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been thinking about changing the oil and filters on my car lately, what should i put back in it? anyone recommend anything? also, never done it before, and not done much work on engines, so where are the oil filters?? if anyone had any pics would be appreciated! Dead easy to do oil filter can be in three places from memory. I'll try get pics in a second. I'd use 5-40 but 10-40 is fine. What type of oil I'd say Silkline pro as so many uses like it but it depends what you do with the car track day users need to use somehting a bit better for track work. i want to put the best in it really, whatever will be best for normal use, don't do trackdays, would love to but its only a 1.2 so i dont think id even get into one!!! i want to put the best in it really, whatever will be best for normal use, don't do trackdays, would love to but its only a 1.2 so i dont think id even get into one!!! There no problem. I track my standard car all the time and its got even less power than a 1.2 and its no problem pull over for the very quick car and have fun chaing ther other car there no reason why if you drive well you won't keep up with supposidly faster cars. yeh i suppose you've got a point, i might do one before and after suspension mods, and see how much it affects the time! i dont know anything about trackdays etc, never had anything to do with one, do you just turn up on an 'open' day or do you have to book with a group etc? yeh i suppose you've got a point, i might do one before and after suspension mods, and see how much it affects the time! i dont know anything about trackdays etc, never had anything to do with one, do you just turn up on an 'open' day or do you have to book with a group etc? I wouln't go timing as if anyone catches you they kick you off and ban you from ever doing another track day since there insurance doesn't cover for you timing. Regards track days theres different types of ones most you book in advances and get an opne pit lane so you can go out for as long as you want most people do 20 minutes on them 30 or so off the tracks open about 9am then close at 12 for lunch and reopent 1 pm till 5pm or so deepnds on daylight more at this time or year. Other places do seshions so you get three groups beginner intermediate and advanced and you get 20 minutes on track then 40 off which is handly. Donnignton park does this and from now on its £99 from memory for seshions for the rest of the year. No instructiosn though from memory though but ohter from the forum are likly to be on the days and will help you etc. Many people on track days are on there first ever and people in the GT 3RS tunned Porches are still usually understanding so long as you pull over as per the talk they give you at the bigging of the day is applied to. Have a look at easytrack.co.uk Cliosport member get a 5% discount and they're well run and you can book instructors etc ok, ill look into it, thanks for the help! didnt know about the timing, good job you let me know! but whats the reason behind it?even a stopwatch in the car for rough timings?? didnt know about the timing, good job you let me know! but whats the reason behind it?even a stopwatch in the car for rough timings?? The problem is the organisers have to get insurance and timing makes it a race and for a race all driver have to have racing licences to stop them going stupid. There are ways round the rules by having a video camer in your car and lookin back later and other tricks whislt still being legal but at the end of the day personally so long as you don't drive with a mind pon the stopwatch and let others pass and don't mke an idiot of yourself obviously trying for timing thats the best idea. yeh, can see your point. ill look into it, should be a good laugh! out of interest, what is the power to weight ratio on a 1.2 mk2 ph2 with 75bhp?? yeh, can see your point. ill look into it, should be a good laugh! out of interest, what is the power to weight ratio on a 1.2 mk2 ph2 with 75bhp?? ABout 73hp a tone the 1.2 weigth just over a ton I think. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Recommended replacement interval for the part category Fuel filter : 60000 km Important! This replacement procedure can be used for: RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.2 (BB0A, BB0F, BB10, BB1K, BB28, BB2D, BB2H, CB0A,..., RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.4 (B/CB0C, B/CB0S), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.6 (B/CB0D, BB00), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.6 16V (BB01, BB0H, BB0T, BB14, BB1D, BB1R, BB2KL, BB3G..., RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.6 Hi-Flex (CB0H), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.0 (CB06, CB2R, BB06, BB2R), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 2.0 16V Sport (CB0M), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.4 16V (B/CB0L), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.4 16V (B/CB0P, BB13), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 3.0 V6 Sport (CB1A), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.2 16V (BB05, BB0W, BB11, BB27, BB2T, BB2U, BB2V, CB05,..., RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 3.0 V6 Sport (CB1H, CB1U, CB2S), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 2.0 16V Sport, RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.0, RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.2 LPG (BB0A, CB0A), RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.2 LPG, RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.0 Flex (CB32, CB3B, CB3V, CB3W, BB32, BB3B, BB3V,..., RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.6 16V, RENAULT CLIO II (BB0/1/2_, CB0/1/2_) 1.6 Authentique Hi-Flex (BB26, BB3E, CB26) ... View more The steps may slightly vary depending on the car design. This video shows the replacement procedure of a similar car part on another vehicle All the parts you need to replace – Fuel Filter for CLIO II (BB0/1/2_, CB0/1/2_) and other RENAULT models Fuel filter Need New Tyres? Find out which tyre and wheel sizes are compatible with the RENAULT Clio II Hatchback (BB, CB) model Renault Clio 2 tyre size Unlock your car maintenance assistant! Track expenses, manage logs, schedule replacements, and more. DIY jack restoration | AUTODOC tips How do EGR valves work? | AUTODOC Deep interior cleaning | Car transformation by detailing The most common problems when buying a used car | AUTODOC Time to replace parts? Get even better deals in our Shop app. fitted new clutch earlier today and need to know what gearbox oil and how much oil to use please, its a 2001 mk2 ph1 clio 1.2 8v any answers are much appreciated , thanks! Trans elf NFJ, fill to overflow, roughly 2 litres. Get it from Renault. Decent stuff. 75w80 iirc I'm sure it's more than 2 litres? My data says 3.4L, seems like a lot to me, but there are a few Renault boxes that take about 3L. You need an MTF for the gearbox and I would go with the Redline MTL, Amsoil MTF or Fuchs Sintofluid. The Millers EP 75w-80, Gulf Gear TX and Motul Motylgear are good cheaper alternatives. Cheers Tim 3.4L sounds about right from when I did it. I had to buy 4 x 1L bottles iirc. Thanks guys yes it took 3.4 litres and i used 75w-80 gl4 in the end , thankyou!! servicing my car next week I might as well do everything while I am at it with it having 110,000miles.. Has any1 done a fuel filter on the same model as mine? Had a read on the net and as far as I no on some of them the filter is on/in the fuel pump, and some are located on the underside somewhere. Thanks:drunk: its in the tank - non servicable yup, they're good for 150K normally, the pump will fail before the filter causes issue! the turbo kit its already install and the car is running 8) firstly, congrats for the job! secondly i would be intrested to know what type of turbo did you use in the stage 1, and if you know from what car. Again, good job, you've achived the impossible!) thanks, its a normal nissan T25 @gotboost? I have a 1.6_16v K4M 700 engine, with a mechanical Throttle Body (on my megane 1 coupe). I don't really want to go over 175hp or to modify to much on the engine. Except for the Plug'n'Play turbo kit that you sell, what other modifications would i have to make? (what turbine do you recommend?) Is the fuel/air mixture right? (not too lean, not too rich) Have you tested with the stock injectors? How did you connect the oil pipe to the turbo? How are the clutch and gearbox holding up? What would be the overall price? Thank you! and GREAT JOB!! Somethings fishyyy < Did anyone receive pricing? @gotboost? I have a 1.6_16v K4M 700 engine, with a mechanical Throttle Body (on my megane 1 coupe). I don't really want to go over 175hp or to modify to much on the engine. Except for the Plug'n'Play turbo kit that you sell, what other modifications would i have to make? (what turbine do you recommend?) Is the fuel/air mixture right? (not too lean, not too rich) Have you tested with the stock injectors? How did you connect the oil pipe to the turbo? How are the clutch and gearbox holding up? What would be the overall price? Thank you! and GREAT JOB!! Gearbox is fine but I would put a 172 clutch in there, its the same fittings. send the price to more than 10users or more... the turbo i use was the T25 from a Nissan S13 standard compression standard pistons, conrods, crank standard map sensor standard gearbox standard clutch 0.5 turbo pressure bigger injectors no remap no cutting, all plug & play daily car, several months of use, now the upgrade... @gotboost? I have a 1.6_16v K4M 700 engine, with a mechanical Throttle Body (on my megane 1 coupe). I don't really want to go over 175hp or to modify to much on the engine. Except for the Plug'n'Play turbo kit that you sell, what other modifications would i have to make? (what turbine do you recommend?) Is the fuel/air mixture right? (not too lean, not too rich) Have you tested with the stock injectors? How did you connect the oil pipe to the turbo? How are the clutch and gearbox holding up? What would be the overall price? Thank you! and GREAT JOB!! It will be a very tight squeeze in a megane mate, more room at the back of the engine in a Clio than a megane It will be a very tight squeeze in a megane mate, more room at the back of the engine in a Clio than a megane yeah.. that's what i'm afraid of @gotboost? can u please tell me how was the air/fuel mixture @170hp with no remap? ...(i'm hoping the engine valves or seats didn't get burned) And btw, what kind of injectors did u use? I was thinking of putting in the injectors from the 2.0_16v or from the 2.0_16v IDE (i dunno if the injectors from these two are the same, but the IDE i know it has more HP) yeah.. that's what i'm afraid of @gotboost? can u please tell me how was the air/fuel mixture @170hp with no remap? ...(i'm hoping the engine valves or seats didn't get burned) And btw, what kind of injectors did u use? I was thinking of putting in the injectors from the 2.0_16v or from the 2.0_16v IDE (i dunno if the injectors from these two are the same, but the IDE i know it has more HP) Ide won't fit, they are plugged directly into the head not into the inlet manifold like conventional injectors I had to make a custom manifold for my turbo in the megane. Even now I have an nats c***s width between the turbo and bulkhead Ide won't fit, they are plugged directly into the head not into the inlet manifold like conventional injectors I had to make a custom manifold for my turbo in the megane. Even now I have an nats c**ks width between the turbo and bulkhead So what injectors would be good then? the normal 2.0_16v from the megane? or the one from the clio sport maybe..? (could you please tell me some engine codes [are all the F4R ok?] from which i could get the injectors?) I can't remember if the k4m injectors are full size or not. If they are f4r in the megane or the Clio injectors won't fit because they're about half the size. Im not sure what injectors you could use but I'm sure there's plenty out there that could be used from different cars. Doesn't have to nessisarily be a Renault car nothing get burned or broke, mixture was very good, got a innovate with logs to check sensors and mixture and others nothing get burned or broke, mixture was very good, got a innovate with logs to check sensors and mixture and others nice!! U also said that u used bigger injectors; what engine were they from? (i was thinking i could fit some renault 2.0_16v injectors, but after what Jaff. said, my hopes got a little bit down, coz i had a donner f4r engine from a scenic) with the 172hp i tested with RS 172, and the RS172 only passes my car when the stock gearbox of mine cuts at 215km/h @gotboost? please, can you tell me what injectors were you using when you had @170hp?? were they from the Clio RS172 that you mentioned? dont know the reference of them, but you also can increase the fuel pressure of the stock ones for 3.5 or 4bars wouldn't that require to change the fuel pump? The standard one may be good enough, you would need a new fpr though. That gives you the issue of getting it out of the tank finding one that fits the cradle and one that's rated at a higher pressure. Not sure if it would work, the standard reg isn't adjustable. Best advice I can give you is take your pump out of the tank and have a look and measure yourself as I don't know if it differs from the clios at all. I had to bodge mine a bit so I could run a feed and return to a reg on the rail. Thinking about it, I know the meg k4m rail has room for a regulator so you could do what I've done and run a feed and return to the rail with the reg on the rail. Providing you can on the meg rail. If the Clio rail has a reg on it I'd source one of them and use that standard fuel pump will work till 200hp, and the fuel regulator u can change to a FSE or a universal one ajustable my clio 1.6 runs stock feed and return in the rail with fuel regulator Megane 1.6 only has a feed to the rail. Regulator is in the pump cradle regulating fuel leaving the tank its easy to change, just buy a pump with return, and a fuel rail from a clio 1.6 and mount the hoses underneath the car This is what I was explaining to foxer. If the Clio rail has a fpr on it then the ideal solution for him would be to modify the pump cradle like I have and run a feed and return to the rail. Providing the pump is good for it then it's nice and simple you both totally lost me there i will have to check and see how the fuel is channeled into the engine, as i have NO IDEA what's going on there ..not even in theory.. Lol, on your megane the fuel is pumped from the tank via a cradle through a fpr (fuel pressure regulator) out throu pipes to the filter. Just before the filter there's a return pipe to the tank. The pipe then goes from the filter to the fuel rail on the engine. All the pipe is at the correct pressure for the engine to run. What you want is a pipe from the cradle with no fpr to the fuel rail on the engine then an adjustable fpr at the end of the rail with a return line going back into the tank. This means you can have adjustable fuel pressure when running boost lots of 1.6 16v appearing now on the projects 8) i found 4 injectors from a 2.0_16v F4R engine from a renault scenic (the offroad model), and they're all for sale for 50eur. I was thinking it would be cheaper and easier to just install those.. then i wouldn't need to modify the fuel pressure, right? From what i've heard, they could deliver @ 60% more fuel per minute. Are by any chance all 2.0_16v F4R injectors the same? coz the 2.0 in the clio Sport, is also a F4R engine... and i was thinking that it would then be guaranteed that the injectors are up for the job, since the clio sport has @ 170hp.. The f4r injectors won't work on your k4m, they are too small. Plus it's sill not sorting your pressure problem, you need an adjustable reg and one in the tank is gonna be a nightmare to sort. Be easy to do what I did then just look for some decent injectors I got the F4R injectors! CODE: iwp-042. They are the exact same as the clio sport 172/182, and exact identical shape and size as the k4m 1.6_16v; but with a bigger flow rate: @3psi they give out 283cc/min, (versus the stock 184cc/min in the 1.6_16v). So they will fit! and clio proves that they can put out 182hp with FP. at 3psi.. so i think my 150-160hp target will be no problem. I really hope i can get away with this! ^_^ (cost me just 100eur, including cleaning and testing) stock manifold, stock map sensor, if you use the stock injectors u need more fuel pressure, if u use bigger injectors, stock pressure stock 3bar fuel regulator with stock fuel return to the deposit air/fuel readings 13, 14 mixture I'll keep you guys posted on my progress. I'm thinking of plugging in the new injectors right now. Someone said that even without turbo, i will still see a little upgrade in performance(power). Last edited: Jun 21, 2012 I fitted the injectors and they worked right from the start! A little black smoke came out the exhaust on the first go, and it was a bit twitchy, but the engine was pulling like a beast! ... for the first time i was actually scared to drive After a few engine restarts and some more runs, the engine started to simmer down.. black smoke started to go away, and so did a little bit of the power. I think the ECU is learning how to deal with the new injectors.. Black smoke is unburnt fuel. The engine is getting too much fuel. I'd put the old ones back in for the time being until you boost it. Glad they fit tho Anyone bough and fit this kit yet? more one manifold sold loool What I always wonder is don´t you get problems with TRW-Automotive? or do you belong to them?? I think the label "TRW" is copy protected.... He is TRW Automotive, but they are TRW Safety Systems. Seems ok, since my company is called Genyx Systems and there are about 6 other companies called Genyx How can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today’s most recent coverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of Editors’ Picks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today’s most recent coverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of Editors’ Picks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today’s most recent coverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of Editors’ Picks.Browse Editors' Favorites AUTODOC – online car parts store with over 4 million auto parts Order Inline fuel filter for RENAULT CLIO easily at AUTODOC RENAULT CLIO Fuel Filter ¹ also available with petrol engines 0145 hpE-Tech full hybrid powertrain up to0550 milesdriving range up to017 advanced driver-assistance systems 02 powertrainsE-Tech full hybrid & petrol new grille, full LED headlights and daytime running lights in a half-diamond shapeup to 10" digital display, up to 9.3" multimedia touchscreen with easylinkupholstery, door and dashboard coverings made of 60% plant fibresespirt Alpine version, with badges and 17" diamond cut alloy wheelsnew emblem, black lettering, full LED rear lightingnew grille, full LED headlights and daytime running lights in a half-diamond shape starting from £18,995 *CLIO evolution TCe 90 [MY25]*MRRP excluding metallic paint. What Car? Car of the Year Awards 2025Best Small Car Renault ClioSharp change into an exciting new style - sculpted side panels, wider chrome grey grille, new full LED front lights in a half-diamond shape. The esprit Alpine version brings sportiness to life. On the exterior, characteristic 17” alloy wheels, emblematic shadow grey F1 blade and distinctive badge. Inside, the upholstery features Alpine logos, distinctive stitching, and the French flag. Red, white and blue stitching on the steering wheel - a nod to esprit Alpine’s heritage.17” diamond cut alloy wheels and matte shadow grey F1 blade at the front upholstery with blue top-stitching and embroidered pattern, embossed with the French flag, and steering wheel with red, white and blue stitchingE-Tech full hybrid 145 hp A driving experience with a fresh force. Fuel efficient and quiet. This full hybrid powertrain is both responsive and efficient. New Renault Clio E-Tech full hybrid provides a perfect balance between passenger comfort and boot capacity. You can configure its layout according to your needs.see dimensionsWith an excellent 16.5 cm of legroom, enjoy maximum space in the back for children or adults.see dimensionsIncrease space with ease using the 1/3-2/3 folding rear bench seat. Switch from up to 391 litres boot space to a 1,069 litres loading area by folding down all 3 seats.see dimensionsEnjoy a total range reaching up to 550 miles*. No need to plug it in, the battery charges during the deceleration and braking phases. Enjoy a total range reaching up to 550 miles*. No need to plug it in, the battery charges during the deceleration and braking phases. New Clio is also available with the option of a well balanced and versatile 90 hp engine.find out more about E-Tech full hybrid145 hp (205 Nm)automatic intelligent multimodalfrom 96g/kmcombined fuel consumptionup to 67.3 mpgtechnology and connectivityThe customisable up to 10” digital display* lets you select the information that you want to keep in full view for optimum driving comfort. *10” on esprit Alpine. All other versions have 7".find out moreEasylink lets you enjoy 3 years of TOMTOM connected navigation for free including automatic updates and information about fuel prices. You can access your smartphone apps on the central screen and using the steering wheel controls via Android Auto™ and Apple CarPlay™ through wifi smartphone replication. *9.3” available on esprit Alpine.find out moreThe system analyses and automatically adapts to traffic conditions. It detects the vehicle in front and keeps an appropriate, safe distance. If you get too close, it brakes, and accelerates again when the road is clear. *available on esprit Alpine only. find out more about driver-assistance systemsThis driver-assistance system warns you of a potential risk of collision with a vehicle, cyclist or pedestrian. To avoid a collision, the system triggers emergency braking if you hesitate or do not react quickly enough.find out more about driver-assistance systemsand up to 15 other advanced driver-assistance systems with the human first programfor your businessDiscover all of the benefits for your business, from better fuel efficiency and minimal maintenance costs, which results in lower benefit in kind costs and over total cost of ownership argument for your fleet. discover the advantages for business customersstart planning Recent: Toyota Yaris French or Japanese? SearchAskTop Hi Got a service pack for my clio, fitted everything apart from the fuel filter, I haven't got a clue where the old one is so I can replace it. As far as I can see its not in the engine bay, so im guessing theres and inspection panel somewhere. Can anyone help me out? Renault Clio 1.2 16V Expression 2002 Thanks Gaz in the fuel lines near the tank, or possibly actually in the tank itself? im thinking its probably around there somehere, do you know how is most easy to access it? just had a quick look at the dialogys, seems to be at the front of the fuel tank, possibly a strap holding it to the side of it? i imagine you would clamp the fuel lines, pop the filter out, new one in, and reconnect lines. something along them lines - someone will be along soon enough to confirm! oh, and you may also need to disconnect the fuel pump relay/fuse before you disconnect the filter otherwise you'll find fuel will come out of the lines! its in the tank, part of the fuel sender, doesnt need to be changed really until 140k its in the tank, part of the fuel sender, doesnt need to be changed really until 140k Thanks for that maynard, ive looked around there and cant see anything so im guessing its in the tank. I thought that it probably didnt need to be changed at the moment, but I dug out an invoice that came with the log book when I brought it, and it says it had one done when it had a cambelt change (55k miles). Its now on 113,000 so I thought i'd change the lot. Ill have a proper look in a bit. its inside the tank on the phase 2 gazza if it was changed at 55 k it wont need changing for a while as they are rareley replaced on cambelt the ones inside the tank anyway thats if it was changed lol doubt it was changed, a new sender unit is cira £200+ from memory, mine lasted 9years before it packed up Recommended replacement interval for the part category Fuel filter : 40000 km Important! This replacement procedure can be used for: RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi (C/BR0G, C/BR1G), RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi (BR17, CR17), RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi (BR0H, CR0H, CR1S, BR1S), RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi (BR1C, CR1C), RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi, RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi, RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi, RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi, RENAULT Clio III Hatchback (BR0/1, CR0/1) 1.5 dCi ... View more The steps may slightly vary depending on the car design. All the parts you need to replace – Fuel Filter for Clio III Hatchback (BR0/1, CR0/1) and other RENAULT models Fuel filter Need New Tyres? Find out which tyre and wheel sizes are compatible with the RENAULT Clio III Hatchback (BR0/1, CR0/1) model Renault Clio 3 tyre size Unlock your car maintenance assistant! Track expenses, manage logs, schedule replacements, and more. The Ultimate Guide to Engine Bay Cleaning | AUTODOC Why Checking Your Oil is Crucial for Engine Performance How to inspect and troubleshoot your car heater when it’s not working Top 5 possible reasons your car is shaking or vibrating Time to replace parts? Get even better deals in our Shop app.