much more expensive tune altogether and it comprises of a large intercooler, new camshaft, modified piston rings and steel liners, uprated distributor, and the exhaust manifold and headshield is replaced but the standard pistons are retained. With early cars up to the engine no 478 it is recommended that the later type oil pump is fitted to give



better lubrication of the turbo bearings. The pump part no., is 77 01 585 505. Some people do not use the steel liners, well this is at your peril as the cast liners which are normal can crack under the intense heat of the modified engine.

Beware of those offering you a 210 conversion on the cheap, it will possibly cost you an extra 50% or more when you come to pay the bill as there are always worn parts and the unexpected that needs replacing when you start on the job. For instance there is the oil pump, timing chain or even turbo and clutch that may be on their last legs. There is little point of fitting the converted engine to a "shot" clutch or gearbox.

All factory tuned and converted cars (210-240 bhp) were fitted with these uprated steel liners as standard.

PART NUMBERS	NO.	DESCRIPTION.
77 11 064 464	1	WASTEGATE BRACKET
77 11 064 592	1	INTERCOOLER
77 11 050 712	4	BN60 PLUGS (NGK B8EFS ARE IDEAL)
77 11 064 646	4	TURBO OUTLET PIPE COLLAR
77 11 064 644	1	TURBO INLET PIPE COLLAR
77 11 050 804	1	SUMP BRACKET
77 11 064 664	1	THERMO SWITCH FOR COOLING FAN
77 11 064 579	1	CAMSHAFT
77 11 064 580	1	DISTRIBUTOR
77 11 064 594	1	EXHAUST MANIFOLD
77 11 064 578	1	TURBO OUTLET PIPE

PART NUMBERS	NO.	DESCRIPTION.
77 00 565 762	1	SILENTBLOC MOUNTING FOR TURBO
77 11 064 617	1	EXHAUST MANIFOLD HEAT SHIELD
77 11 064 649	1	TURBO SUPPORT PLATE
77 11 064 420	2	SLEEVE
79 03 032 010	4	NUT M6
77 11 064 640	2	NUT M6
77 11 051 324	2	NUT M6
77 11 064 639	2	ROD
77 03 009 005	2	SCREW M6 X 20
77 03 057 013	2	O RING 6 MM
77 11 064 029	4	CYLINDER LINERS
77 00 502 511	4	PISTON RINGS
06 07 777 500	4	PISTON RINGS
77 00 583 517	4	PISTON RINGS

NB. GASKETS SETS ARE NOT LISTED BUT ARE NECESSARY FOR THE REBUILD

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When the engine is in bits you might as well have the crank reground and new bearings and shells fitted. I would also recommend that you have the engine blue - printed and everything balanced, the result will be a much smoother power delivery in the future. Remember this is an engine, and gearbox out job so if you want to improve the performance all round you would be advised to replace engine mounts, at least look at the clutch for wear and replace as necessary and to uprate the turbocharger.

This is done by replacing the main thrust bearing with a 360 degrees one, clipping the fan