



Technical Note 575A

XB0X

Basic manual: Workshop Repair Manual 338

SPECIAL NOTES ON CLIO PHASE II

77 11 311 862

FEBRUARY 2002

EDITION ANGLAISE

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed".

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This note concerns the parts associated with changes to Clio II phase 2.

Two possible cases can arise:

Case ① The part is modified and the method is new. You will find special notes on these methods in this note.

Case ② The part is modified but the method remains the same. Refer to the basic manual, Workshop Repair Manual **338**.

Parts affected by Case ①:

- Body (40A-I)
- Bumper central mounting bracket (41A-A)
- Sill panel reinforcement (41C-A)
- Sill panel reinforcement stiffener (41C-B)
- Front wing lower mounting bracket (42A-A)
- Headlight carrier panels (42A-B)
- Cowl side panel upper reinforcement, rear section (42A-C)
- Bulkhead (42A-D)
- B-pillar (43A-A)
- B-pillar reinforcement (43A-B)
- Body side front section (43A-C)
- Body side lining (44A-A)
- Roof (45A-A)

Parts affected by Case ②:

- Front wheel arch (coupling with different cowl side panel)
- Front wheel arch, front side (coupling with different cowl side panel)
- Front half unit (coupling with different cowl side panel)
- Bonnet (restyling of new headlight)
- Front (restyling resulting from new headlight)
- Front end lower cross member (new shape resulting from new bumper)
- Central upper cross member (new shape)
- Front wing (restyling resulting from new headlight)
- Cowl side panel (new shape resulting from new headlight)
- Rear cross member under front seat (additional pad for ISOFIX seat)
- Rear floor unit (assembled with new tow hitch)
- Rear floor (assembled with new tow hitch)
- Rear side member (removal of towing ring)
- Tailgate (restyling resulting from new badge)
- Rear wing panels (new shape resulting from new rear bumper)

IMPORTANT REMINDER

Operations for cutting and stripping the panel must be carried out before painting, this requiring an additional anti-corrosion operation.

Protect against corrosion by applying the following basic products:

Pre-treatment primer 77 01 423 933

Reactive thinner 77 01 423 955

Following new specifications, the detailed explanations given below will help you to understand the methods.

These change and are updated as and when necessary from edition to edition.

This means that the most recently published Workshop Repair Manual should be used as reference.

1. Basic rules for the replacement of structural components

As a general rule, when a welded bodywork component is replaced, the repair must be identical to the original both in terms of the number of welds and the type of welding used, for reasons of appearance and safety.

If this rule cannot be followed fully during repair for practical reasons, the replacement solutions will be shown in the repair procedures.

These solutions ensure the correct mechanical strength required and relieves the repairer of liability.

Therefore, you will only find particular instances where spot welds differ from the original indicated in the procedures, electrical resistance spot welds will no longer be illustrated in the diagrams.

Most frequently encountered cases of the replacement of an electric resistance weld:

- 1 Plug welding
- 2 Bead
- 3 Gluing
- 4 Riveting

In some cases, the following will be indicated:

- the tools and equipment used for the operations,
- the cross sections of the specific panel overlaps requiring an explanation,
- the dimensions for positioning certain components,

- the location of the cutting lines for partial replacements,
- the location of the gluing areas specific to the repair.

When a part is symmetrical (left and right sides are identical), only one side will be dealt with in the procedure (eg.: partial replacement of the rear floor rear section).

This means that the operations for the other side are the same (number of spot welds, etc), unless specific indications to the contrary are given.

This applies to both left and right-hand drive versions.

The document diagrams are used to best illustrate the various parts according to the type of impact described in each introduction.

The diagram should illustrate the part to be replaced without the neighbouring components as if they have already been removed.

However, some diagrams may not follow this rule in order to better depict the part in its location.

The structural repair procedures are carried out using uncoated steel bodywork panels.

The original mastics are not illustrated.

Special notes for replacements made with cuts:

Generally, the areas to be cut are described in the procedures as guidelines. They can be adapted according to the damage sustained through impacts if the main safety regulations detailed in the General Information section of the bodywork guide are observed.

When the position of the cut is specified in the procedure, it must be followed.

IMPORTANT: The codified times for operations (TM) are specified according to the position of the cuts illustrated in the manual.

This means that if the operator chooses to cut a different area, the time given to do the job will no longer correspond.

2. Use of symbols explained

You will find below several representative examples of how to replace parts.

All explanations are written in italics.

EXAMPLE No. 1: front wheel arch front section:

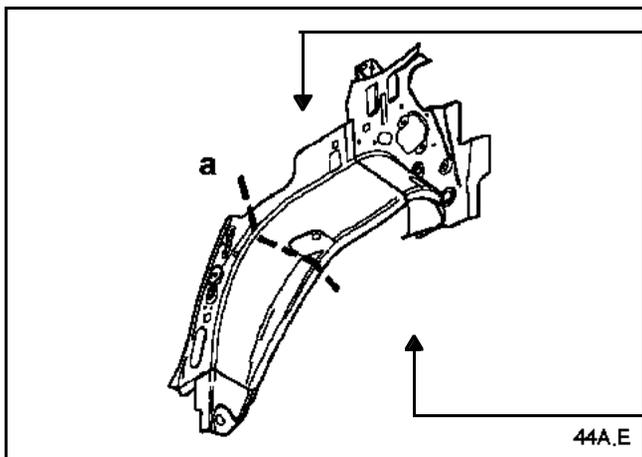
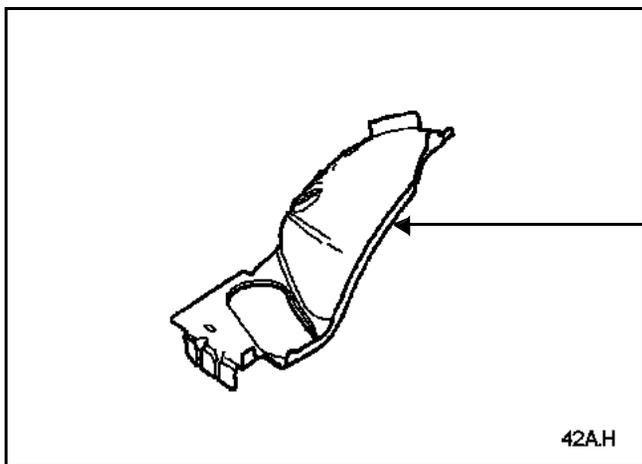
The replacement of this part is an operation complementary to the replacement of the scuttle side panel for a side collision.

In the procedure described below, you will find only the descriptions and the joints which are specific to the part concerned.

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

STRUCTURE OF THE REPLACEMENT PART

Part supplied on its own.



This implies that there is a basic operation, in which the preliminary operations will be covered, associated with the replacement of this part.

From which the two following paragraphs are taken:

The "supplementary" parts are those affected by the impact, which are assumed to have been removed already.

Knowledge of the composition of the replacement part allows work to be carried out before receiving the part and ensures that the most suitable part is ordered.

The image used in the introduction is that used in the Replacement Parts Catalogue.

A simplified dotted line on the diagram indicates the possibility of a partial replacement (Outer wheel arch 44A). This symbolisation is repeated in the exploded views of the parts in the Repair Times section. This cutting line is always accurately detailed in the procedure, and it is important to refer to this as it indicates exactly the position of the cut and the method for joining. (see EXAMPLE No. 4 described below).

These cuts are marked by a lower case letter.

GENERAL INFORMATION

Procedure symbols

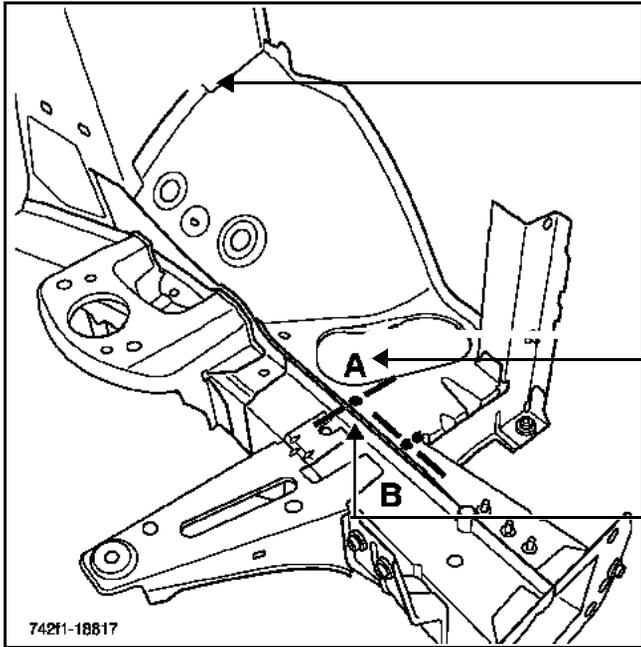
40A **B**

PARTS CONCERNED (thickness in mm):

1	Scuttle side panel	1.5/2.5
2	Windscreen pillar lining	1
3	Windscreen aperture lower cross member	0.9
4	Sill panel closure panel	1.2
5	Front wheel arch rear section	1.2
6	Windscreen aperture lower cross member reinforcement	0.9

The list of **PARTS CONCERNED** refers only to the parts marked in the diagrams.

When two panel thicknesses are shown for the same part, this means that this part consists of two panels which were originally butt welded. Thicknesses are shown starting from the outer end of the part going towards the passenger compartment of the vehicle (direction of the impact).



The join between the wheel arch and the shock absorber turret is not dealt with because it can be made as originally.

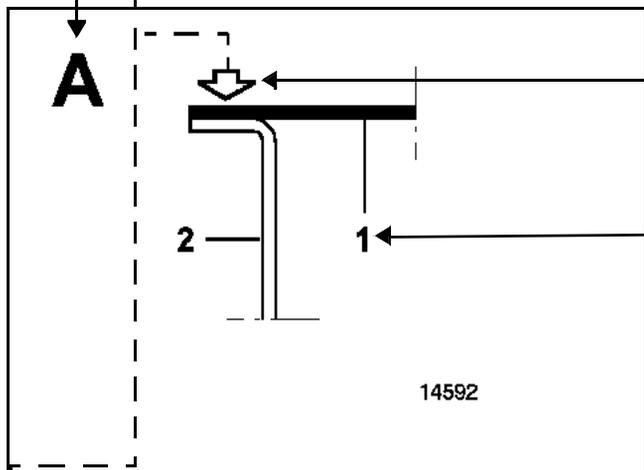
This letter designates the diagram which corresponds to the section (this is repeated in the upper left-hand corner of each diagram).

The dashed line shows the centre line of the sections.
The dashed line shows the exact placement for the join.

This letter designates the diagram of the section which corresponds to the drawing (this is repeated in each drawing).

This arrow indicates the location and direction of operations to be carried out (this is repeated under each section followed by one or more icon(s) signifying an exact operation).

This number corresponds to the number of the part in the list of parts involved.

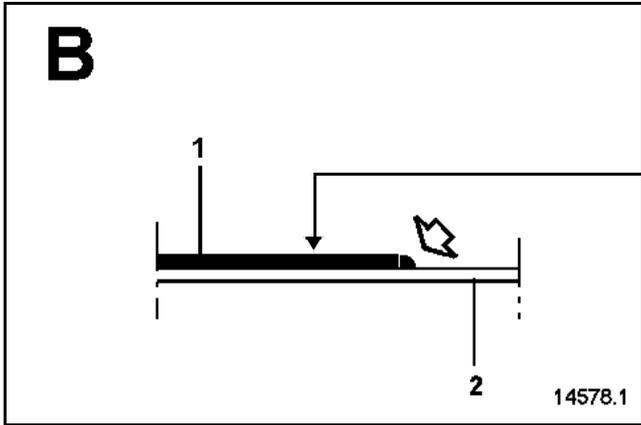


The use of sections allows for the necessary precision for panel butt welding joints which are complex or different from the original.



The symbol represents the specific operation to be performed and the type of tool (Section 40A Key for icons and symbols).

X3 indicates the number of spot welds to be made for the join concerned.
Here, resistance spot welds are replaced with plug welds.



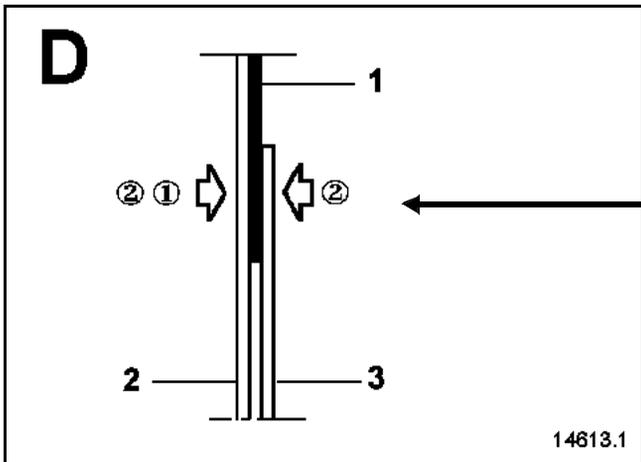
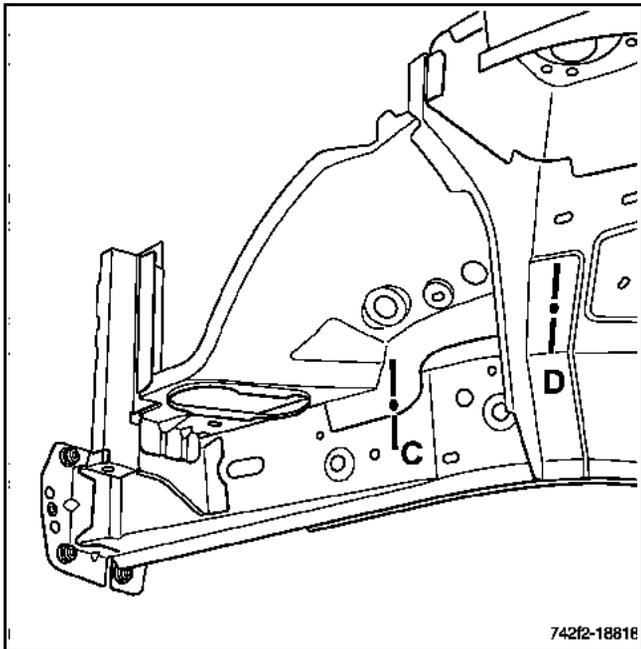
The part shown in black is the one removed during the operation.
The other panels shown in white represent the parts remaining in position on the vehicle.



L25

"L25" specifies the length in millimetres of the bead to be welded for the relevant join.

If several welds are required, the number will appear before the L25, eg.: X4 L25 means that there are four 25 mm beads required.



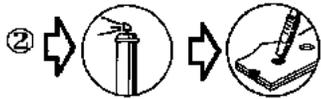
This special numbering system indicates the order in which the various tasks must be carried out

- ① Drill
- ② Protect and plug the two sides



∅ 10

∅ 10 indicates the diameter in millimetres of the hole to be drilled for the operation.

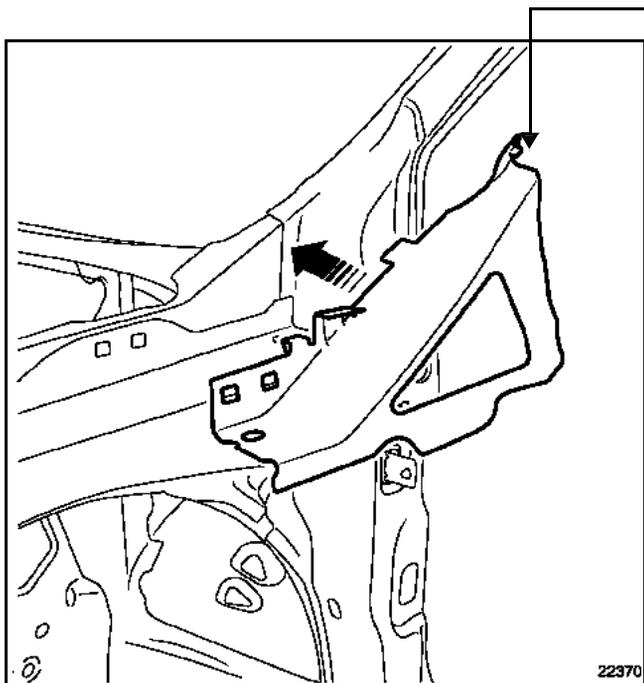


EXAMPLE No. 2: Scuttle side panel upper rear reinforcement.

NOTE: this operation presents no particular difficulties.

Where spot welds cannot be made with the spot welder, they can be replaced by plug welds.

You will find one or more drawings of the part either on the vehicle or removed from it in the method for your information.

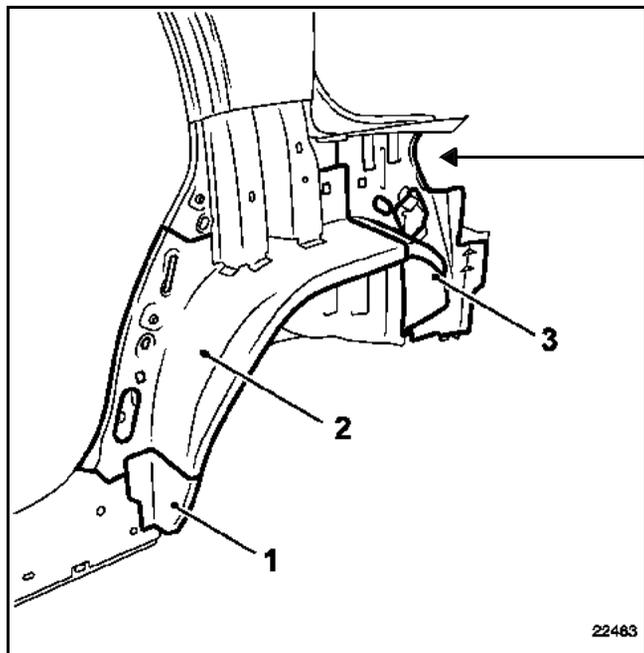


Specific case:

When the original spot welds are replaced with plug welds and the operation presents no particular problems in respect of the Basic rules for replacing structural components (see paragraph 1)., there is no indication in the method.

If this is the case, one or more illustrations of the part in position on the vehicle or off the vehicle will be provided for information purposes.

EXAMPLE No. 3: outer wheel arch.



The outer rear wheel arch consists of three sections:
Lower component (1)
Front section (2)
Rear section (3)

NOTE: depending on the level of impact, it is possible to replace the damaged parts only.

This type of operation requires that the components to be replaced are unpicked from the outer rear wheel arch assembly supplied by the Parts Store.

The highlighted part shown in position is also used when the replacement method is not particularly difficult.

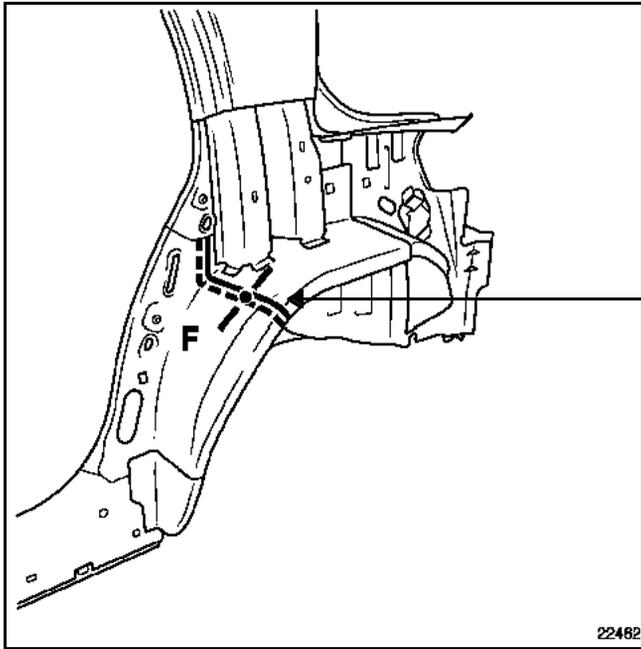
This representation allows the part to be seen in position on the bodywork with hidden areas and ridges visible.

Here, it can be seen that the outer wheel arch is supplied by the Parts Store assembled in three sections.

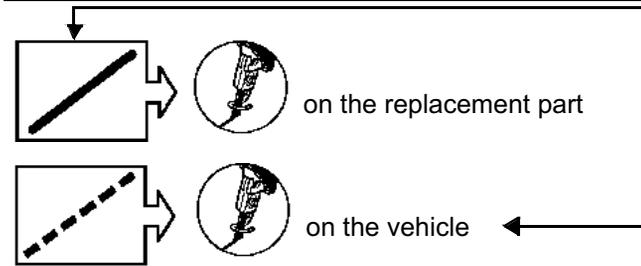
It is an example of partial replacement by unpicking (without cutting).

This process is used on Parts Store parts which are made up of several components.

EXAMPLE No. 4: outer wheel arch.

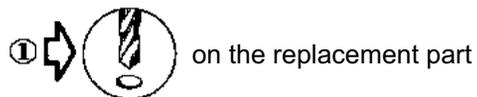
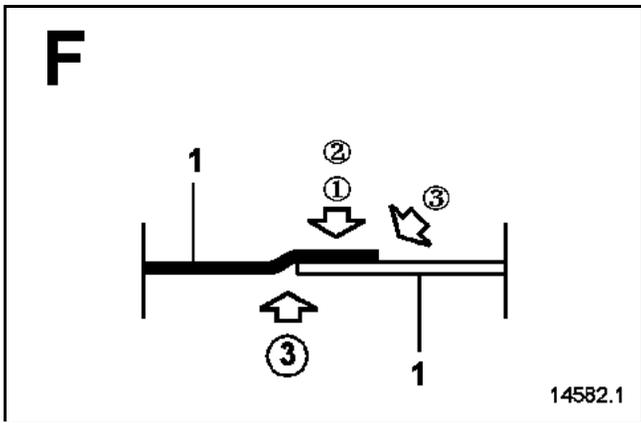


The symbol represents the area or the exact outline of the operation to be performed (see Section 40A Key for icons and symbols).



The icon corresponds with the figure to indicate the type of operation to be carried out at this point

This illustration shows the panel overlap for replacement by drilling and superposition.



GENERAL INFORMATION

Procedure symbols

40A **B**

NOTE:

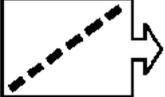
The number of plug welds is not specified. It is essential to leave a gap of approximately **60 mm** between the spot welds, then after welding apply a mastic bead to the edge (operation ☺) to ensure sealing and finish.

Use M.J.Pro mastic (part no.: 77 11 172 676).

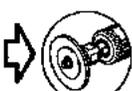
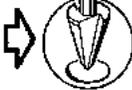
A specified gap is given if the number of spot welds is not specified in the symbol.

The part numbers of the products or equipment are valid at the time the document is issued. They are liable to be changed in the event of developments. These part numbers are tracked by the product and equipment catalogue updates.

1. Symbols:

	<p>Usually represents a visible panel edge. The symbol may be followed by an action to be carried out along this line (eg.: cutting).</p>
	<p>Usually represents a hidden panel edge. The symbol may be followed by an action to be carried out along this line (eg.: cutting).</p>
	<p>Represents a bead of mastic or cement. The symbol may be followed by an action to be carried out along this line (eg.: extrusion).</p>
	<p>Usually represents an edge to edge cut or a simple bead of chain weld.</p>

2. Symbols:

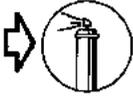
	<p>Cut with chisel. Open out with a chisel. Flat chisel.</p>
	<p>Cut with a saw. Pneumatic power hacksaw.</p>
	<p>Unpick the spot welds. Hardened steel bit. Speed of rotation 800 to 1000 rpm.</p>
	<p>Grind back the beading or spot welds (grinding discs). Cut (disc saw). Pneumatic straight grinder. Maximum speed 20 000 rpm.</p>
	<p>Mill the bead or spot welds. Pneumatic straight grinder. Maximum speed 20 000 rpm.</p>
	<p>Drill $\leq \varnothing$ 8 mm. Steel drill bit. Speed of rotation 800 to 1000 rpm.</p>
	<p>Drill $\geq \varnothing$ 8 mm. Tapered drill bit. Speed of rotation 800 to 1000 rpm.</p>
	<p>Decrimping. Decrimping pliers Car. 1657.</p>
	<p>Grind the bead or spot welds. Surface finish the bead or spot welds. Pneumatic angle grinder.</p>

GENERAL INFORMATION

Key for icons and symbols

40A

C

	Clean the mating faces before welding. Pneumatic straight grinder. Speed of rotation 2 500 rpm.
	Detach the spot welds. Pincers.
	Peel away the areas of mastic or adhesive strips. Heat gun.
	Protect the mating faces before welding. Aluminium-based aerosol.
	Add a bead to the mating faces. Manual or pneumatic spray gun. Mono or bi-component filling or structure mastic.
	Apply weldable mastic (electrical conductor) between the two panels to be spot welded. Spray gun. Monocomponent bonding mastic.
	Extrude a mastic bead. Manual or pneumatic spray gun. Monocomponent filling or sealing mastic.
	Planish a component. Crimp an outer door panel. Hammer and stake.
	Braze or unbraze the weld. Oxyacetylene equipment.
	Apply electrical resistance spot welds. Pneumatic spot welder.
	Chain weld or apply a bead of weld with MAG shielding gas. Semi-automatic welding station.
	Plug weld with MAG protective gas. Semi-automatic welding station.
	Tin plate the surface finished area. Heat gun. Spatula + 33 % tin strip + tallow.
	Spray a mastic. Spray gun. Bi-component anti-chipping and anti-corrosion mastic.

GENERAL INFORMATION

Key for icons and symbols

40A C

	<p>Spray the hollow sections with wax. Spray gun.</p>
	<p>Safety symbol. Follow the advice indicated.</p>

GENERAL INFORMATION

Description of parts

40A **D**

REMINDER: this document covers only the special notes for parts specific to Clio II phase 2. Workshop Repair Manual **338** is a reference point when there is no particular indication for the part concerned. Certain parts not requiring new methods, are referred to in this document.

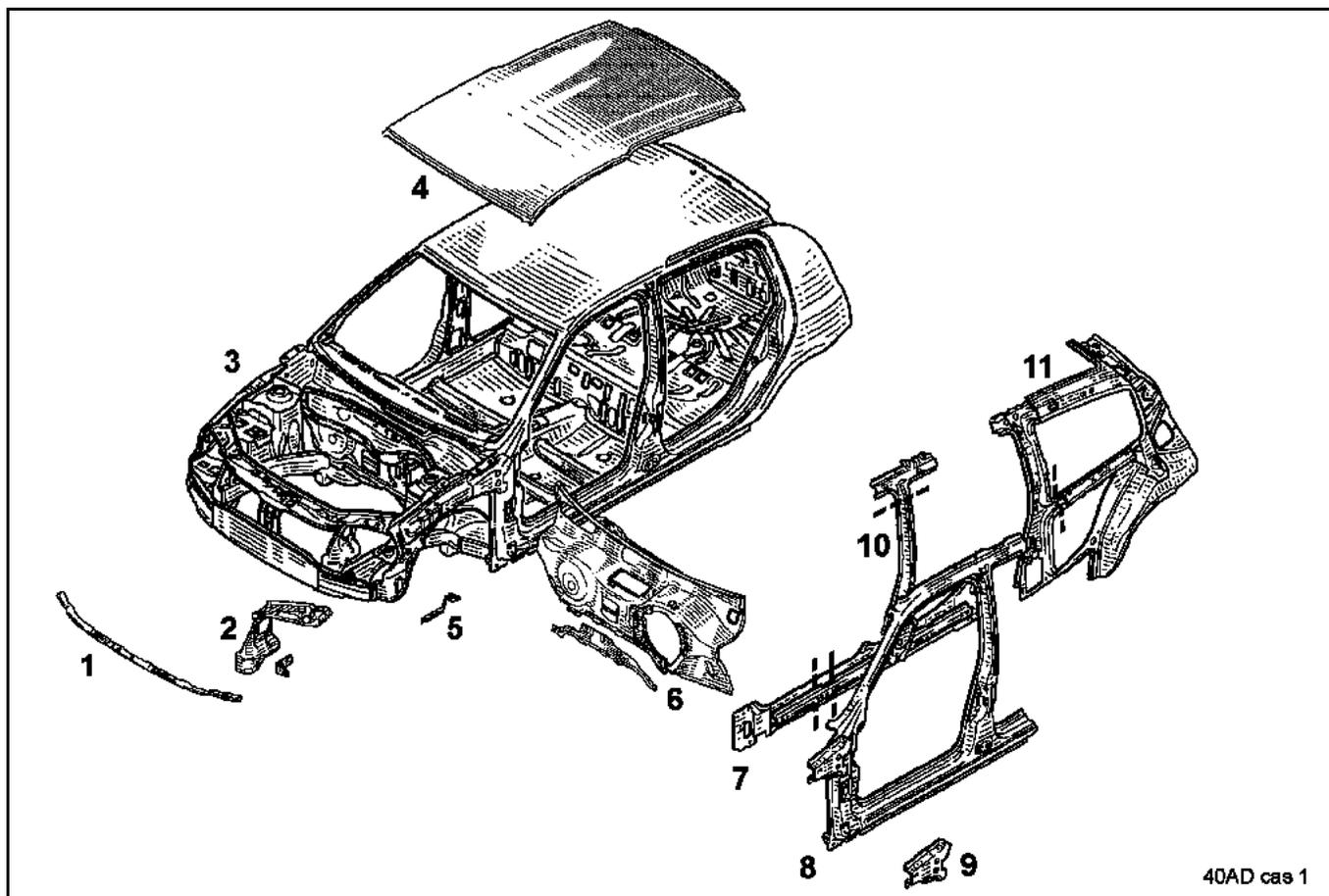
Two possible cases can arise:

Case ① The part is modified and the method is new. You will find special notes on these methods in this note.

Case ② The part is modified but the method remains the same. Refer to the basic manual, Workshop Repair Manual **338**.

REMINDER: All sections are to be found opposite each part, to make them easier to refer to more quickly.

PARTS AFFECTED BY CASE 1



40AD cas 1

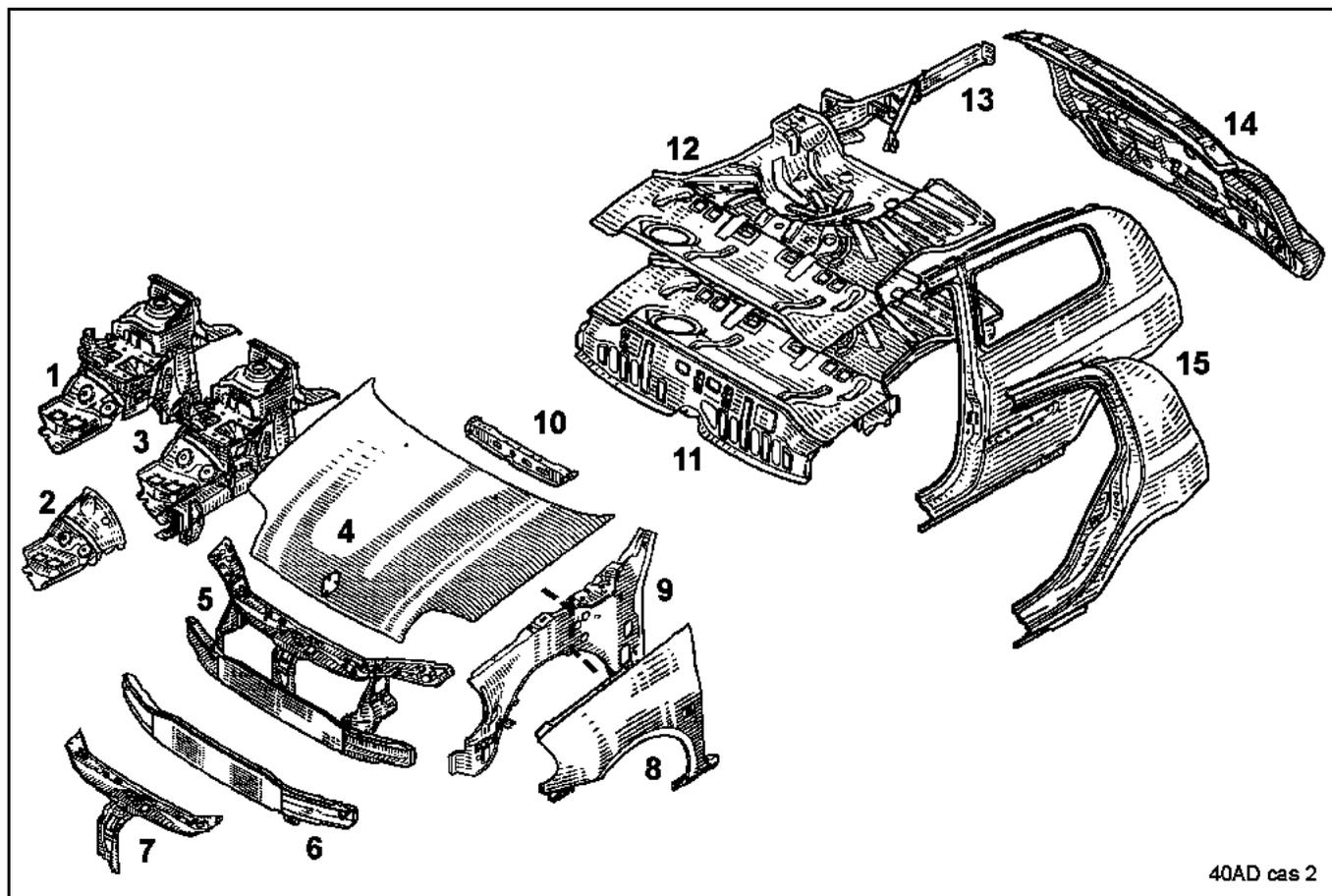
- 1 Bumper central mounting bracket (41A-A)
- 2 Headlight carrier panels (42A-B)
- 3 Body (40A-I)
- 4 Roof (45A-A)
- 5 Front wing lower mounting bracket (42A-A)
- 6 Bulkhead (42A-D)
- 7 Sill panel reinforcement (41C-A) and sill panel reinforcement stiffener (41C-B)
- 8 B-pillar (43A-A) and body side front section (43A-C)
- 9 Cowl side panel upper reinforcement, rear section (42A-C)
- 10 B-pillar reinforcement (43A-B)
- 11 Body side lining (44A-A)

GENERAL INFORMATION

Description of parts

40A **D**

PARTS AFFECTED BY CASE 2



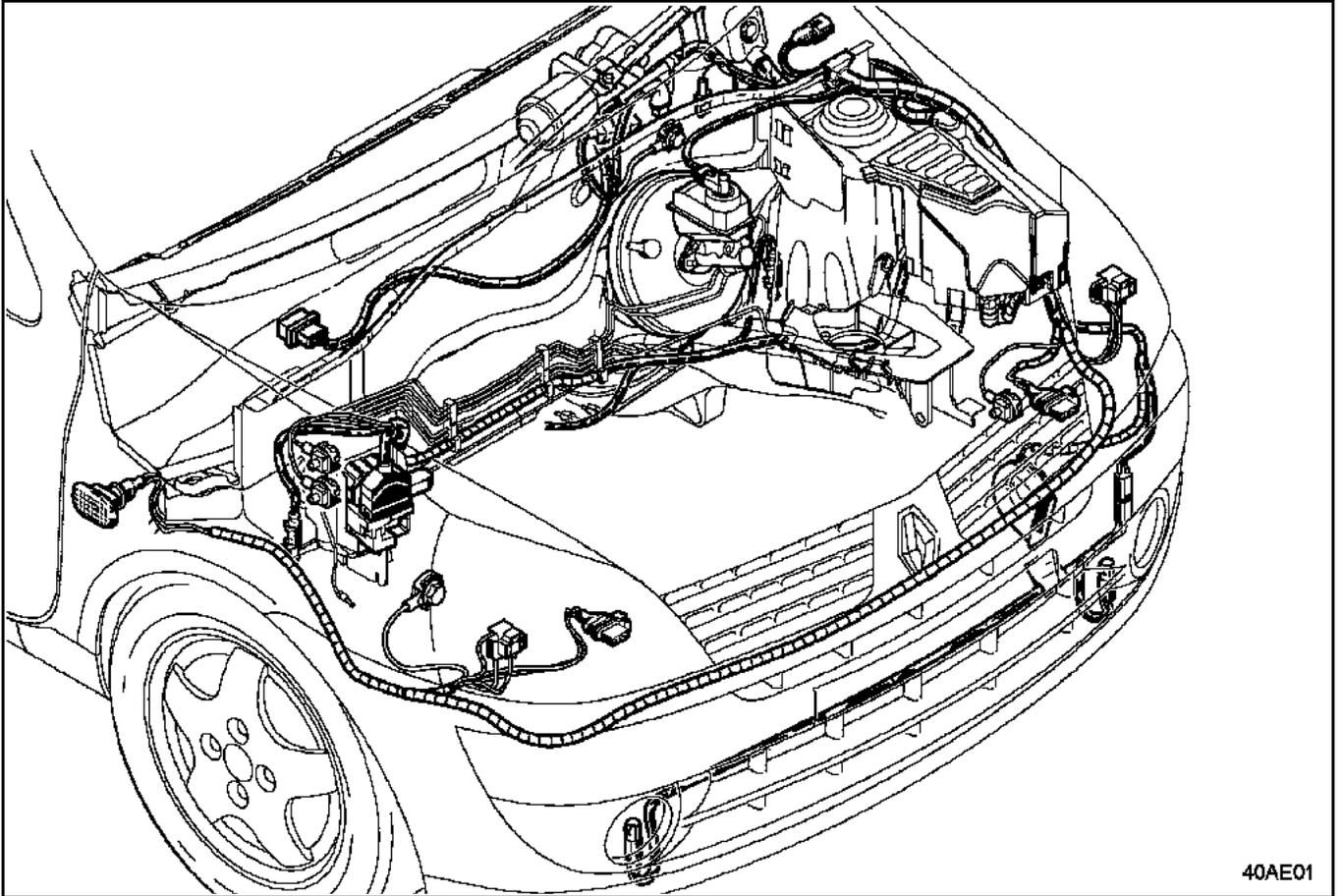
40AD cas 2

- 1 Front wheel arch
- 2 Front wheel arch, front section
- 3 Front half unit
- 4 Bonnet
- 5 Front
- 6 Front end lower cross member
- 7 Upper centre cross member
- 8 Front wing
- 9 Scuttle side panel
- 10 Rear cross member under front seat
- 11 Rear floor unit
- 12 Rear floor
- 13 Rear side member
- 14 Tailgate
- 15 Rear wing panels

NOTE: the electrical wiring harness routing is given as a visual indication.
These are useful when removing removable objects or during a partial replacement of a structural component through cutting.

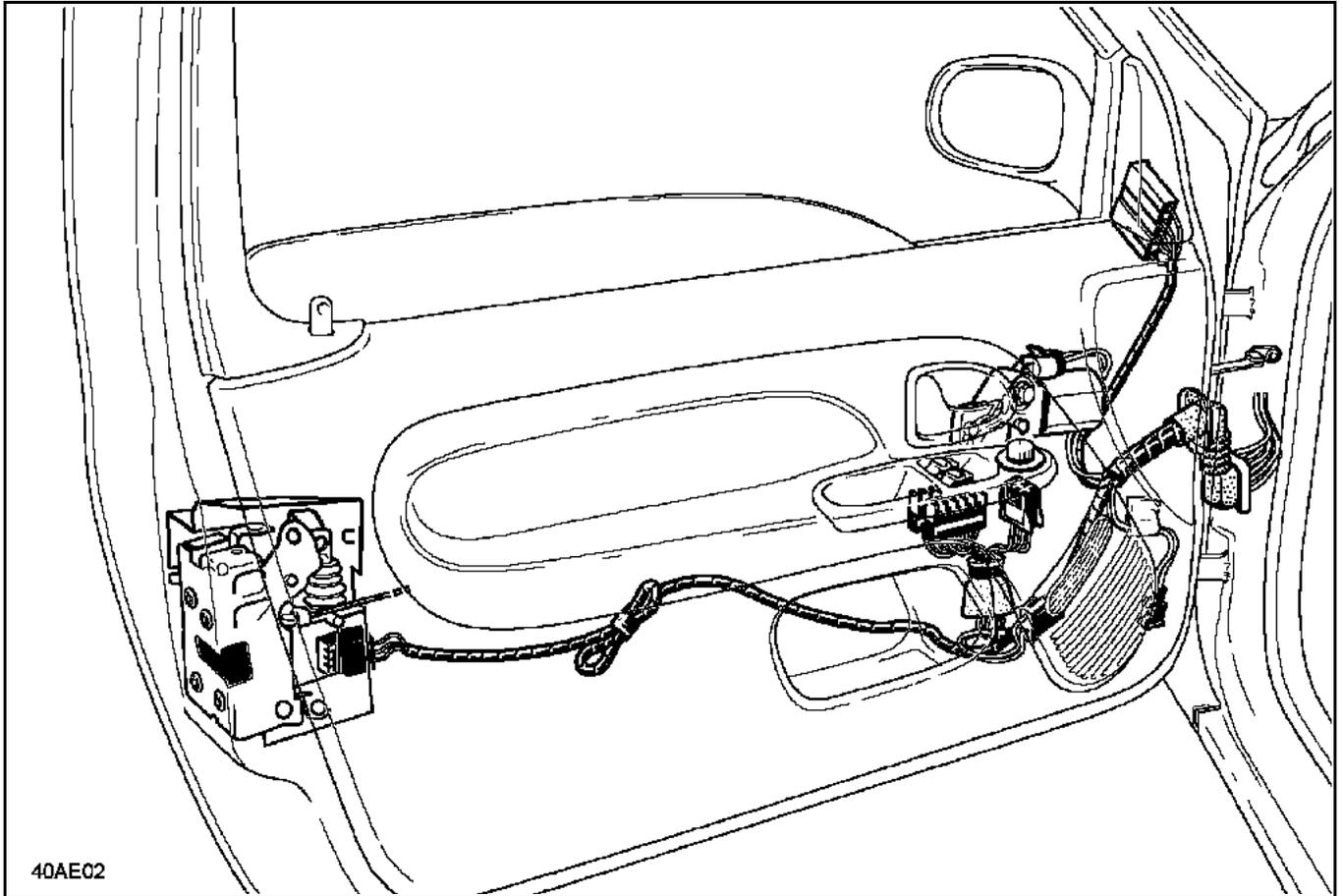
For more detailed information refer to the Electrical System Manual.

FRONT END



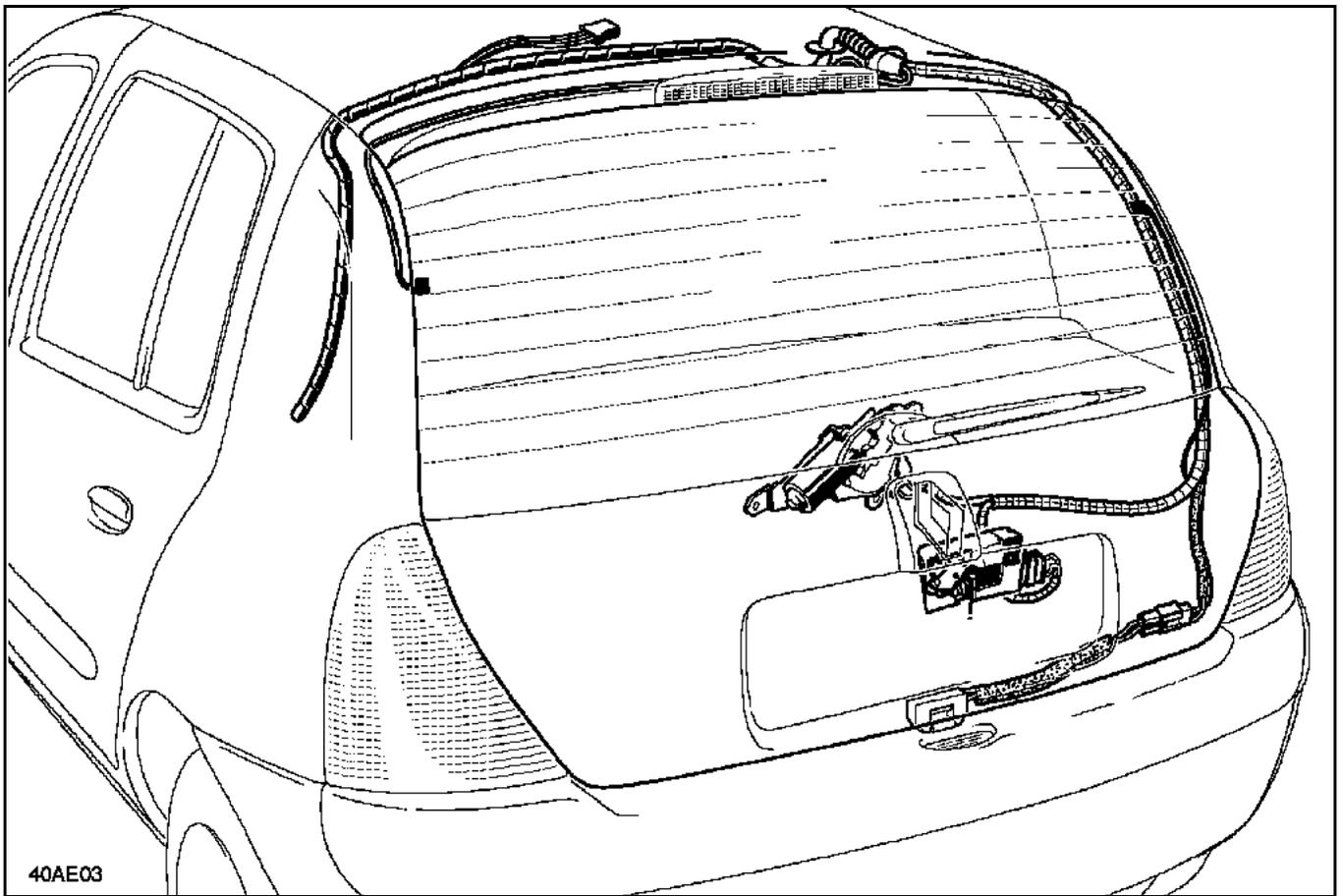
40AE01

FRONT DOOR



40AE02

TAILGATE



40AE03

GENERAL INFORMATION

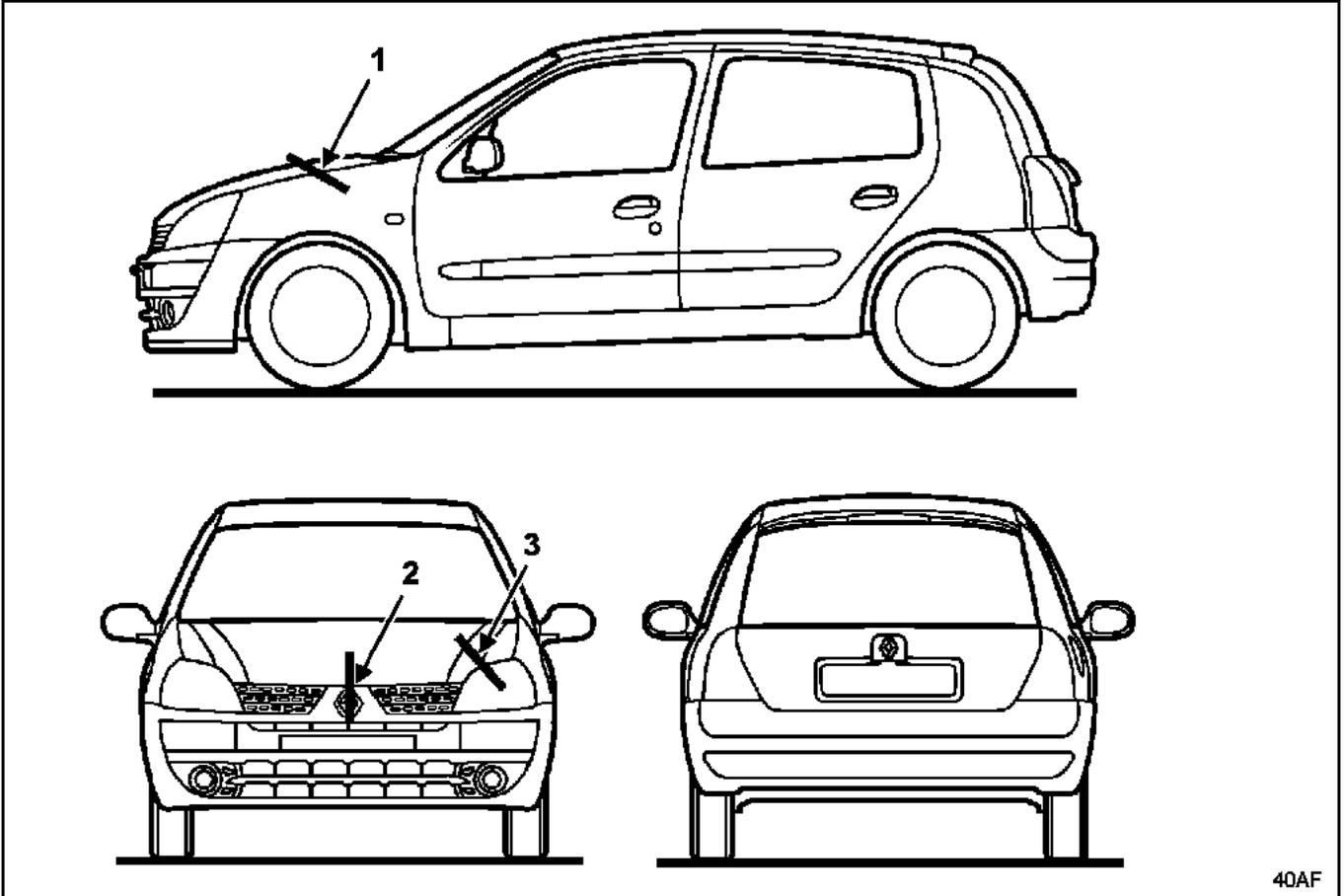
Panel gaps

40A **F**

IMPORTANT: The clearance values are given for information with their tolerance values.

During adjustment, it is essential to follow certain rules as a priority:

- maintain symmetry with respect to the opposite side,
- ensure that the gap and the overlap are regular,
- check correct operation of the opening, and water- and airtightness.



40AF

1	3.5 ± 1 (values between the bonnet and the front wing)
2	7 ± 1.5 (values between the bonnet and the radiator grille)
3	5 ± 1 (values between the bonnet and the lens unit)

GENERAL INFORMATION

Rebuilding of sub-frame

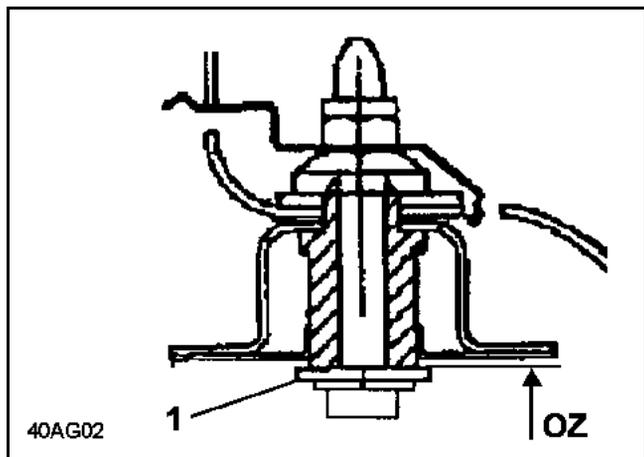
40A **G**

Several changes have been made to Clio II sub-frames.

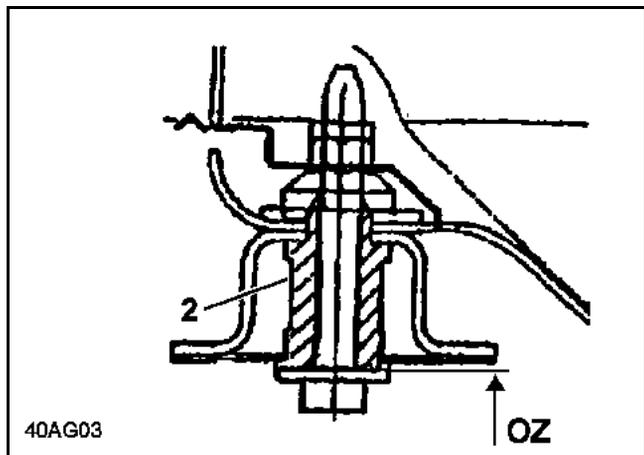
The sub-frame rear right-hand mounting points are symmetrical with the left-hand side on Clio II phase 2.

LEFT-HAND SIDE

Clio II phase 1



Clio II phase 2

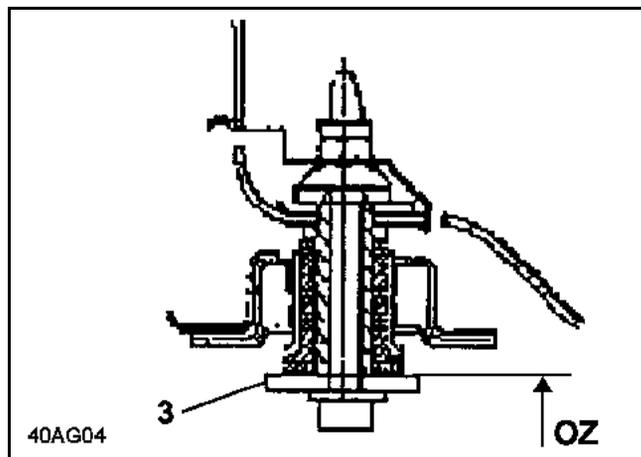


NOTE: the washer (1) has been discontinued on Clio II phase 2.

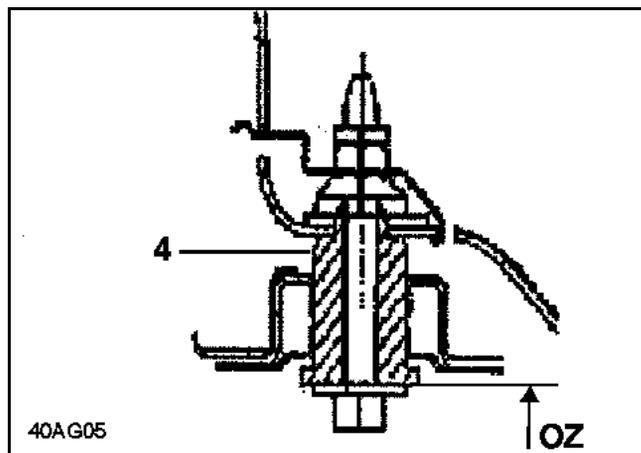
This change has modified the height (OZ) by the value of the discontinued washer (ie.: - 1.5 mm). Spacer (2) is identical.

RIGHT-HAND SIDE

Original Clio II phase 1

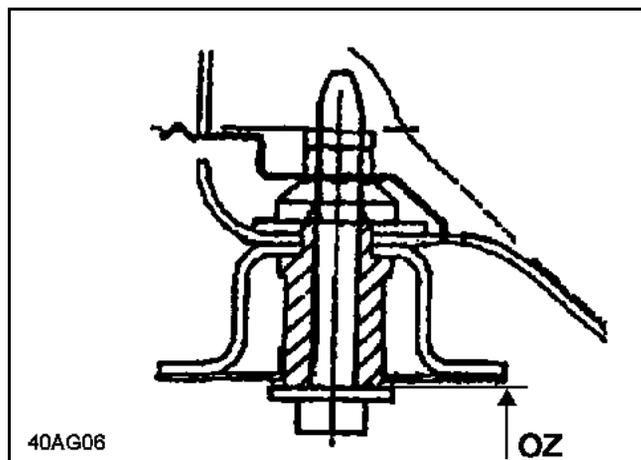


Change to Clio II phase 1



NOTE: the washer (3) has been discontinued and the spacer (4) is not as thick. This change has modified the height (OZ) by - 9.5 mm.

Clio II phase 2



The right-hand side is identical to the left

GENERAL INFORMATION

Rebuilding of sub-frame

40A

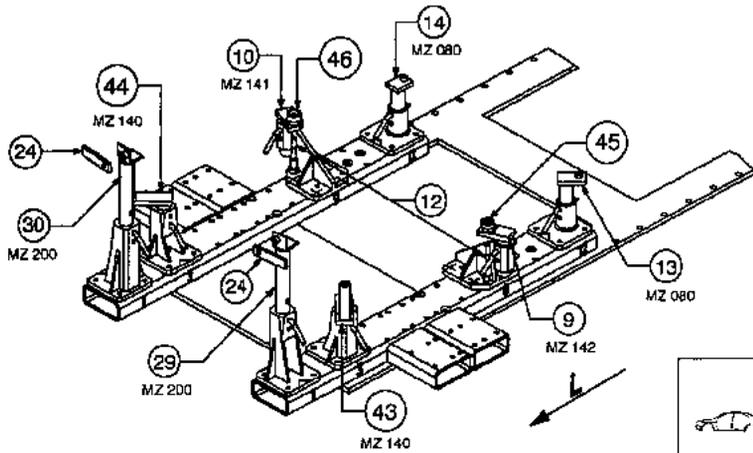
G

Celette Instruction Card

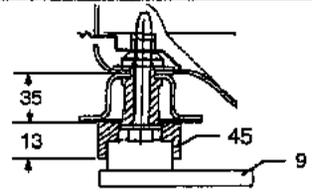


CELETTE®

RENAULT CLIO II PHASE II



Côté gauche
Left side
Lado izquierdo
Lado izquierdo



Côté droit
Right side
Lado derecho
Lado derecho

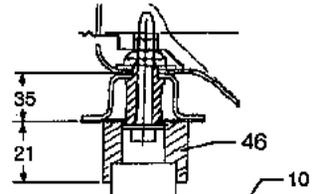


FIG. 4

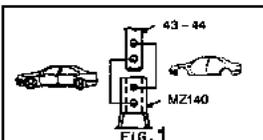


FIG. 1

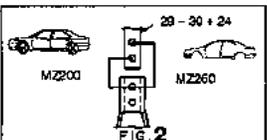


FIG. 2

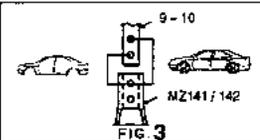


FIG. 3

REP.	REFERENCE	PDS	NB	MZ
43	774.7043	2,1	1	140
44	774.7044	2,1	1	140
45	774.7045	0,08	1	
46	774.7046	0,08	1	

complément au
complementary set to
complemento al
zusatz zu

774.310
Ou/O/O/O/O/O

760.310 + 760.307

○ Avec ou sans mécanique
With or without mechanical elements
Con o senza parti meccaniche
Mit oder ohne Aggregate
Con ó sin mecánicas desmontada

RENAULT

40AG01

BLACKHAWK

Special heads for **MS System**

Order from: BLACKHAWK
Centre Eurofret
Rue de Rheinfeld
67100 STRASBOURG (France)

Supplier reference: **REN**

supplements standard assembly **REN**

CELETTE

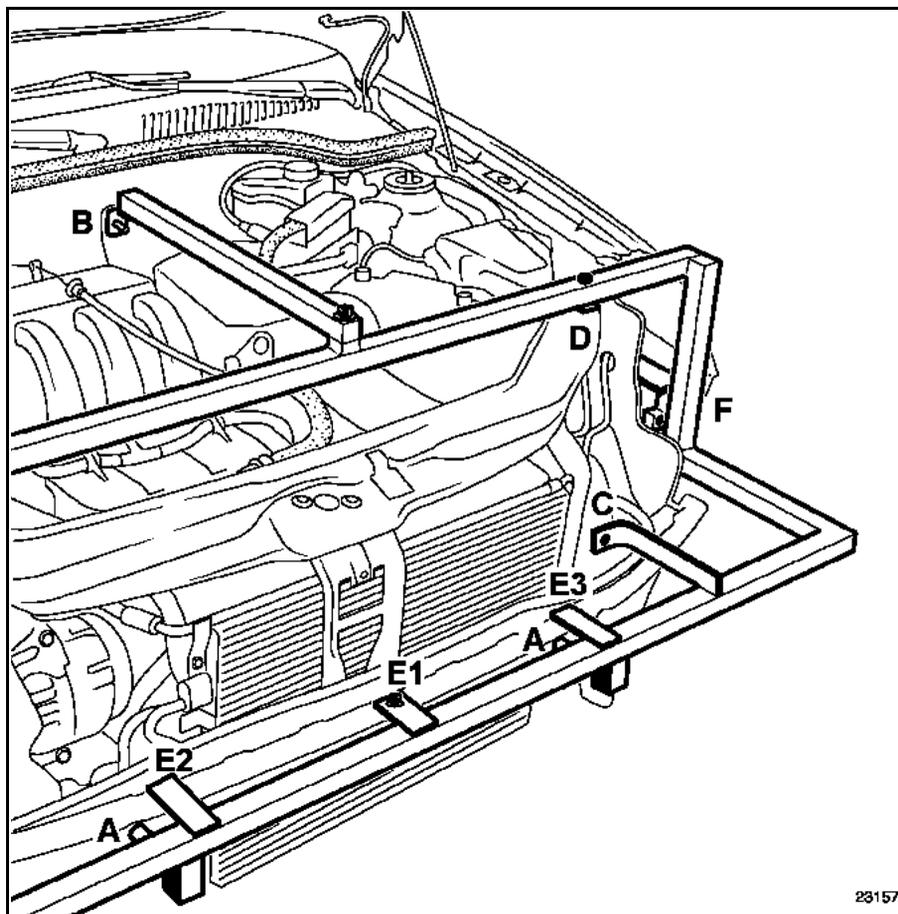
Special heads for **MZ System**

Order from: CELETTE S.A
B.P.9
38026 VIENNE (France)

Supplier's part number:

additional to original equipment fit:

FRONT FACE JIG



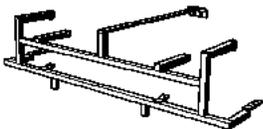
Points A and B are the reference points for positioning the jig on the vehicle.

The user must ensure that these points are correct during fault finding before fitting.

Points C, D, E1, E2, E3 and F help with the mounting and positioning of the replaced components.

If points (A) or (B) can no longer be used as a reference (detected during a fault finding inspection), the positioning points on the side opposite the impact fulfill this function.

Special tooling part number

Illustration	Method reference	Parts Store number	Description
 14552S	Car. 1637	00 00 163 700	Front face jig

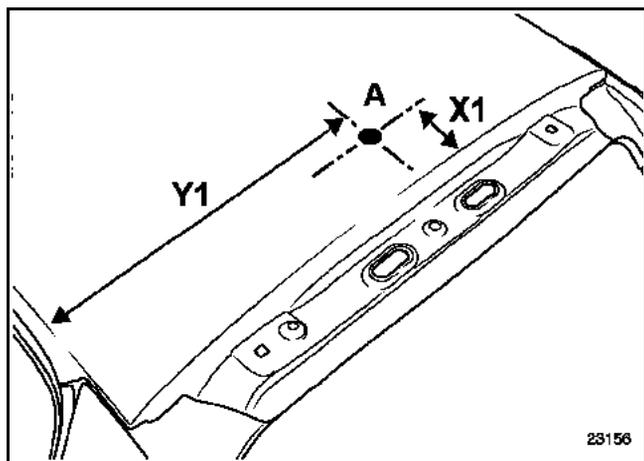
This part is part of case no. ① (see the introduction to section 40A-C: Description of parts).

NOTE: the Parts Store supplies only roofs without pre-drilled holes.

The roof must therefore be drilled or cut for versions with an aerial or sunroof.

Information on the additional parts will be dealt with in the corresponding sections (refer to contents).

Adaptation for fitting a roof aerial



NOTE: on Clio II phase 2, the aerial is located in the rear section of the roof.

Y1: 485 mm (this value must be identical each side).

X1: 95 mm

Operations to be carried out:

1. Make a square slot (A) **15 mm X 15 mm** following the positioning measurements in the diagram.
2. Make one hole only.

IMPORTANT: for case no. ②, before finally refitting the aerial, it will be necessary to check

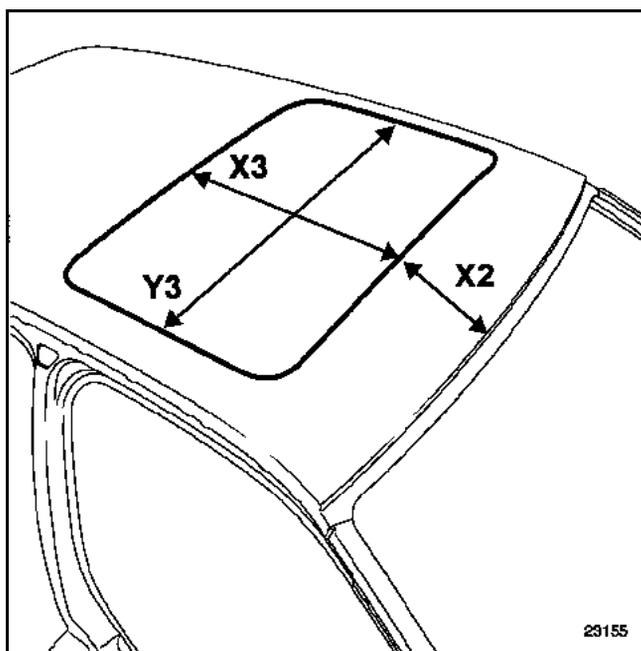
that the joint is sealed with mastic filler (refer to **Technical Note no. 396A**).

REMINDER: anti-corrosion protection is vital for all operations which expose the bare metal of the bodywork.

Protect against corrosion by applying the following products:

Pre-treatment primer	77 01 423 933
Reactive thinner	77 01 423 955

Modification for fitting a sunroof



X2: 212 mm

X3: 514 mm

Y2: 831 mm

FRONT LOWER STRUCTURE

Bumper central mounting bracket

41A A

Replacement of this part is an operation associated with replacement of the front bumper for a frontal impact.

It is part of case ① (see the introduction to **Section 40A-C: Description of parts**).

Information on the additional parts will be dealt with in the corresponding sections (refer to contents).

It is advisable to use the front panel jig **Car. 1637** for positioning the component (see **Section 40A-G Special tools**).

If it is not used, it will be necessary to fit blanks of the following parts:

- front bumper,
- front wings,
- lens units,
- bonnet.

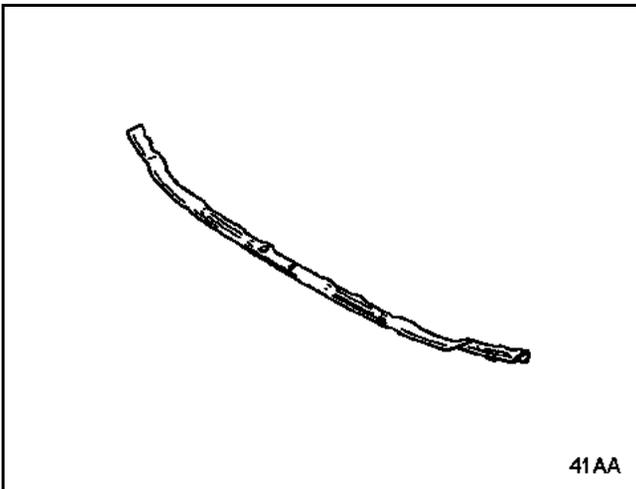
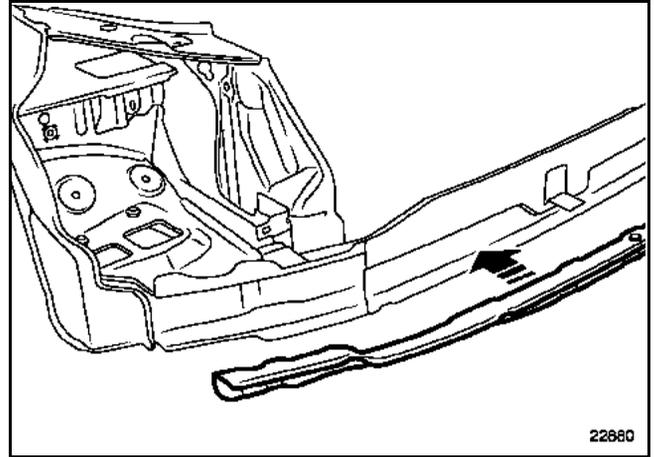
NOTE: this operation presents no particular difficulties.

In the method you will find, for your information, one or more illustrations of the part either on the vehicle or removed from it.

Where spot welds cannot be made with the spot welder, they can be replaced by plug welds.

STRUCTURE OF THE REPLACEMENT PART

Part supplied on its own.



CENTRAL LOWER STRUCTURE

Rear cross member under front seat

41B**A**

The replacement of this part is an operation linked to the replacement of the side section of the central floor following a side impact.

It is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).

Information on the additional parts will be dealt with in the corresponding sections (refer to contents).

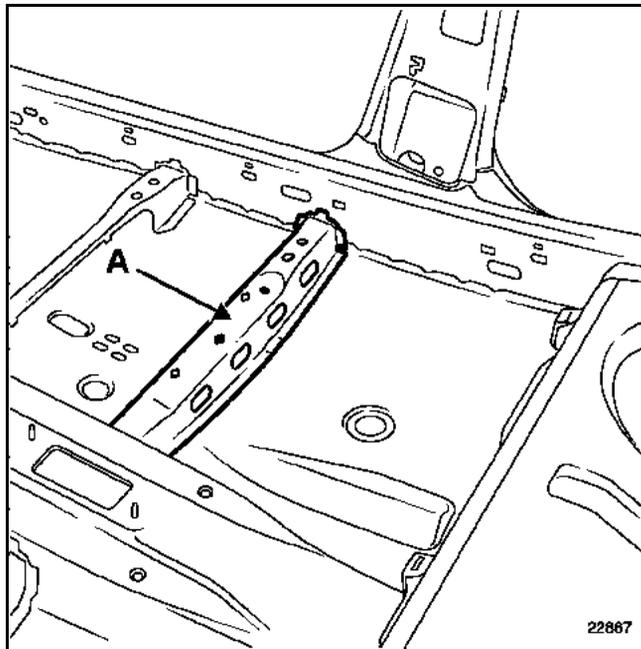
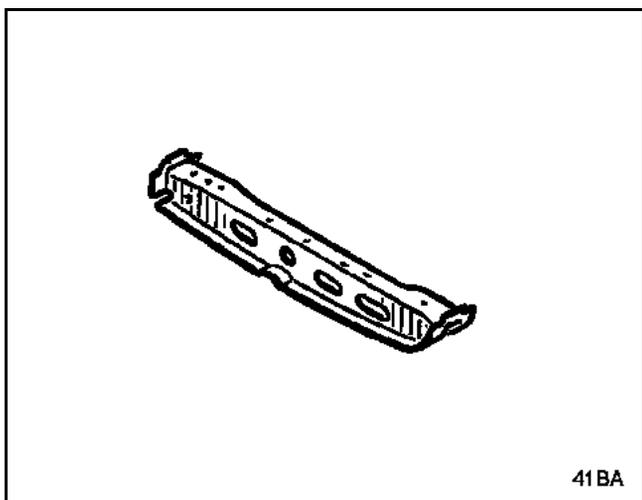
NOTE: for information purposes, there are one or more diagrams of the part fitted to the vehicle or removed.

Where spot welds cannot be made with the spot welder, they can be replaced by plug welds.

STRUCTURE OF THE REPLACEMENT PART

Part supplied with:

- cross member,
- cross member reinforcement,
- mounting pad.



NOTE: the part is assembled with the mounting pad for fitting new **ISOFIX** child seats.

The replacement of this part is an additional operation to the replacement of the A-pillar or wing panel or the end panel for a side impact.

It is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

The Clio II Phase 2 sill panel reinforcement is assembled with a stiffener only on 3-door versions.

The replacement must be performed following the offset cuts (**a** and **b**), on the vehicle and the replacement part.

In the procedure described below, you will find only the descriptions and the joints which are specific to the part concerned.

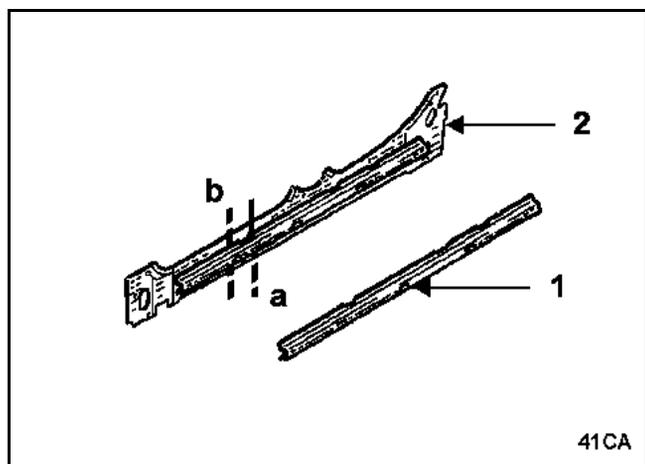
The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

NOTE: where welds cannot be made by the spot welder, they can be replaced by plugs.

STRUCTURE OF THE REPLACEMENT PART

Part supplied with:

- sill panel reinforcement,
- reinforcement stiffener.

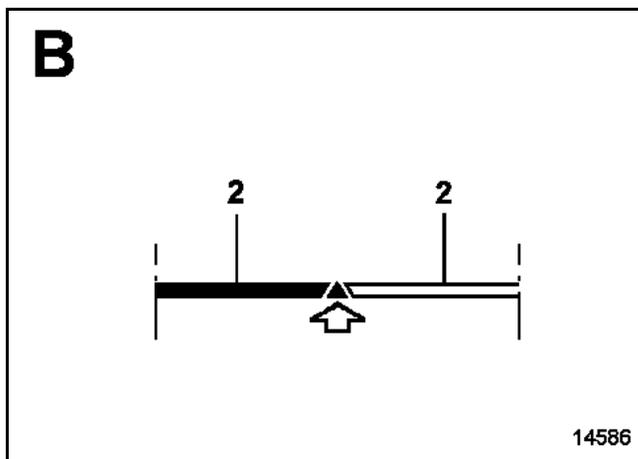
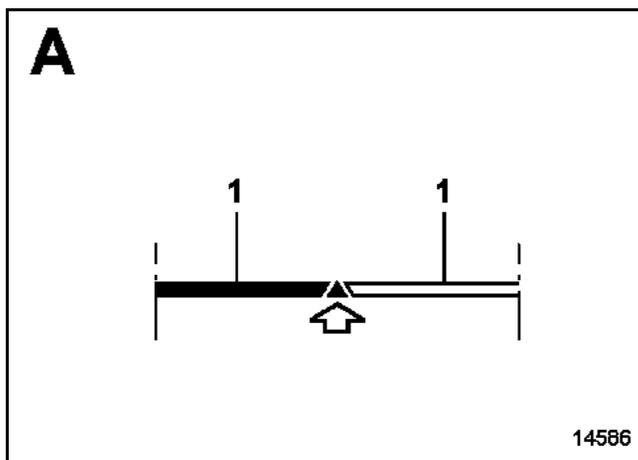
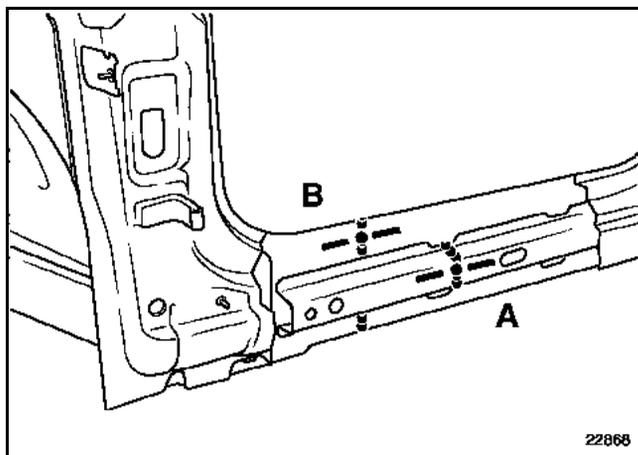


NOTE: after cut (a) on part (2), it is necessary to unpick the remaining section of the stiffener (front or rear depending on the impact). To perform the cut superimposed on this, ordering an additional retail stiffener (1) is recommended.

PARTS CONCERNED (thickness in mm):

- | | | |
|---|-------------------------|-----|
| 1 | Reinforcement stiffener | 1.5 |
| 2 | Sill panel stiffener | 1 |

Replacement along cuts (a and b)

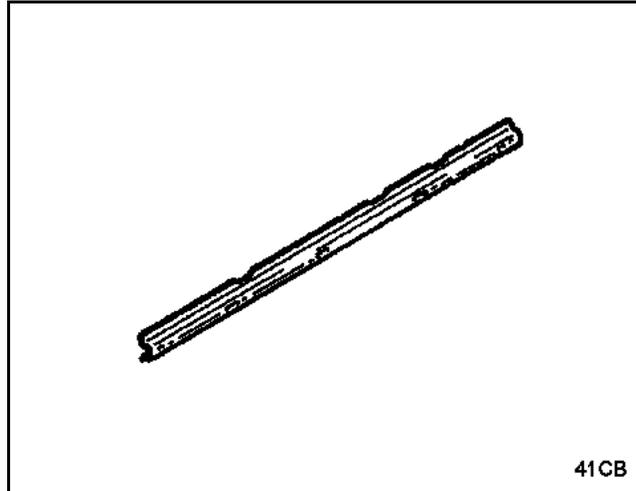


IMPORTANT: keep the sill panel closure panel when making cut (B).

The replacement of this part is an additional operation to the replacement of the sill panel following a side impact.

It is part of case no. ① (see the introduction to **section 40A-C: Description of parts**).

Information on this part is dealt with in the method for the sill panel reinforcement (see **Section 41C-A**).



UPPER FRONT STRUCTURE

Front wing lower mounting bracket

42A

A

Replacing this part is a supplementary operation to changing a wing or front bumper after a frontal collision.

It is part of case no. ① (see the introduction to **section 40A-C: Description of parts**).

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

It is advisable to use the front panel jig **Car. 1637** for positioning the component (see **Section 40A-G Special tools**).

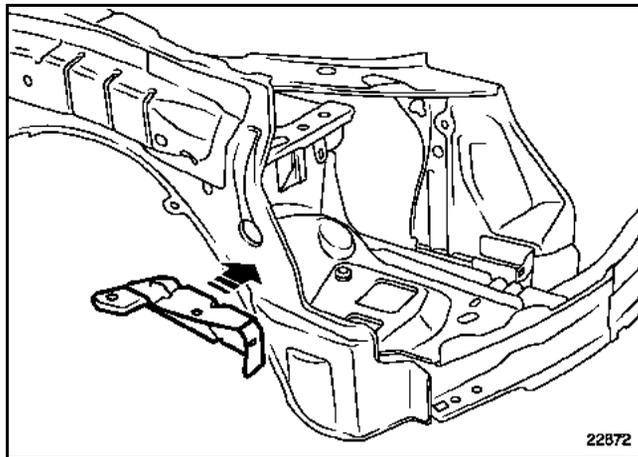
If it is not used, it will be necessary to fit blanks of the following parts:

- front bumper,
- front wings,
- bonnet.

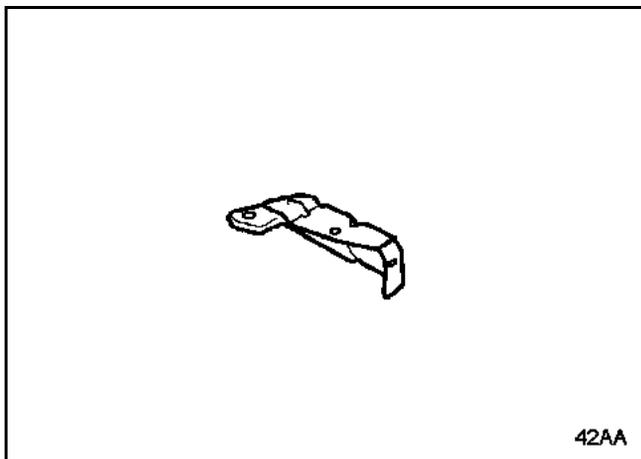
NOTE: for information purposes, there are one or more diagrams of the part fitted to the vehicle or removed.

STRUCTURE OF THE REPLACEMENT PART

Part supplied on its own.



NOTE: old traces of the unclipped part can be used for pre-positioning the new part.



UPPER FRONT STRUCTURE

Headlight carrier panels

42A B

The replacement of this part is a basic operation for a frontal impact.

Case no. ① (see the introduction to **Section 40A-C: Description of parts**).

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

It is advisable to use the front panel jig **Car. 1637** for positioning the headlight holder bracket (1) (see **Section 40A-G Special tools**).

If it is not used, it will be necessary to fit blanks of the following parts:

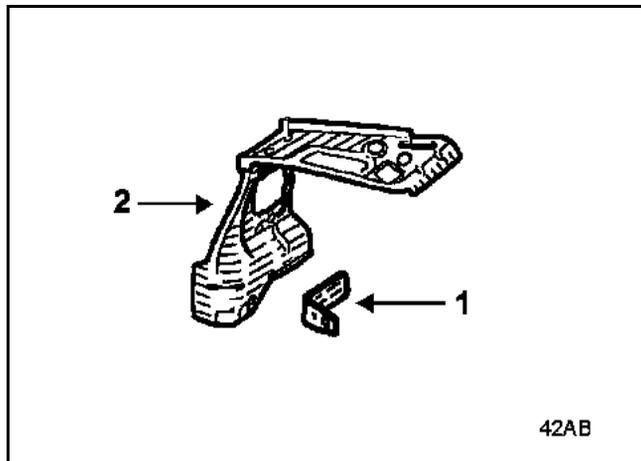
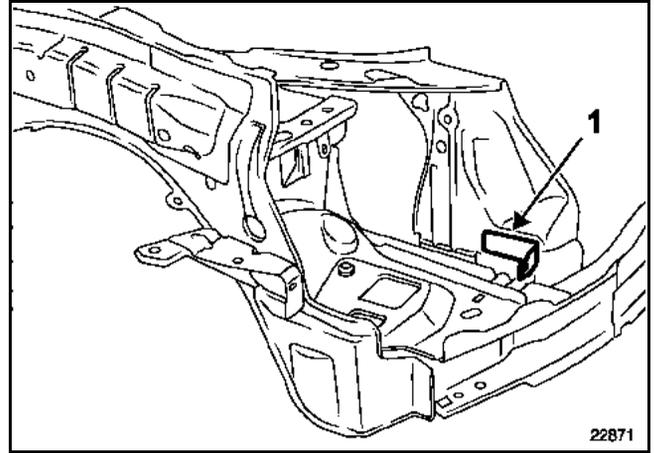
- headlight;
- radiator grille;
- bonnet;
- front wing.

NOTE: this operation presents no particular difficulties. You will find one or more drawings of the part, either on the vehicle or removed from it, in the method for your information.

STRUCTURE OF THE REPLACEMENT PART

Part supplied with:

- headlight carrier panel,
- crimped nuts,
- holder bracket (1).



NOTE: the shape of the headlight carrier panels (2) is the same for both versions, only the headlight holder bracket is added for phase 2 models.

Removal of this part is an operation associated with the replacement of the scuttle side panel upper stiffener after a front side impact.

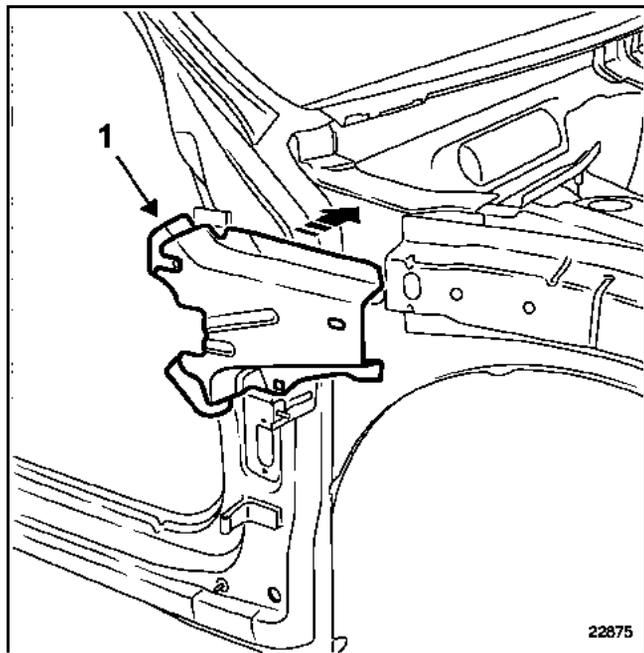
It is part of case no. ① (see the introduction to **section 40A-C: Description of parts**).

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

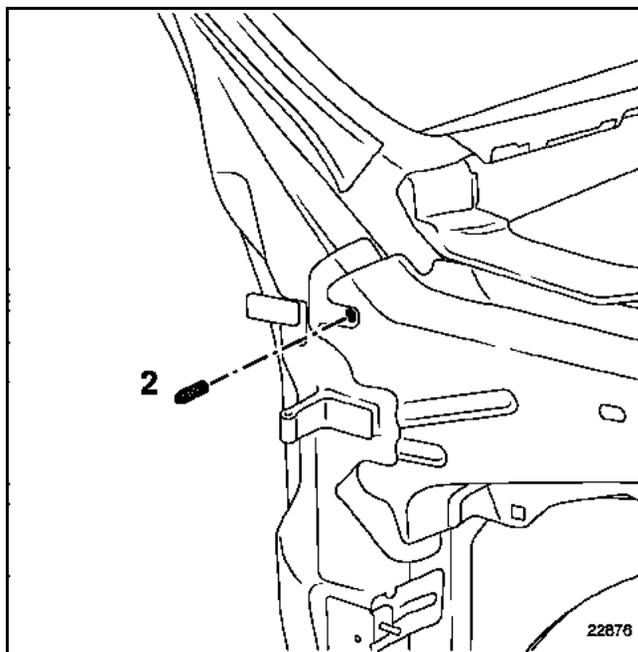
NOTE: this operation presents no particular difficulties.

In the method you will find, for your information, one or more drawings of the part either on the vehicle or removed from it.

Where spot welds cannot be made with the spot welder, they can be replaced by plug welds.



NOTE: the cowl side panel rear upper reinforcement on Clio II phase 2 is assembled with the special inner stiffener (1) that was not on the phase 1 assembly.



It is necessary to insert a welded stud or a crimp-on stud **part number 77 01 047 926** (see **Technical Note 532A**) depending on the equipment available to you.

NOTE: it is advisable to put in place the front wing to check the position of the stud.

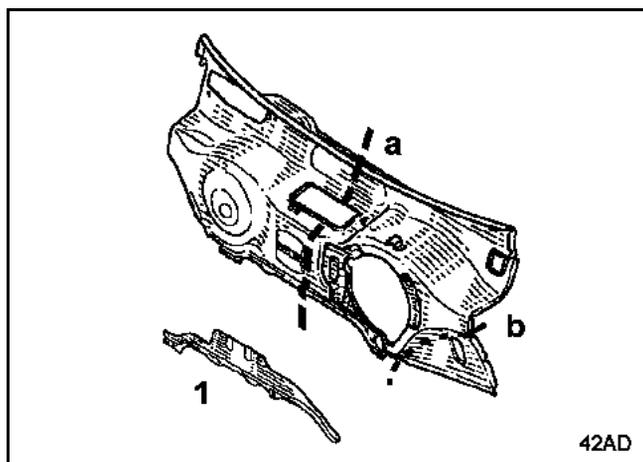
The replacement of this part is an additional operation to the replacement of a scuttle side panel for a frontal impact.

The operation involves ordering the new lower stiffener (1).

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

This part may be replaced in three ways:

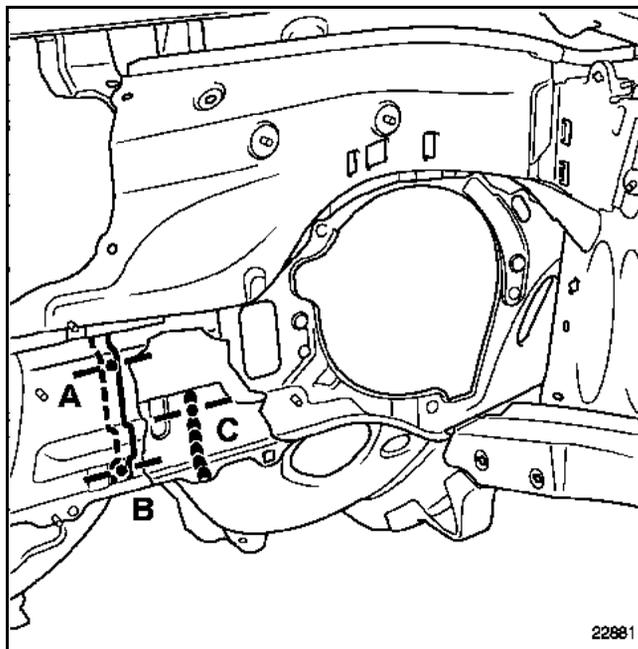
- complete, this is part of case no. ② (see the introduction to Section 40A-C: Description of parts).
- along cut a,
- along cut b, this is part of case no. ① (see the introduction to Section 40A-C: Description of parts).



PARTS CONCERNED (thickness in mm):

- 1 Bulkhead
- 2 Bulkhead stiffener
- 3 Tunnel
- 4 Centre floor

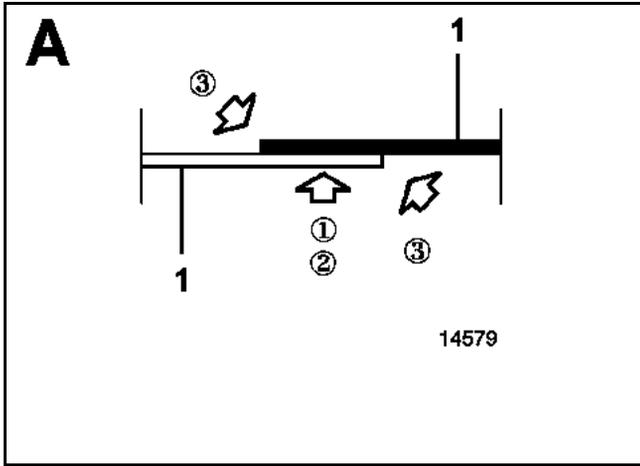
Special notes on cut (a) on the lower section



UPPER FRONT STRUCTURE

Bulkhead

42A **D**

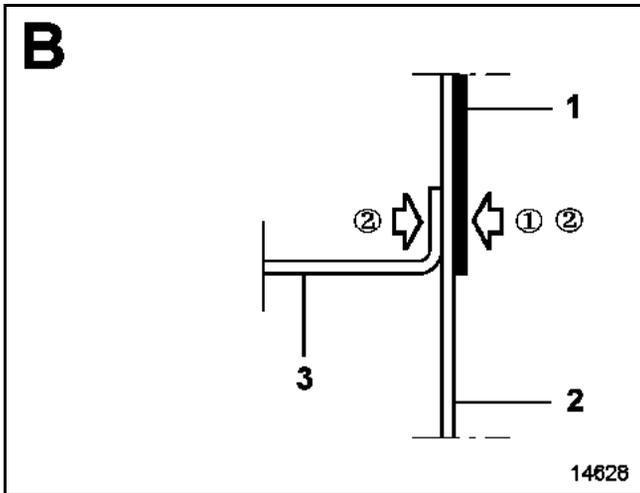


① on the vehicle

②

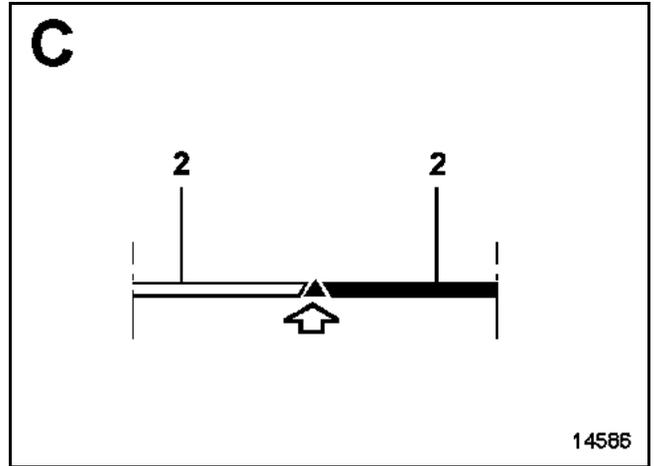
③

NOTE: the number of plug welds is not specified. It is essential to leave a gap of approximately **60 mm** between the spot welds, then after welding apply a mastic bead (operation ③) to ensure satisfactory sealing and appearance of the connection. Use M.J.Pro mastic (**part no.: 77 11 172 676**)



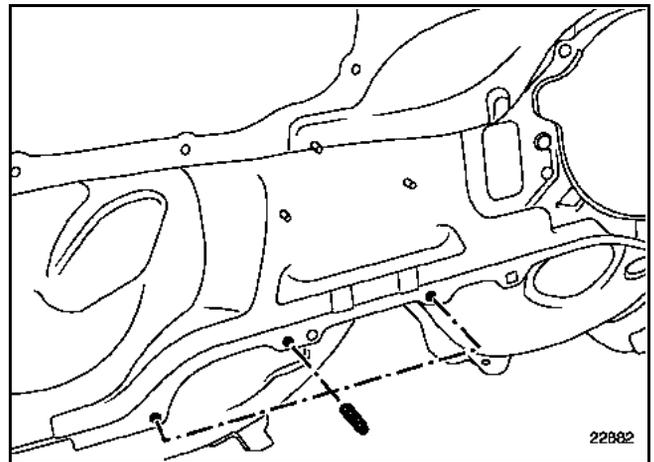
① on the replacement part

②



IMPORTANT: the cut-away on the bulkhead and on the stiffener should be removed.

Special notes for the reinforcement



NOTE: the Parts Store supplies the bulkhead stiffener with the insulation shield mounting welded studs.

It is necessary to insert three welded studs or three crimp-on studs, **part no. 77 01 047 927** (see **Technical Note 532A**) depending on the equipment available to you.

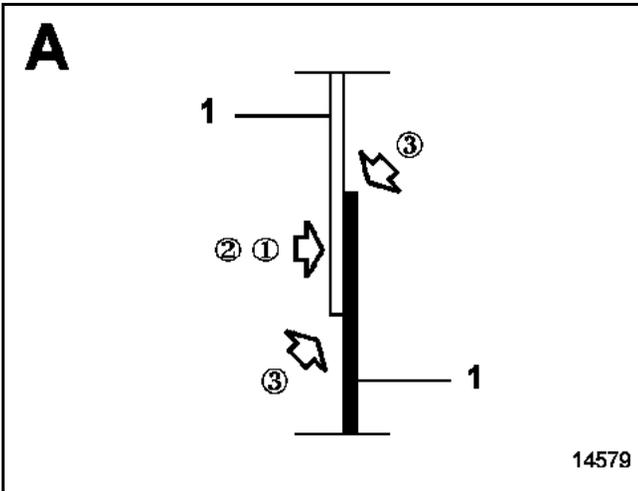
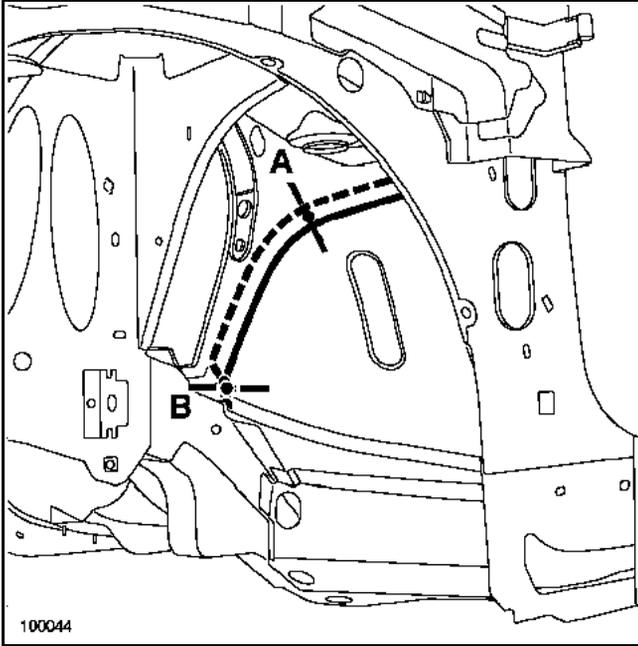
NOTE: fitting an insulation shield is recommended to check the position of the studs before welding or crimping.

UPPER FRONT STRUCTURE

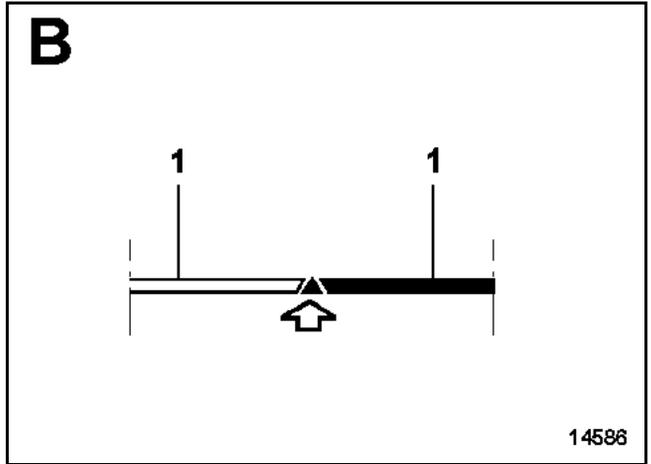
Bulkhead

42A **D**

Special note on cut (b) of the partial replacement



NOTE: the number of plug welds is not specified. It is essential to leave a gap of approximately **60 mm** between the spot welds, then after welding apply a mastic bead (operation ③) to ensure satisfactory sealing and appearance of the connection. Use M.J.Pro mastic (**part no.: 77 11 172 676**).



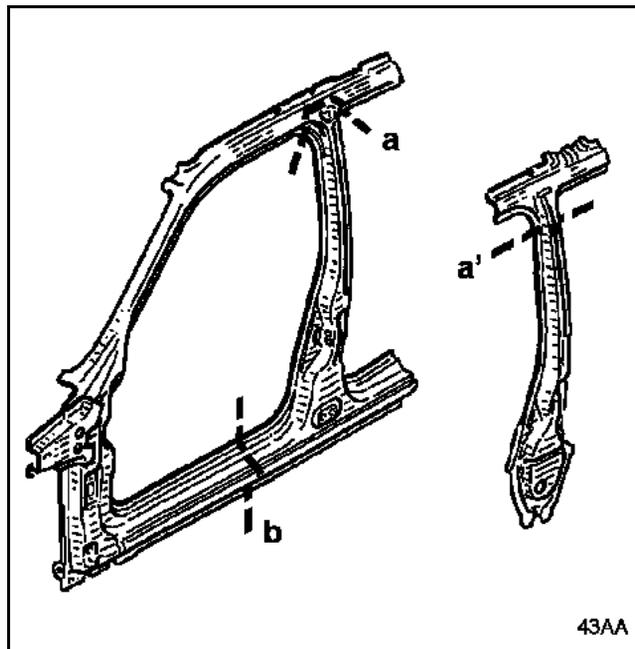
The replacement of this part is a basic operation for a side impact.

The new B-pillar reinforcement assembly will need to be ordered.

This part may be replaced in two ways:

- complete, this is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).
- along cut a, b, this is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find information on this part in Partial replacement of the B-pillar reinforcement (see Section **43A-B**).



UPPER SIDE STRUCTURE

B-pillar reinforcement.

43A **B**

It is part of case no. ① (see the introduction to Section 40A-C: Description of parts).

NOTE: the Parts Store supplies Clio II phase 2 B-pillars only.

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).

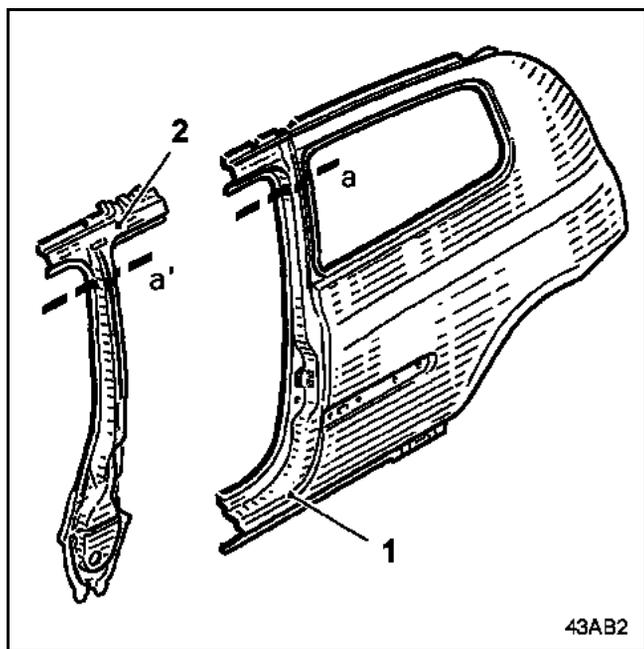
STRUCTURE OF THE VERSION C SPARE PART

Body side rear section:

- Rear bumper reinforcement.
- Damper.

B-pillar reinforcement fitted with:

- B-pillar reinforcement lining
- Shoulder harness reinforcement
- Plate cage assembly



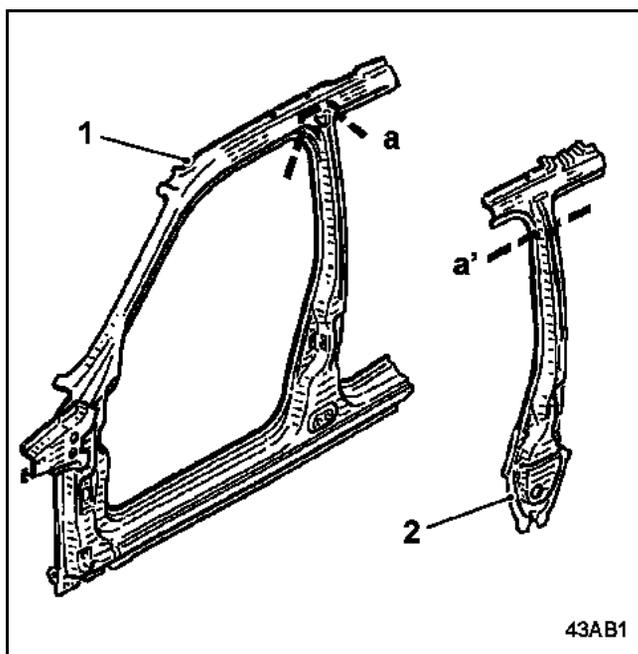
STRUCTURE OF VERSION B SPARE PART

B-pillar fitted with:

- B-pillar reinforcement
- Pillar lining rear reinforcement
- A-pillar double weatherstrip mounting
- Door hinge leave
- Wing mounting bracket
- Stud

B-pillar reinforcement fitted with:

- B-pillar reinforcement stiffener
- Shoulder harness reinforcement
- Plate cage assembly
- Nut

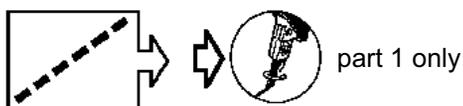
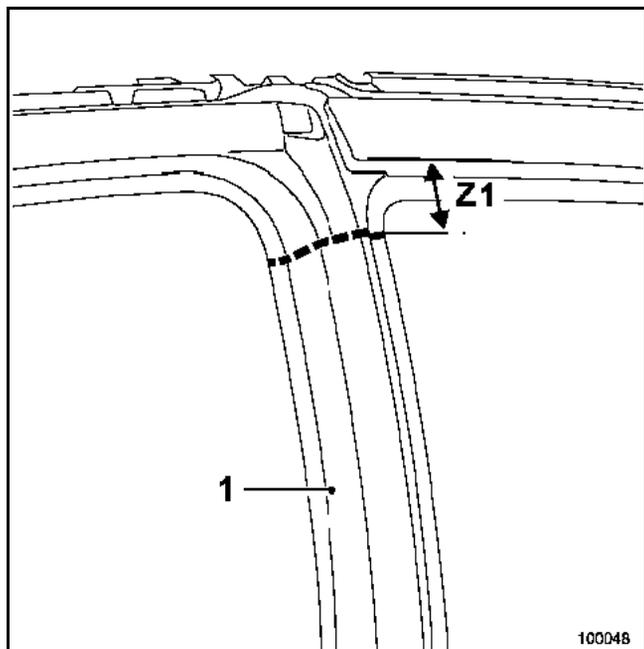


PARTS CONCERNED (thickness in mm):

1	B-pillar	1.2
2	B-pillar stiffener	1.2
3	B-pillar reinforcement stiffener	3
4	Shoulder harness reinforcement	1.2
5	B-pillar lining	1

SPECIAL NOTES ON CUT ON THE UPPER SECTION (a and a' see the previous page)

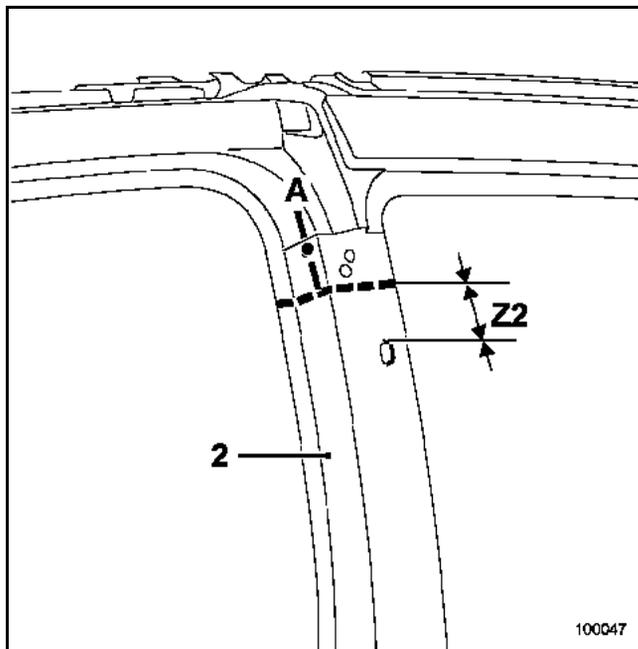
B-pillar cutting point



Z1= 50 mm

IMPORTANT: when performing the cutting operation take care not to damage pillar (2).

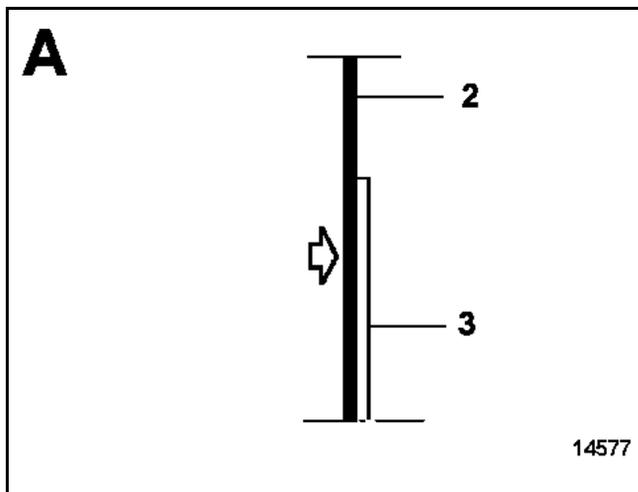
Pillar reinforcement cutting point



Z2 = 55 mm



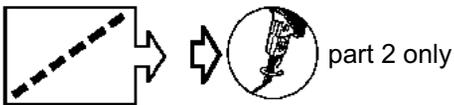
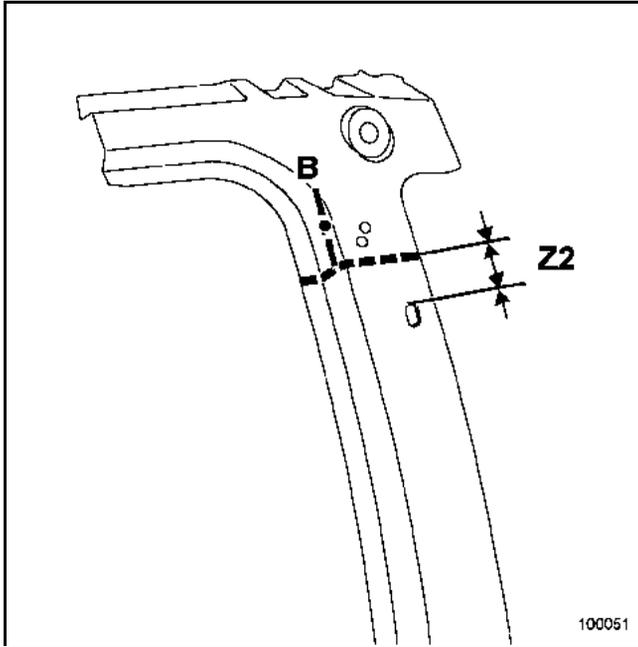
IMPORTANT: when performing the cutting operation take care not to damage pillar lining (5).



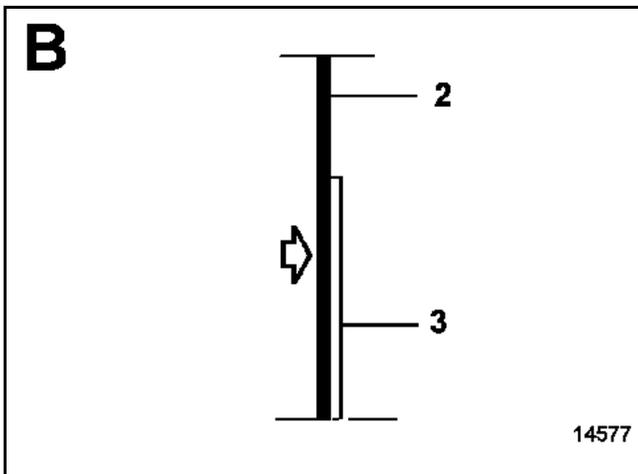
Remove the pillar reinforcement assembly with the stiffener and the shoulder harness reinforcement, parts 2, 3, 4.

Preparing the replacement B-pillar reinforcement

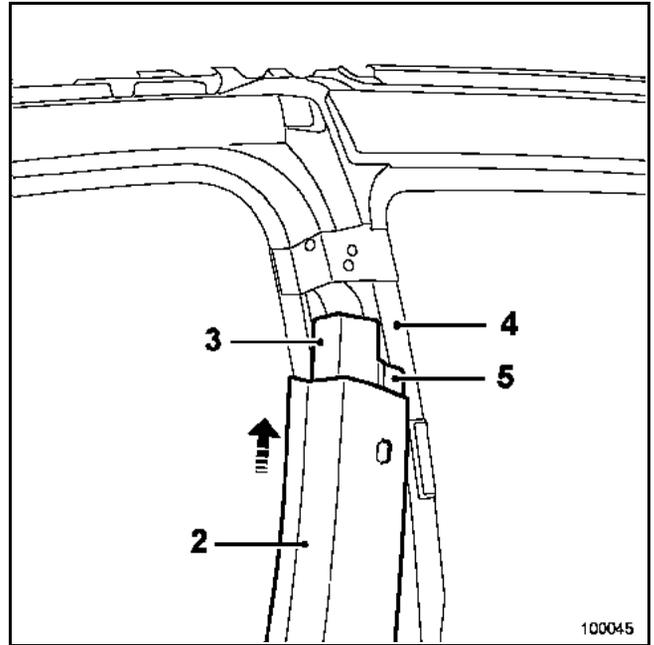
Refer to the **Z2** measurement (see previous diagram) on the replacement part.



IMPORTANT: when carrying out the cutting operation be careful not to damage the pillar reinforcement stiffener (3) and the shoulder harness reinforcement (4)



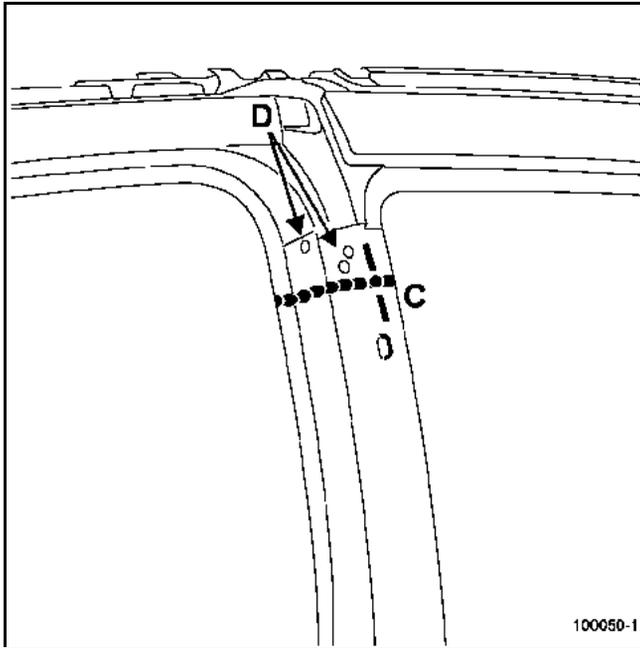
Fit the replacement B-pillar reinforcement



REMINDER

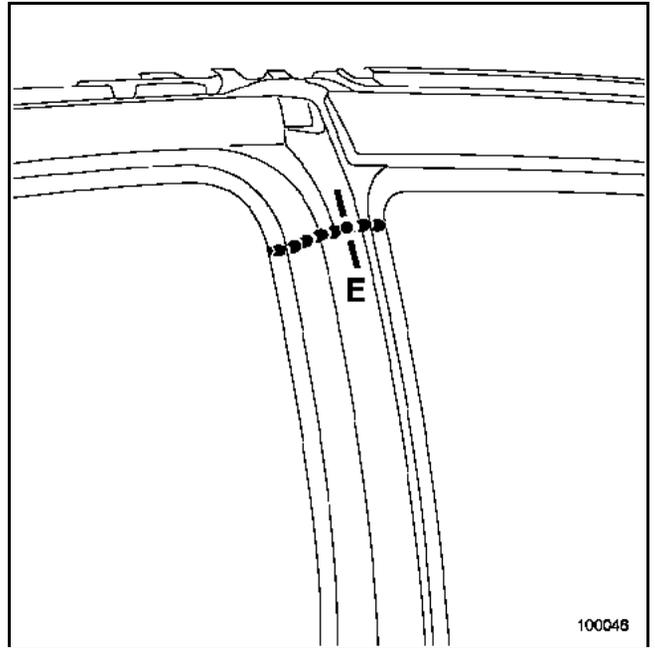
- 2 Pillar reinforcement
- 3 B-pillar reinforcement stiffener
- 4 Shoulder harness reinforcement
- 5 B-pillar lining

B-pillar reinforcement welding

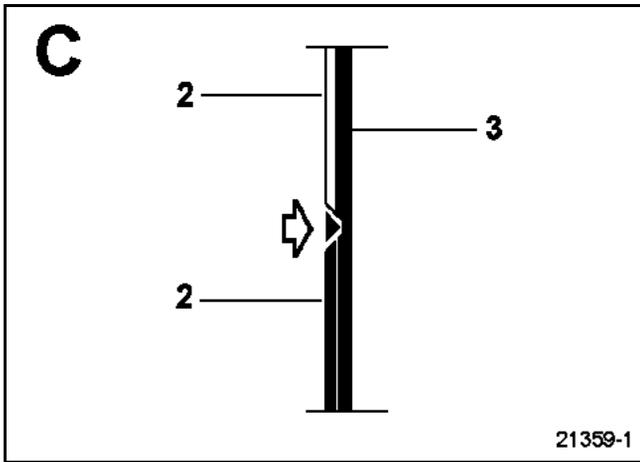


100050-1

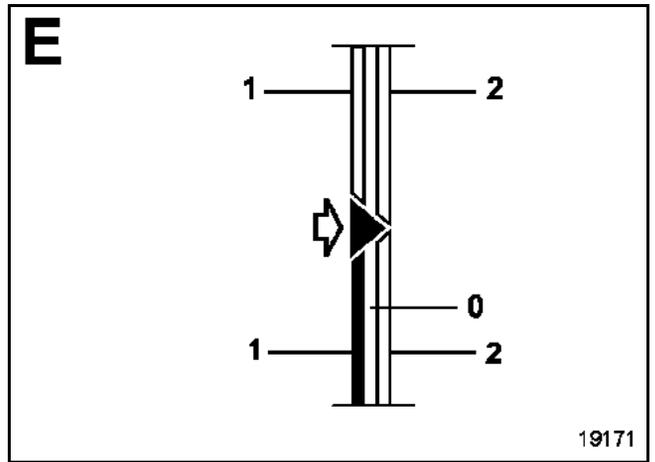
B-pillar welding



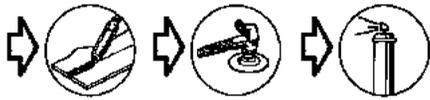
100048



21359-1

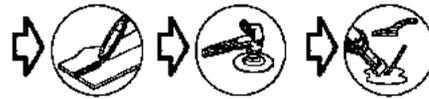


19171

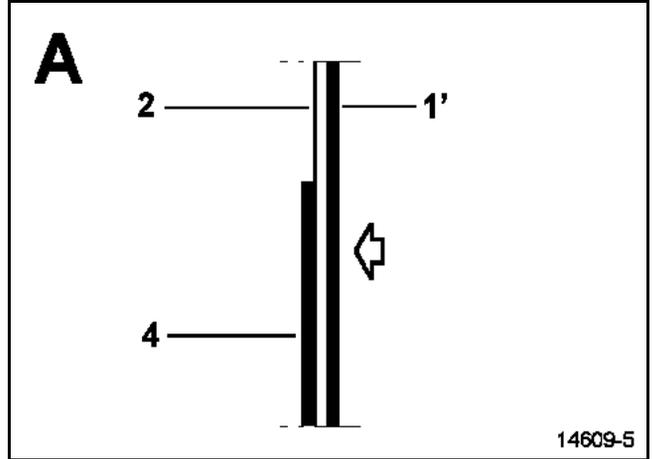
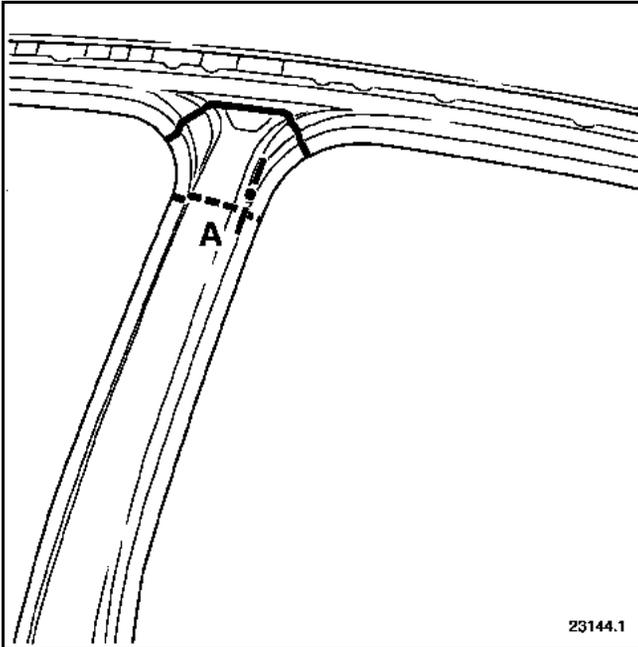


NOTE: make plug points at (D) to re-plug the unhooking holes.

NOTE: zone 0 is empty.



SPECIAL NOTES ON CUTS (a and a' see the previous page)

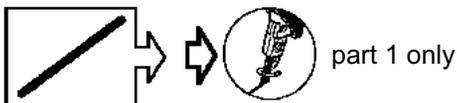


NOTE: drill the three plate thicknesses. After drilling, remove parts 1 and 4.

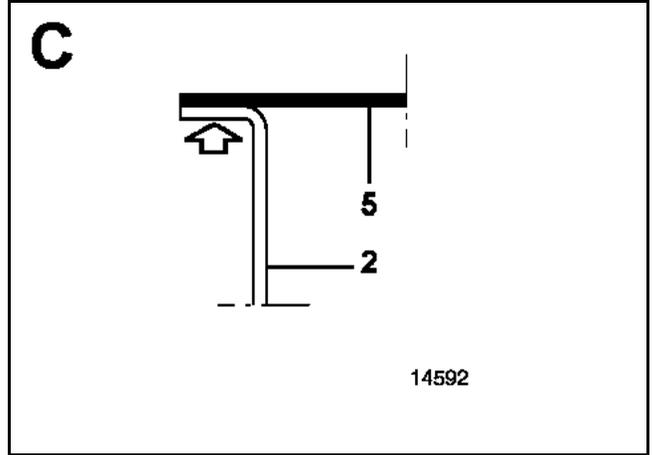
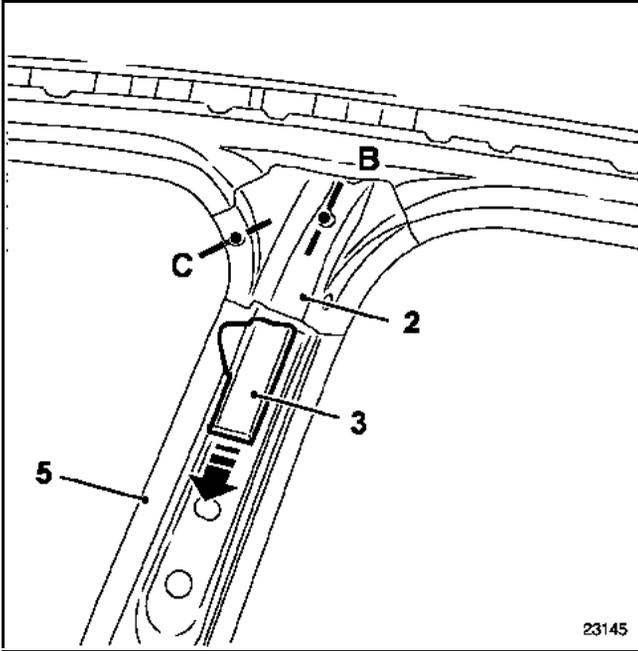


IMPORTANT: when performing the cutting operation take care not to damage the B-pillar lining (5).

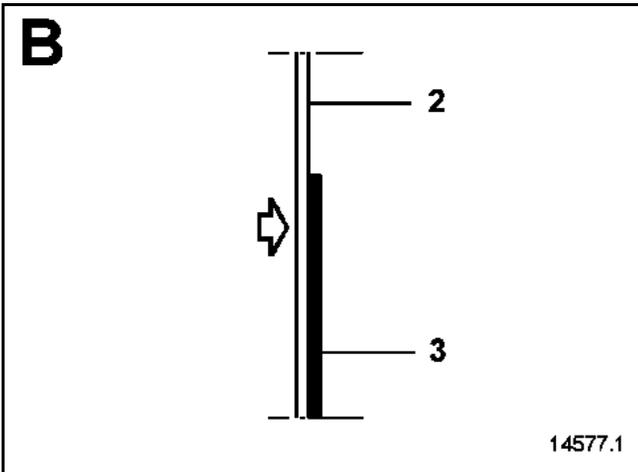
Remove parts 1, 2, 3 and 4.



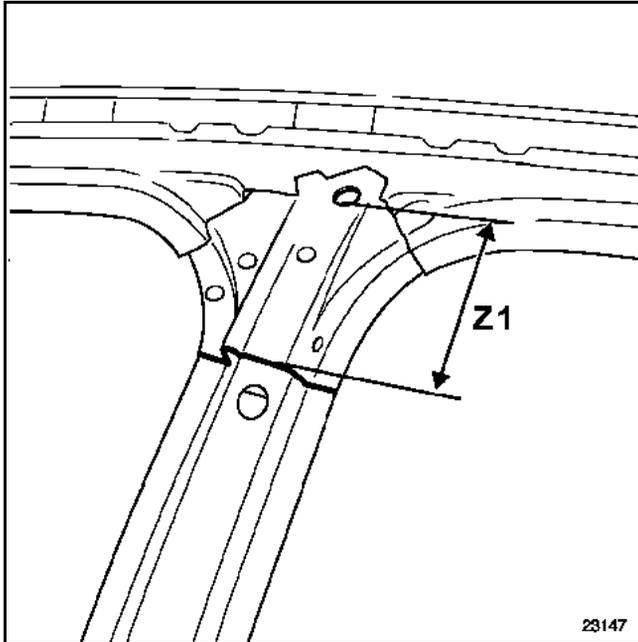
IMPORTANT: when performing the cutting operation take care not to damage pillar (2).



Gently pull part 2 away from part 5, to remove the remaining piece of the pillar reinforcement stiffener (part 3).

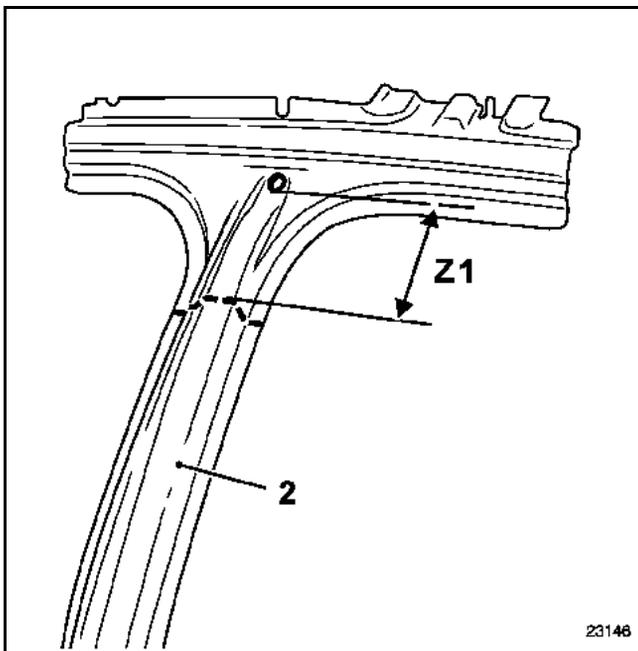


Preparing the replacement B-pillar reinforcement
Refer to the Z1 measurement of the vehicle on the replacement part.

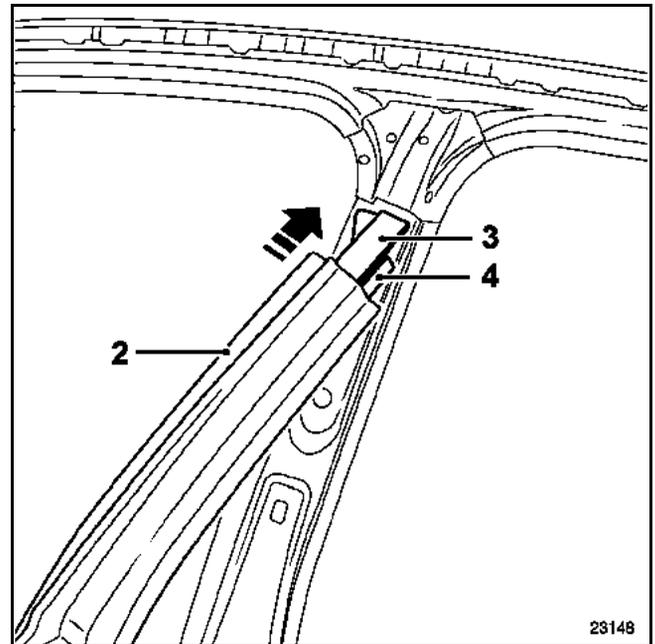


REMINDER: the B-pillar reinforcement (2) is supplied with:

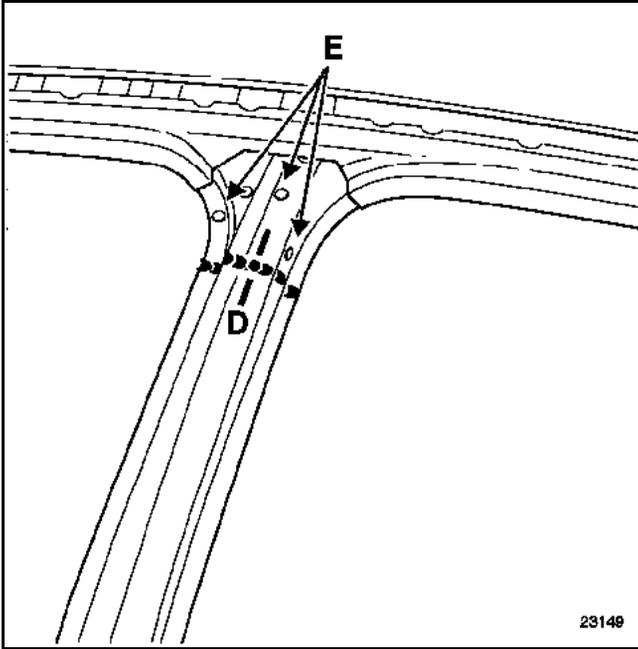
- the B-pillar (3) reinforcement lining,
- shoulder harness reinforcement (4).



Fit the replacement B-pillar reinforcement

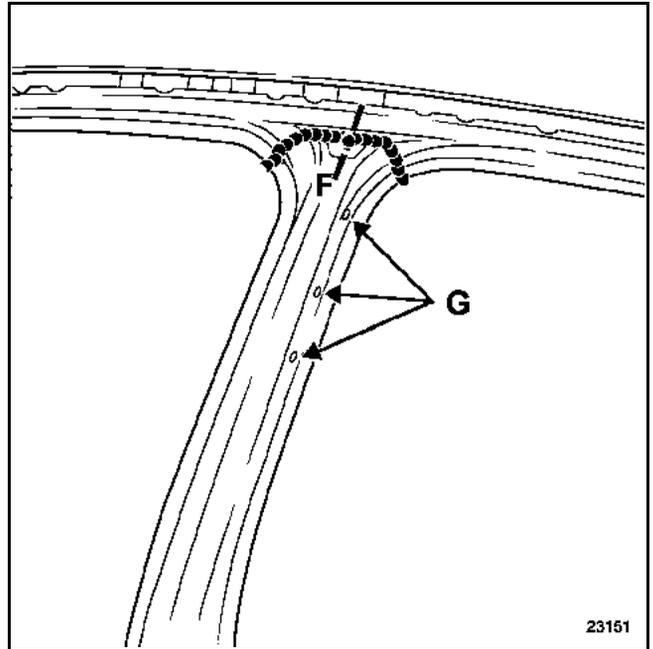


IMPORTANT: cut the new reinforcement while protecting reinforcement lining (3) and shoulder harness reinforcement (4) (see diagram opposite).

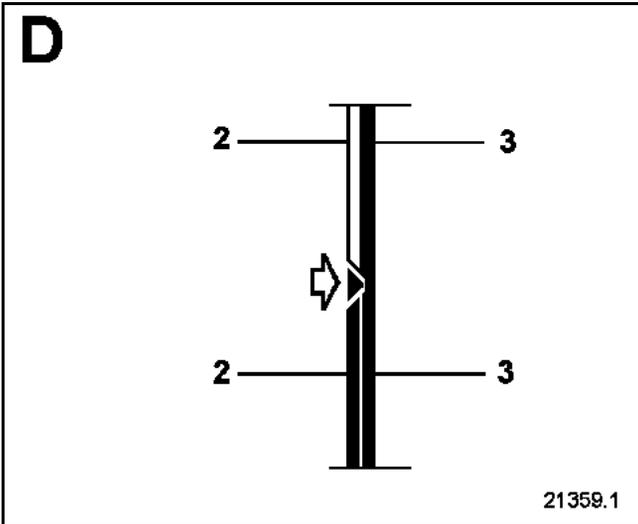


23149

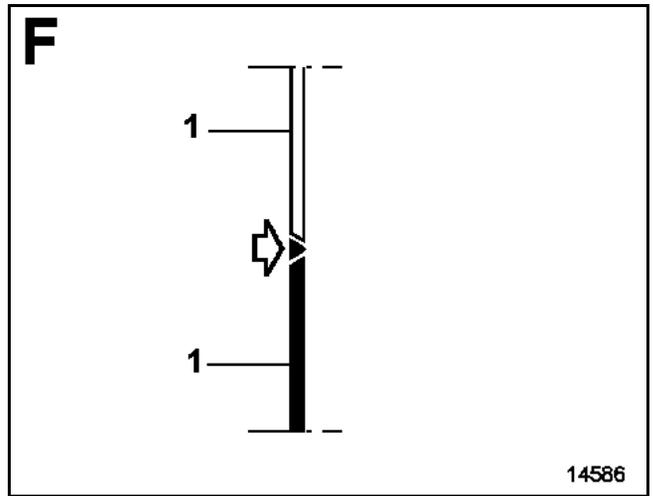
Fit the replacement B-pillar



23151



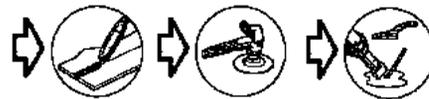
21359.1



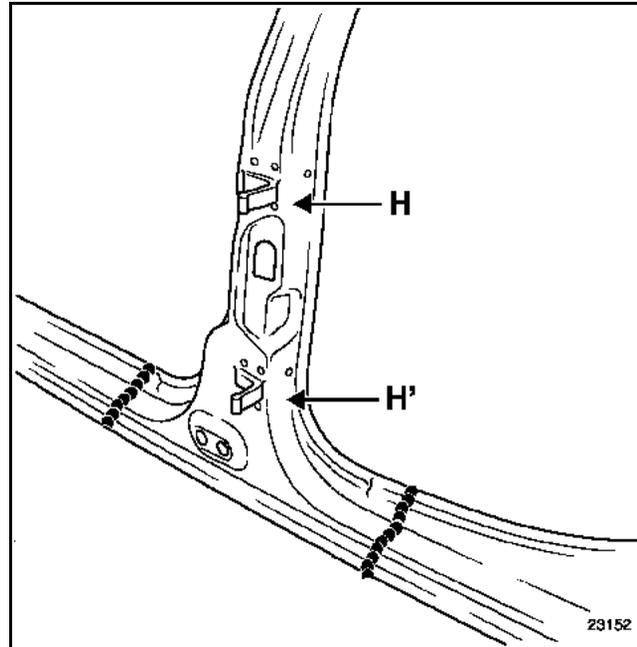
14586



NOTE: make plug points at (E) to re-plug the unhooking holes.



IMPORTANT: remember to redo the plug welds (G) with the pillar reinforcement.

**IMPORTANT:**

It is necessary to join the pillar and the pillar reinforcement around each hinge with six plug welds at (H) and (H').

The cuts in the lower section have not been described, they are the same as the basic method in Workshop Repair Manual **338**.

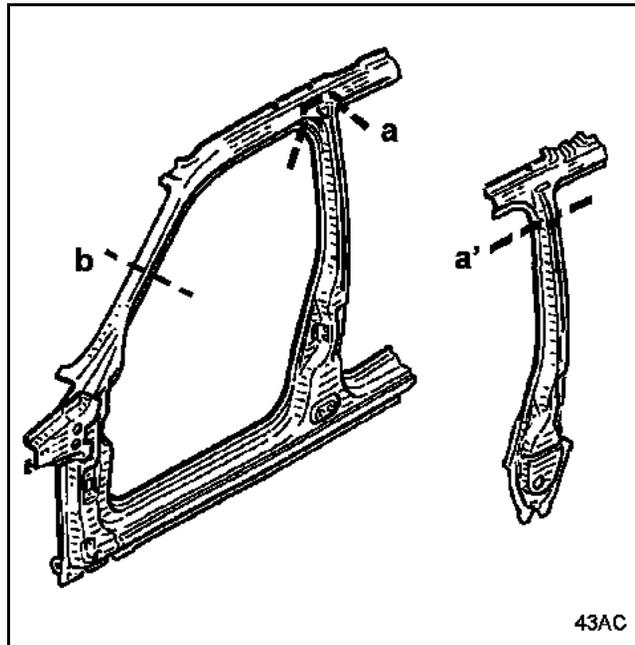
The replacement of this part is a basic operation for a side impact.

The new B-pillar reinforcement assembly will need to be ordered.

This part may be replaced in two ways:

- complete, this is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).
- along cut a, b, this is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find information on this part in Partial replacement of the B-pillar reinforcement (see Section **43A-B**).



UPPER REAR STRUCTURE

Body side lining

44A**A**

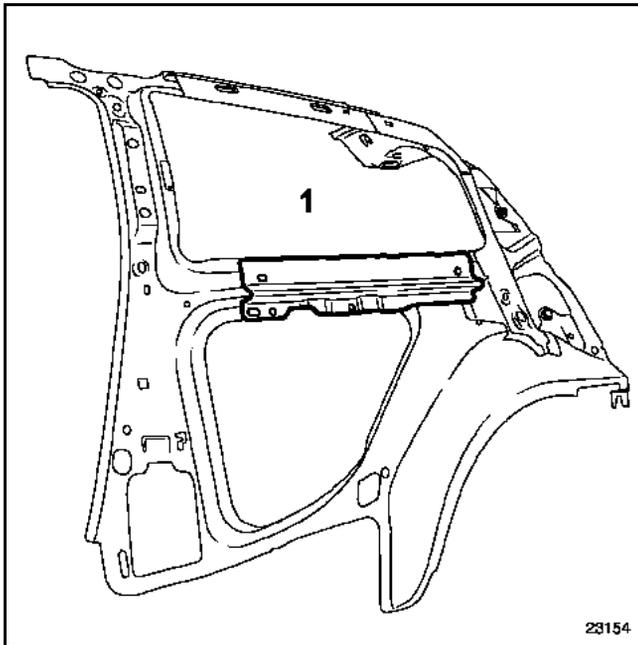
The replacement of this part is a complementary operation to the rear wing panel or the end panel for a rear side impact.

This part can be replaced in two ways:

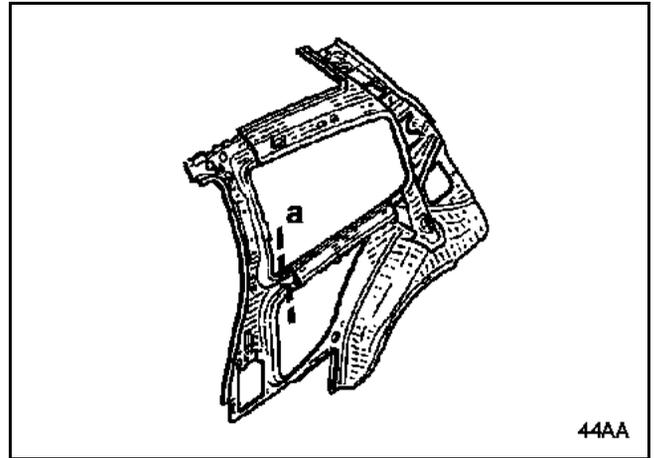
- complete, this is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).
- along cut (a), this is part of case no. ②

NOTE: for reasons of standardisation the Parts Store only supplies body side linings assembled with reinforcement (1) for 3-door versions. As a result, the cutting position for the partial replacement method has been modified.

The information on the additional parts will be dealt with in the corresponding sections (refer to contents).



Special note on partial replacement



NOTE: cut (a) should be carried out at the front of the reinforcement as shown on the diagram.

This part is part of case no. ① (see the introduction to **Section 40A-C Description of parts**).

NOTE: the Parts Store supplies only roofs without pre-drilled holes.
The roof must therefore be drilled or cut for versions with an aerial or sunroof.

You will find information on this part in Replacement of the body (see **Section 45A-A**).