

home I stopped twice at garages and opened up the engine covers to allow it to cool down. As the car got hotter the worst the misfire became, the cooler the better. Indeed first thing in the morning it would start perfectly and there was no misfire unless you went for it.

"Start with the basics" everyone, said, so I did, new platinum plugs made a considerable difference, at first, then back came the misfire. New leads, distributor cap, rotor arm, and coil made little improvement. A different warm – start regulator (from a Mercedes) did. It started and warmed up much more cleanly although it hunts a bit at first. It did not cure the misfire and by now I was beginning to get the blues and it was getting worst. "Your street-cred" drops significantly when you are in a bright red turbo 2 and at the lights instead of blasting away into the sunset you coax your farting engine trying to reach the thirty miles per hour speed limit with Lada's, three-wheelers and bus's pulling away from you. A mechanic friend of mine called Terry works at the local Aston Martin dealership, he noticed my distressed manner whilst working on the car one day and commented that the fuel filter looked like it had not been changed for years. I thought I would try that course of action and if it did not work I would throw the towel in. My local Renault dealer said it was not a stock item and they would have to order one, and said it was £183 plus vat. When I got up off the floor after almost passing out, I said that a fuel filter could not cost that much and he agreed saying it was a mistake and that was the fuel pump at that price. When he looked again it turned out to be £75 + vat I was still not happy and at the suggestion of Bill a mechanic friend I tried the local Bosch motor parts distributor. That is Andrew Page on 0161 480 6914. After a quick telephone call it turned out to be part no. B1F5021 at £10.11 + vat. Well that's more

like it and need I say more.

When taking the old filter out Terry suggested that we empty the contents into a milk bottle. This consisted of a dark brown sludge and some water, not ideal. Once fitted, I turned the key with trepidation, this must cure it, but there it was the same misfire. At this point I has contemplated topping myself or the car or both. I thought I would show Bill the stuff in the milk bottle and get his opinion and as his garage was only two minutes away I drove there missing all the way. I turned off and when I got back in again, no misfire. Bill suggested putting in some injection cleaner into the petrol. Ever since that day it has been going like a rocket.

The moral of this story is and the reason I am writing this is that there are an awful lot of experts out there. The previous owner had a pile of bills from various London outfits, they obviously did not have a clue, but much work was carried out at great cost. If you are like me and have an aversion to throwing a car at someone and saying "fix it," try persevering like me and start with the basics and work through. If you have to take the car somewhere make sure that they know what they are doing and shop around for parts. It may be a bit daunting at first but in the end the result was worth it, and if it happens again I am in a much stronger position to diagnose and cure it. On a closing note the Renault 5 Turbo runs a Kjetronic fuel injection system as do an awful lot of other early 80's European cars. The aforementioned B1F5021 is fitted to the Audi, Ferrari, Ford, Peugeot, Porsche, Saab, VW and Volvo models. I wonder how much one would cost from a Ferrari dealer?

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INSULTING THE RENAULT 5 TURBO 2

by Simon Ashley – January 1996

The engine bay in a Turbo 2 is often dominated by the poor condition of the insulating material of the rear bulkhead and also the fuel tank cover. The appearance of these areas can easily be enhanced for a modest outlay whilst reducing the heat – soak into the cabin. Certain improvements can also be effected in the engine bay to reduce the transmission to vital components in the engine bay.



The area that benefits most from re-insulation is the fuel tank cover as this is easily seen and is often in the poorest condition of all the insulation in the bay. The first step to renovating any part of the insulation is removal of the old aluminium foil from the woven fibre glass cloth, this is tedious and ideally gloves should be worn. Once this is complete the fibreglass cloth should be cleaned gently with a mild detergent taking care not to damage the material in any way. The fibreglass cloth can then be covered with a modern aluminium foil matting which for best results should entrap the old cloth by folding the matting around the edges. This is best achieved by laying the old cloth

on top of the new matting and leaving a 2.5cm border using the cloth as a template when cutting. A spray adhesive should then be used to glue the new cloth to the matting, finally the edges should be glued to the rear of the existing cloth. The results are unbelievable, especially when the small time this takes to complete. I have made a small change to the way in which the insulation to the small fuel tank is arranged. The folded over portion of the original has been removed and two non-overlapping panels now cover this area. This is far neater and it is likely to peel away during service. Another area where this type of matting can be employed is under the exhaust, which has a tendency to scorch the paint underneath. The matting is

again cleaned and then stuck directly to the car. Any loose or uncovered edges should be sealed with aluminium repair tape, this is readily available from any DIY store. The results of these improvements is immediately apparent from a visual point of view and also from the greatly improved heat insulation which obviously prevents heat – soak into the cabin. The matting is available from Merlin Motorsports who are based at the Castlecombe circuit. Unfortunately I have yet to find anyone who can supply new fibreglass cloth of the type used in this car.

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