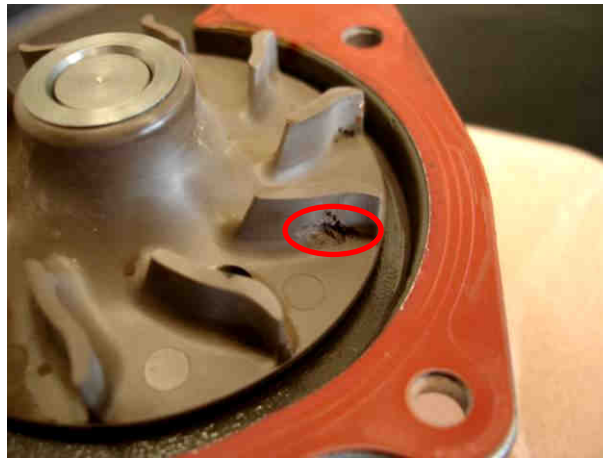


REFERENCE	BT_2010_FR20_10_UK
DATE	2010 28th April
SUBJECT	Water circuit bleeding, internal gearbox checking, new allowed parts, pedalbox adjuster, radiator masking
PART	Engine water pump, gearbox, clutch master cylinder, diffuser stay, radiator net, pedalbox adjuster

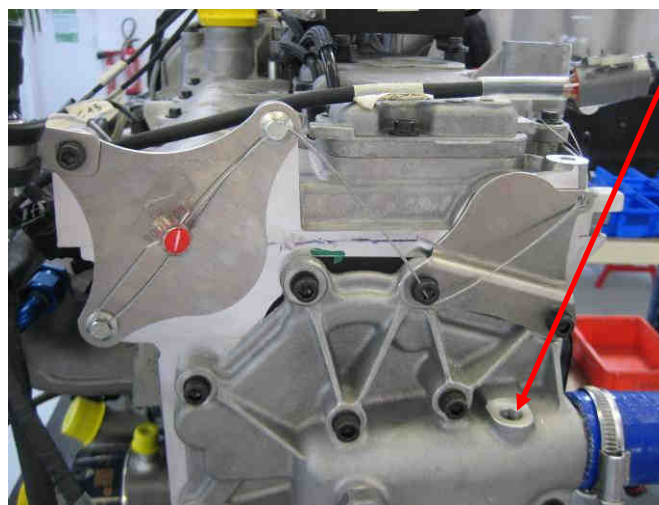
1. Engine water pump

Following the first engine services, we found cavitations on the rotor of the water pump. These cavitations may be due to a wrong bleeding.



As a consequence, Renault Sport recommends you to follow the instructions below to correctly bleed the water circuit:

- To bleed the radiator you must lower the rear of the car and bleed by the screws on the top of the radiators.
- To bleed the engine you must then lower the front of the car and bleed by the screw on the top of the water box



2. Internal gearbox assembly

- Checking play between wheels/ dog ring hub setup

1. Selector forks and selector axle must be dismantled from the gearbox.
2. Complete secondary and primary shafts must be assembled with their locknuts in the gearbox.



3. Use the anti-splay plate (ref. FOUT1910007) to remove the primary shaft locknut.
4. Remove the anti-splay plate.
5. Remove the pinions (7th to 2nd gear) from the primary shaft.
6. Remove the primary shaft.
7. Use a set of shims to check the clearance between dog ring hubs and the wheels (for 2nd gear, 4th gear, 6th gear)

Minimum clearance: 0.1 mm
Maximal clearance: 0.25 mm



Set of shims

8. If there is not enough clearance, change the gear bearing inner race or the dog ring hub related to the wrong clearance.

Note: Changing the gear shim (ref. F19102121) will not have any effect on this clearance.

- Gearbox casing check after crash

Renault Sport and his gearbox partner strongly recommend you to check carefully and completely your gearbox casing as our feedback is still limited in case of big crash on the rear wheel train.

3. Clutch master cylinder

The 5/8" brake master cylinder (ref. 77 11 166 483) is now allowed to be used as clutch master cylinder. The use of this master cylinder should improve clutch behaviour.

You must be careful when setting-up the clutch pedal to correctly disengage the clutch mechanism.

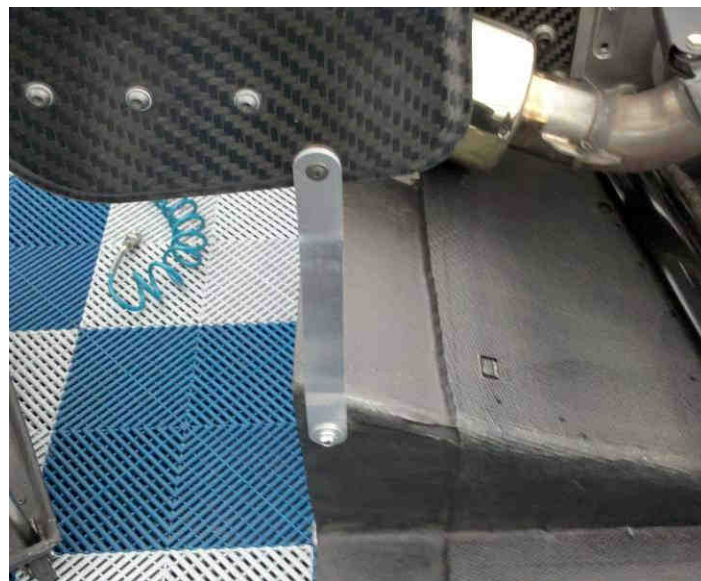
The maximal stroke of the clutch mechanism is 5mm which corresponds to a stroke of 15,1mm for the 5/8" master cylinder (compared to 19,5mm for the original one).

You could damage the clutch mechanism if you push more than 5mm on the diaphragm.

Note: with this master cylinder, the neutral lever becomes too hard to pull. For safety reasons, a small modification must then be made on the neutral lever and will be explained on a next Technical Bulletin that will be released tomorrow (Thursday 29th May).

4. Diffuser stay

A new diffuser stay in aluminium is now available from your spare parts department. You can get one set per car for free in exchange with your original ones.



New diffuser stay

These new stays are now the only ones allowed.

5. Radiator net

When blanking the radiator nets to regulate the water temperature, it is allowed to link the radiator nets (ref. 77 11 166 659 & 77 11 166 660) and the radiator ducts (ref. 77 11 166 606 & 77 11 166 607) with tape. For esthetical reasons, black tape must be used.

Note: No tape is allowed between the tub and the nets, or between the sidepods and the net.

6. Front roll sensor bracket

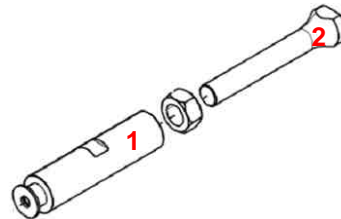
As the original mounting of the roll sensor (ref. 77 11 166 107) may damage the roll sensor bracket (ref. 77 11 166 516), it is allowed to add a plastic cap on the sensor rod or to glue an iron plate on the sensor bracket.



Mounting with a plastic cap on the rod

7. Short pedalbox adjuster

The short pedalbox adjuster ref. 7711166477 (1) is now available from your spare parts department. The use of an original pedalbox adjuster shortened, as mentioned in the Technical Bulletin n°9, will be forbidden from the 3rd of May 2010.



Complete pedalbox adjuster