



Clio II (as of June 2001)

Type

S/Section

XBX X

17

17 5NR PETROL INJECTION

- Engine: D4F
- Gearbox: -

Basic manuals:
Workshop Repair Manual 346

Update of Workshop Repair Manual 346 - Section 1.

Page 17-173 cancels and replaces that in Workshop Repair Manual 346 - Section 1.

COMPUTER TYPE: 5NR
VDIAG N°: 04

"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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Fault finding - Interpretation of faults

<p>DF168 PRESENT OR STORED</p>	<p><u>AIR INTAKE CIRCUIT</u> 1.DEF : Signal incoherence</p>
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<p>NOTES</p>	<p>Priority in the event of a combination of faults: As a priority, correct defects "DF045 Manifold pressure sensor" and "DF137 Motorised throttle" if present or in memory.</p>
	<p>Conditions for applying the fault finding procedure to the stored fault: The fault is declared present after: – engine idling for 10 seconds.</p>
	<p>Special notes: An open circuit on track A (earth) of the manifold pressure sensor will not necessarily indicate defect "DF045 Manifold pressure sensor" but rather defect DF168.</p>

Check the **condition of the air filter** (clogging or deformation).
Replace the air filter if necessary.

Check **the conformity of the air intake circuit**: the air filter inlet tube must not be crushed and there must be no air intake in the inlet circuit (particularly through the injection computer connection).
Repair if necessary.

Check the **connection and condition** of the manifold pressure sensor connector.
Change the connector if necessary.

Ensure that the sensor is **correctly installed** in the manifold and that there is no air leak (check **the condition of the seal** of the sensor).

Connect the terminal in place of the computer and check **the insulation, continuity and absence of interference resistance** in the connections (**particularly in sensor track A**):

Computer connector B track **F2** → **Track A** of the pressure sensor

Computer connector B track **F3** → **Track B** of the pressure sensor

Computer connector B track **B2** → **Track C** of the pressure sensor

Repair if necessary.

Verify the presence of a **5-volt feed** on **track C** of the sensor.
If there is no feed: contact your **Techline**.

Make sure that there is **no point of resistance** in the movement of the motorised throttle.
Repair if necessary.

<p>AFTER REPAIR</p>	<p>Repeat programming (clear programming command). Clear the fault memory. Follow the instructions to confirm repair. Deal with any other possible faults.</p>
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