

Exhaust fuel injector cooler: Removal - Refitting

K9K, and 772

☐ Refit:

- the diesel injector cooler on the catalytic pre-converter fitted with a new seal,
- the diesel injector cooler nuts on the catalytic pre-converter.

☐ Torque tighten the **diesel injector cooler nuts on the catalytic pre-converter (25 N.m)**.☐ Connect the diesel injector cooler inlet and outlet hoses to the catalytic pre-converter.☐ Fit the clips using the **(Mot. 1448)**.☐ Remove the hose clamps from the catalytic pre-converter diesel injector cooler hoses.**II - FINAL OPERATION**☐ Refit:

- the diesel injector on the catalytic pre-converter (see **19B, Exhaust, Exhaust fuel injector: Removal - Refitting**, page **19B-64**) ,
- the battery tray (see **Battery tray: Removal - Refitting**) (MR 392, 80A, Battery),
- the battery (see **Battery: Removal - Refitting**) (MR 392, 80A, Battery).

☐ Perform the following operations:

- top up the coolant level in the expansion bottle,
- bleed the cooling system (see **Cooling system: Bleed**) .

☐ Connect the **Diagnostic tool**☐ Run command **AC 237** : fuel pump relay.☐ Wait for the command to end, then lift the vehicle and check that there are no leaks on the injection circuit: deal with any leaks.☐ Refit:

- the engine undertray,
- the engine cover.

Exhaust: Precautions for the repair

Special tooling required

Mot. 1199-01	Exhaust pipe cutter (diameter 35/50 mm and diameter 50/65mm). Complete kit in a case.
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I - PARTS AND CONSUMABLES FOR THE REPAIR

1 - Parts always to be replaced:

- the exhaust trunking (if fitted)
- the seal or sealing ring on the connection between the catalytic converter or catalytic pre-converter and the rest of the exhaust system
- the exhaust clip(s) (if fitted)

2 - Consumables (see part no. in Technical Note 5068, 04B, Consumables - Products):

- exhaust mastic
- surface cleaner
- abrasive pads

II - ADVICE TO OBSERVE

IMPORTANT

Do not park and run the engine in a place where combustible substances and materials such as grass or leaves can come into contact with the hot exhaust system.

IMPORTANT

Catalytic converters contain ceramic fibres, these are contained within a closed unit, and cannot disperse. Drilling or cutting catalytic converters is prohibited.

1 - During removal and refitting, the catalytic converter or catalytic pre-converter must not receive any knocks or impacts as this could damage it.

2 - The whole exhaust pipe is made of stainless steel.

3 - After working on the bracket between the catalytic converter or catalytic pre-converter and the rest of the exhaust system, ensure that the connection is perfectly sealed.

To do this:

- clean the pressure faces of the connection using the **ABRASIVE PADS**,

- degrease the pressure faces of the connection using **SURFACE CLEANER** and clean cloths,
- always replace the seal or sealing ring on the connection.

III - SPECIAL NOTES ON THE SINGLE UNIT EXHAUST PIPE

1 - Cutting the single unit exhaust pipe

The exhaust pipe is a « single unit type » .

To replace different parts of the exhaust system it must be cut.

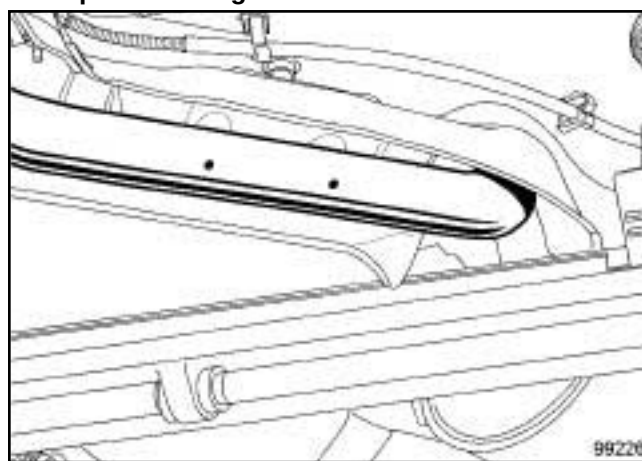
To do this be sure to carry out these precautions in the following order:

- correctly identify the area to be cut, as explained below,
- use the cutting tool correctly (**Mot. 1199-01**),
- position the exhaust trunking correctly.

2 - Identifying the area of the exhaust system to be cut

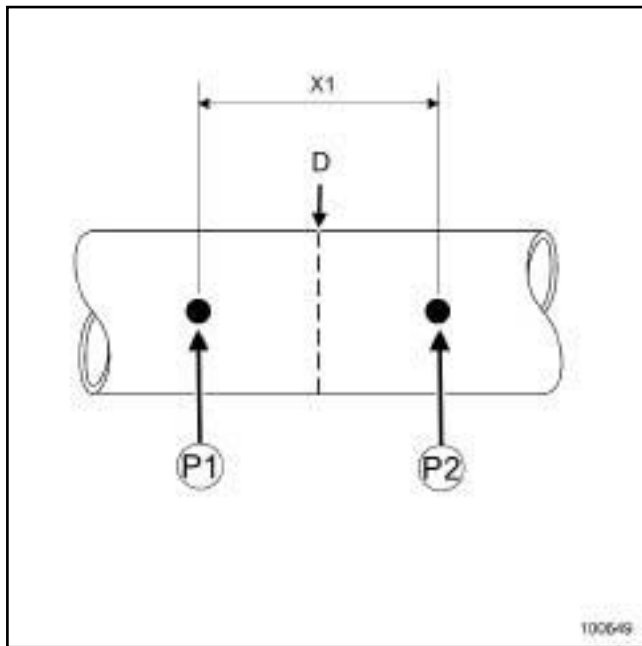
Two marks made on the exhaust system define the area to be cut (see **Exhaust: Parts and consumables for the repair**) (see MR for vehicle concerned, 19B, Exhaust).

Example of cutting area



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Exhaust: Precautions for the repair



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Before cutting the exhaust system, draw a line (D) between the two marks (P1) and (P2) .

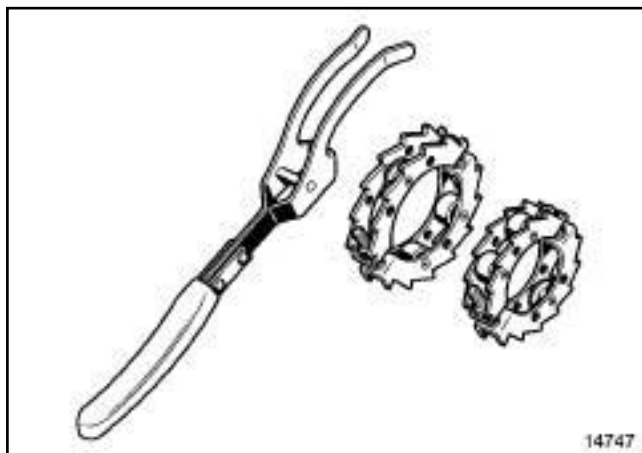
The distance between the two marks on the exhaust pipe is (X1) : **90 mm** (all types except RENAULT SPORT).

The distance between the two marks on the exhaust pipe is (X1) : **80 mm** (RENAULT SPORT).

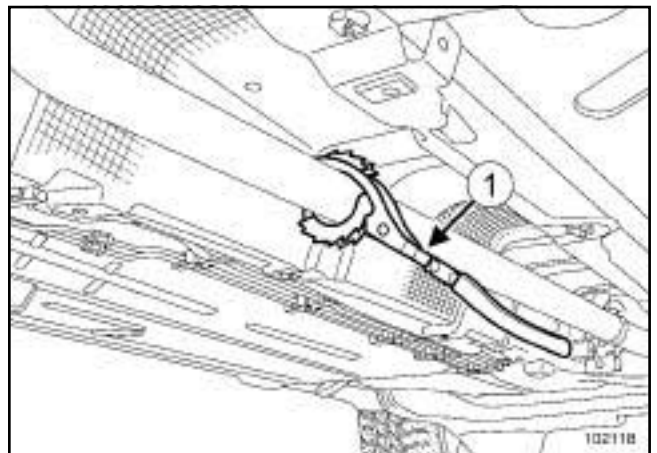
Note:

For CLIO II RENAULT SPORT with F4R*730, F4R*732 and F4R*736 engines, the cutting area is shown by a single mark on the exhaust pipe.

Cut the exhaust pipe by placing the (Mot. 1199-01) on the mark.

3 - Operate tool Mot. 1199-01

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Fit the (Mot. 1199-01) (1) on the exhaust pipe.

Tighten the two bolts on the tool until they touch the pipe in order to clamp the tool onto the pipe.

Turn the cutting tool using the handle and pressing it against the pipe (as indicated in the diagram above).

Tighten the two bolts on the tool whilst cutting, until the pipe is completely cut.

Note:

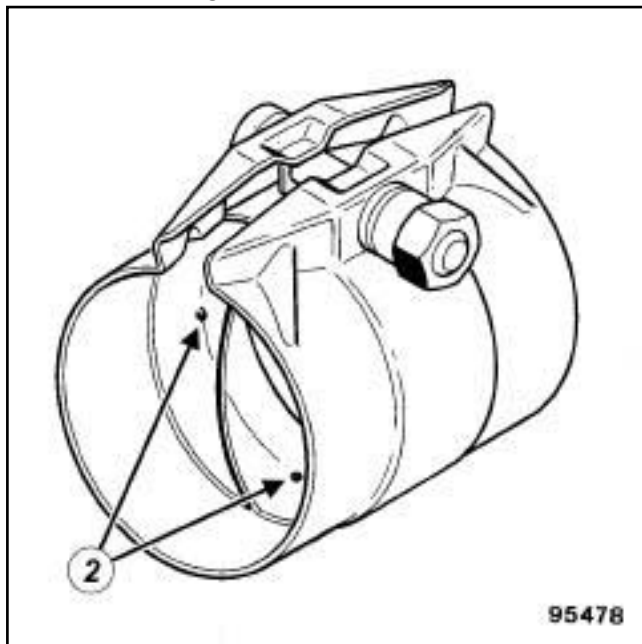
Do not over-tighten the tool onto the pipe to avoid deforming it.

Once the pipe is cut, file and deburr the end of the pipe to be used on the vehicle again.

4 - Positioning the exhaust trunking**WARNING**

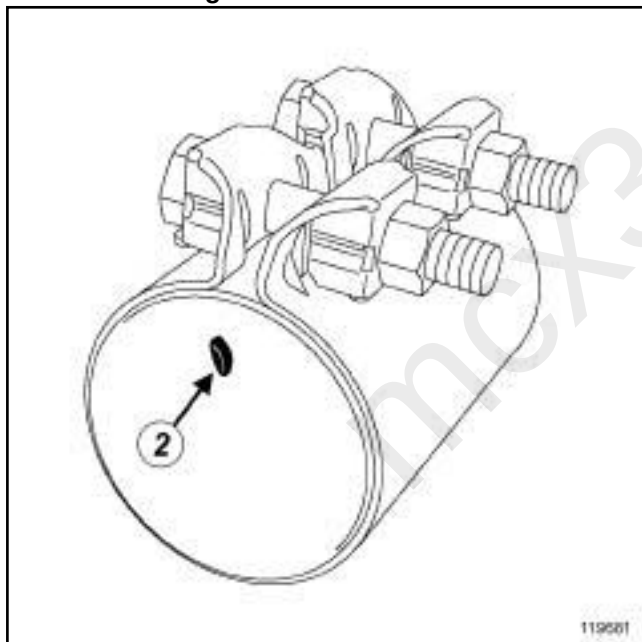
Do not reuse an old exhaust trunking.

Exhaust trunking with 1 bolt



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Exhaust trunking with 2 bolts



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Fit the exhaust trunking onto the part of the exhaust system fitted to the vehicle.

Position the pipe onto the lugs (2) inside the exhaust trunking.

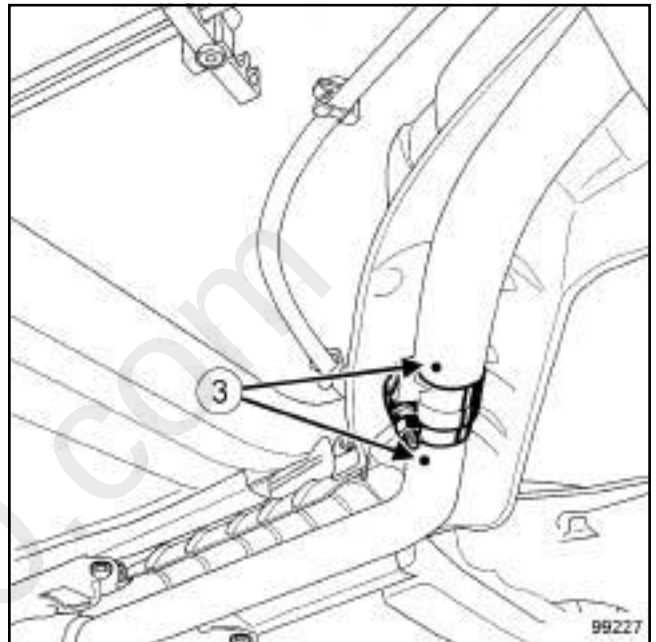
Tighten the exhaust trunking bolt(s) slightly (depending on the version).

Position the second part of the exhaust system under the vehicle, fitting it in the exhaust trunking.

Note:

If necessary, use a workshop jack to lift and hold the heavy and bulky components of the exhaust system.

Position the second exhaust pipe onto the lugs inside the exhaust trunking.



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Check that the two cut marks (3) are aligned (if applicable).

Position the trunking so that there is no risk of contact between its bolt or bolts and the heat shields.

Torque tighten

- the **exhaust trunking nut with 1 bolt (25 N.m)** (if fitted),
- the **exhaust trunking nuts with 2 bolts (18 N.m)** (if fitted).

Check the following and deal with if necessary:

- no underbody contact between the exhaust system and the heat shields,
- all of the heat shields are present and secure.

Note:

Any damaged heat shields must be replaced.

Start the engine.

Check that there are no leaks: deal with any leaks.