

BRAKES.

I have heard so many people claim that 5 Turbo brakes are no good, well that is rubbish. They are very good if checked regularly and serviced. The simple callipers can seize up and old discs can become tempered with age. That means that the pads just will not work on ancient discs properly. Brake fluid is hydroscopic and a system needs bleeding from time to time to get rid of any water bubbles in the system. The master cylinder might need changing, you cannot expect discs and Master cylinders 10 to 15 years old to work the way they did when the car was new.

The standard pads are Ferodo and some replace these with the Mintex M171 pads when and if still available. These were designed for competition use being of a softer compound. All brake parts should be examined every 3,000 miles, and that includes the hand brake callipers.

TYRES AND WHEELS.

The standard TRX is not a very forgiving tyre especially in the wet, they are made of a hard compound and are reasonable on a dry surface. Pressures should be approx. 24 lbs front and 29 lbs rear tyres.

Pressures for "after tyres" on alternative wheels must be checked with the manufacturer. Over or under inflated tyres will almost certainly produce rapid wear. Flat spotted tyres caused by heavy braking with wheel lock will mean the tyre is almost certainly

scrap. Many of the light weight after wheels such as Delta Mics and the heavier Gottis need checking very regularly as they are notorious for loosing pressure, just a few lbs difference is very noticeable. Beware of wrong Off-sets and oversize tyres fouling the bodywork. Larger wheels however will allow the use of larger brakes to be fitted.

Un-even wear or any or feathering of the tyre edge could mean that alterations are necessary to the suspension geometry with a check needed on alignment and possibly castor and camber settings. Wheel wobble is usually due to wheel balance with the wheel needing more or less weights either side. Kerb damage or if you have egg - shaped a wheel in accident sometimes means the wheel is beyond balancing and repair. A couple of companies specialise in wheel repair but that can be expensive.

MISCELLANEOUS.

As already discussed the car's geometry needs to be set up properly and cars with a nose down stance or lowered on the torsion bars will not handle right. The front De carbon shocks are very soft and cannot be adjusted, they do not usually last long either. After market shocks will improve handling and the best of these are Konis and Bilsteins but many put on Spax as they can be adjusted on the car. Konis and Bilsteins cannot be adjusted in this way and the setting has to be changed before you can put them on. Both of these have a much longer life and do not tend to leak like some other makes do.

Forget coil over shocks for normal road use as well, they were intended to give rally cars more suspension travel. In road cars this can translate to an unsettled and harsher ride and as this conversion is expensive the result is not worth it. Cars with quick racks can also feel nervous especially when on a bumpy road, they tend to meander all over the road finding pot holes and can easily trampoline.

On a regular basis you should check the earth wiring to ensure good contact is being made, there is obviously one from the battery to the chassis, one from the gearbox to the chassis and one on the back of the starter motor. Intercoler hoses can perish as they work very hard expanding and contracting everytime you bring in boost. They should seal well on to the intercooler and manifold, run the car so that the engine gets hot and try tightening the jubilee clips. Any leak will result in rough running especially when cold.

Finally check the rotor arm for wear and the contacts inside the distributor cap on a regular basis and replace if worn.

TUNING PARTS CAN BE OBTAINED FROM THE FOLLOWING :-

E.F.J.I.E. DISTRIBUTION, 7 RUE FENELON 41000 BLOIS. TEL. 54 43 56 06 AND 54 43 31 20 FAX. 54 43 22 82 AND RENAULT SPORT FRANCE

Before undertaking any of the aforementioned procedures, consult with a reputable tuning specialist or part supplier.