




RENAULT 6



driving and maintenance R1180 - R1181

The RENAULT warranty card which has been handed over to you on delivery of your car should be kept safely because it must be produced if you intend making a claim under warranty. Hand it over to the "Diagnostic-Maintenance" receptionist so that the Dealer carrying out the operations can stamp it.

RENAULT 

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Symbols representing the various controls and warning lights which may be fitted on your vehicle, depending on the version or equipment



"Hazard" warning lights system



Heating-ventilating fan



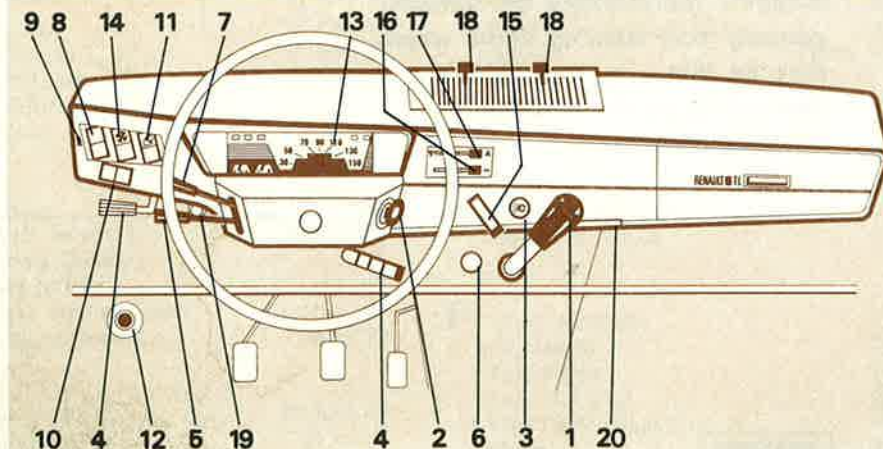
Windscreen wiper



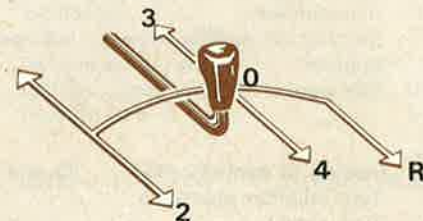
Windscreen washer



Choke



Gearshift lever



O neutral
R reverse

Some of the controls shown on the dashboard have different functions, depending on the equipment provided for the various countries to whom we export (see legend).

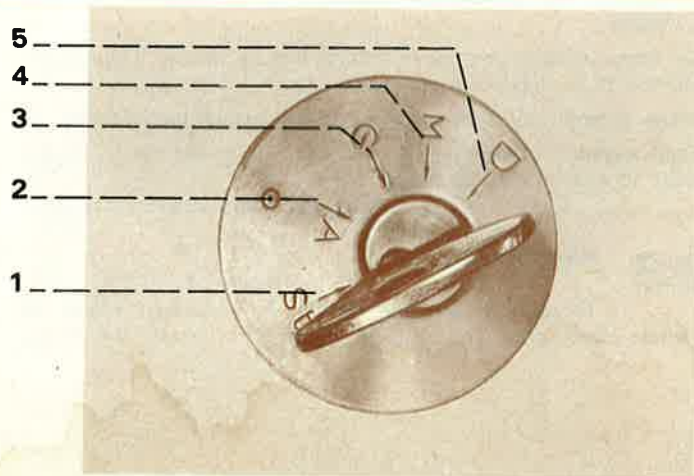
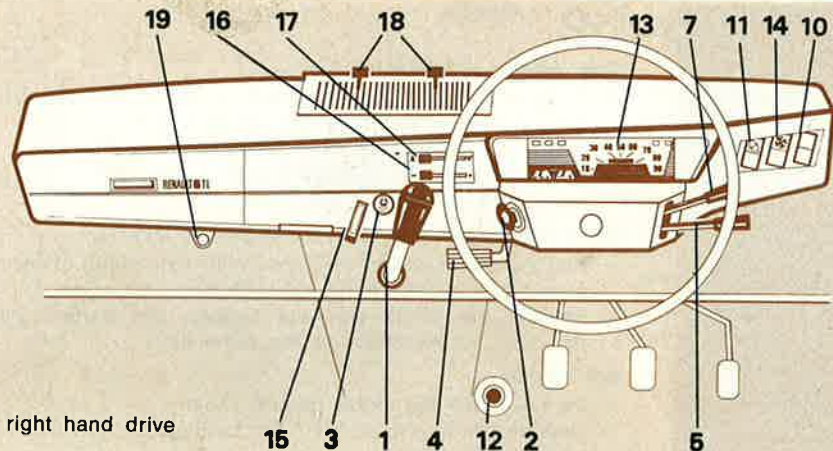
see text

1 gearshift lever (see diagram alongside)	
2 ignition-starter switch	b1
3 choke control knob	b2
4 handbrake (on R. 1181)	b3
4a handbrake (on R. 1180)	b3
5 lighting and horn switch handle	b4
6 headlight beam "empty-laden" setting knob	b5
7 direction indicator switch handle	b6

8 "Hazard" warning lights system switch * or "Brake" checking switch or rear screen demister switch	(chapter c) (chapter d)
9 "Brake" checking switch *	(chapter c)
10 rear screen demister switch *	(chapter d)
11 windscreen wiper switch	b8
12 windscreen washer pedal	b9
13 instrument panel	(chapter c)
14 heating-ventilating fan switch	(chapter d)
15 hot water valve	(chapter d)
16 airflow control knob	(chapter d)

17 airflow distribution knob (chapter d)
18 demister and ventilator flaps (chapter d)
19 bonnet (lid) release knob (chapter e)
20 ashtray (chapter f)

* special to certain versions



b1 Ignition-starter switch

Use the larger key : when opposite each line, it corresponds in turn to :

1 St - Anti-theft lock position.

To unlock, turn the key while moving the steering wheel slightly. To lock the steering wheel, remove the key and then turn the steering wheel.

2 A - Accessories.

The engine ignition is switched off. Any accessories which may be fitted will still have a current supply.

3 G - Garage.

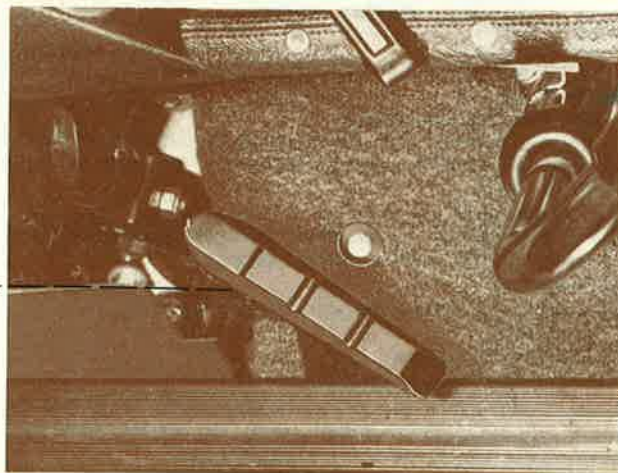
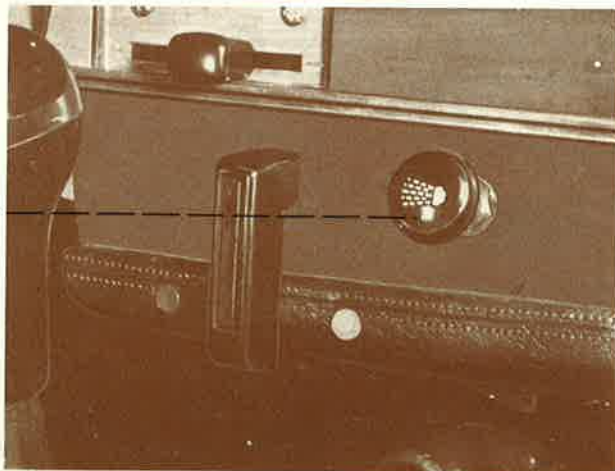
With the key removed, the steering remains free.

4 M - Running.

The ignition is switched on.

5 D - Starting : Starter operation.

If the engine does not start, the key must be turned back to switch off the ignition before using the starter again (see b2). Release the key as soon as the engine fires.



b2 Choke

Cold engine, in winter

- Pull the choke control knob out as far as possible, pressing the accelerator slightly at the same time.
- Release the accelerator and operate the starter.
- When the engine has gained speed, push the choke control knob in as required.

Warm engine in winter or cold engine in summer

- Pull the choke control knob out half-way (detent), pressing the accelerator slightly at the same time.
- Release the accelerator and operate the starter, gradually pressing the accelerator at the same time.

Hot engine

- Do not touch the choke control knob.
- Operate the starter, pressing the accelerator right down at the same time.
- Release the accelerator gradually as the engine increases speed.

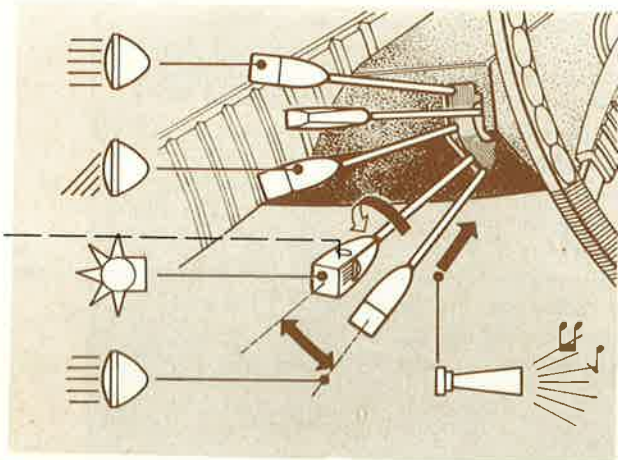
On some versions the choke control has no detent. If this is so, starting is carried out as follows :

Warm engine : identical sequence to hot engine instructions.

Cold engine : if the engine fails to start, push the choke control knob in one third of its travel.

b3 Handbrake

To apply it, pull the handle. To release it, swing the handle downwards. The location varies according to the model.



b4 Lighting and horn

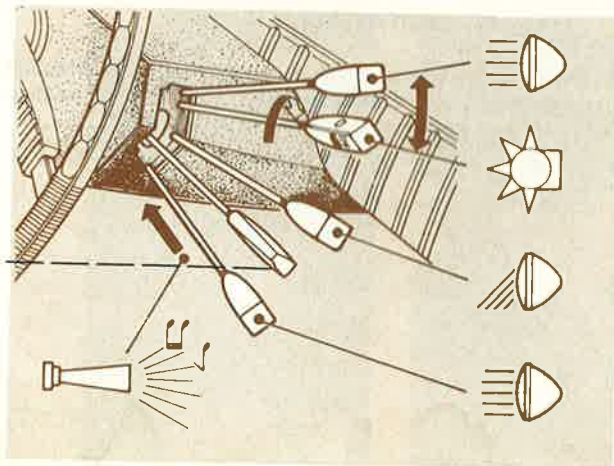
Lighting : Turn handle **A** until the "light" symbol faces you, then move the handle parallel to the steering wheel to obtain successively : sidelights, headlights dipped beams and headlight main beams.

Headlight flasher : Obtained by moving the lighting switch handle :

- downwards for L.H.D. (fig. 1)
- upwards for R.H.D. (fig. 2).

It works when the lights are either switched off or on "dipped beam".

Horn : Press in the end of handle **A**.



b5 Direction indicator switch handle

Move handle **B** parallel to the steering wheel.

L.H. Drive :

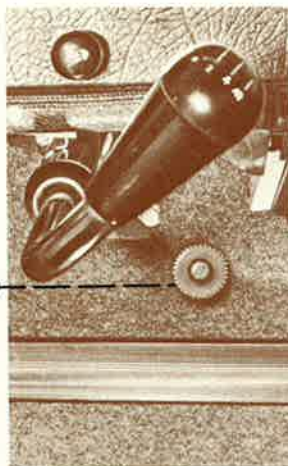
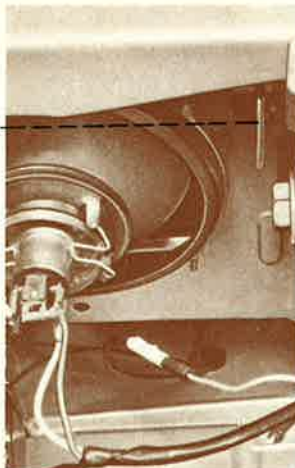
Handle down : L.H. indicators.

Handle up : R.H. indicators.

R.H. Drive :

Handle down : R.H. indicators.

Handle up : L.H. indicators.



b6 Headlights (empty-laden setting)

Adjust your headlights to suit the car's load.
Open the bonnet (lid) to reach the adjusting levers.
Each headlight is to be adjusted separately.

Lightly loaded car

Lower lever **A**

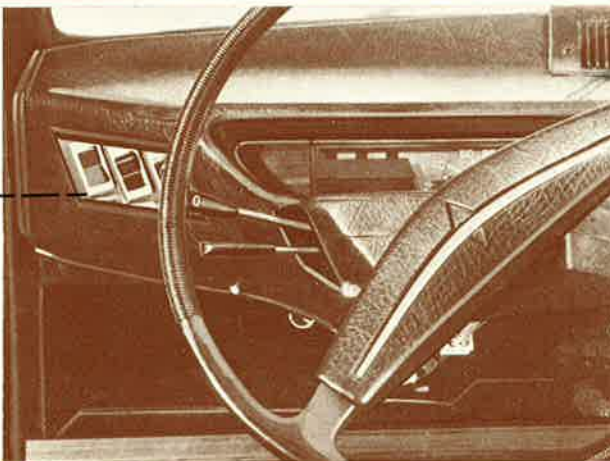
Fully loaded car

Raise lever **A**.

On certain versions the adjustment is made from the driver's seat using a knob under the dashboard.

Lightly loaded : turn the knob to the right.

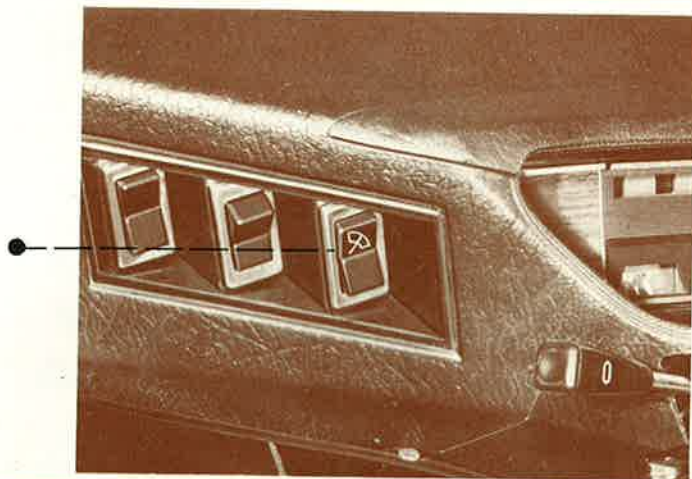
Heavily loaded car : turn the knob to the left.



b7 "Hazard" warning lights system

On some versions, switch **A** operates all the direction indicators simultaneously. It is to be used according to existing regulations in those countries for which it is provided.

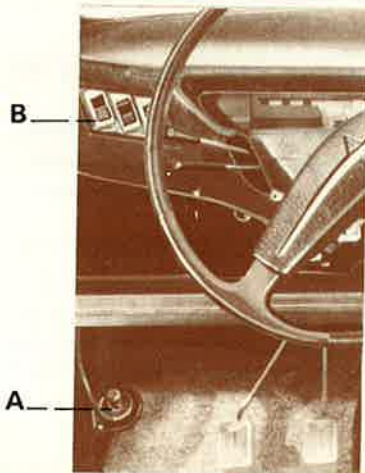
On other versions this switch is replaced by another one (see chapters **c** and **d**).



b8 Windscreen wipers

To start : Press the switch.

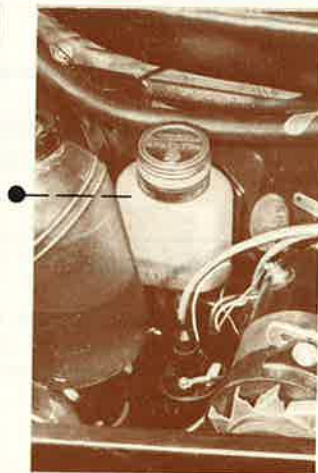
To stop : Keep the bottom half of the switch pressed in to make sure the arms return to the parked position. On some versions, two wiping speeds can be obtained by pressing the rocker switch partly or fully in.

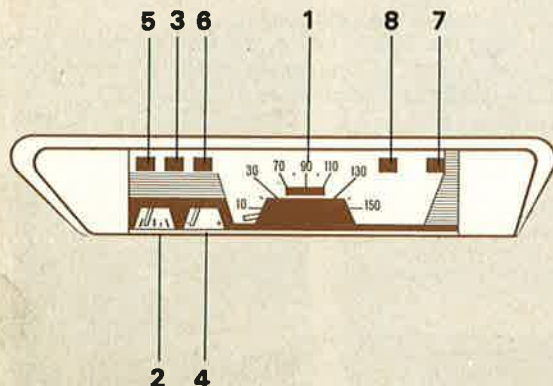


b9 Windscreen washer

Depending on the version, press pedal **A** or switch **B** to wet the windscreen. Then switch on the windscreen wipers. Access can be gained to the windscreen washer bottle by opening the bonnet (lid). Fill it with water to which a special windscreen washer product has been added. In winter, this product must be of the non-freezing variety.

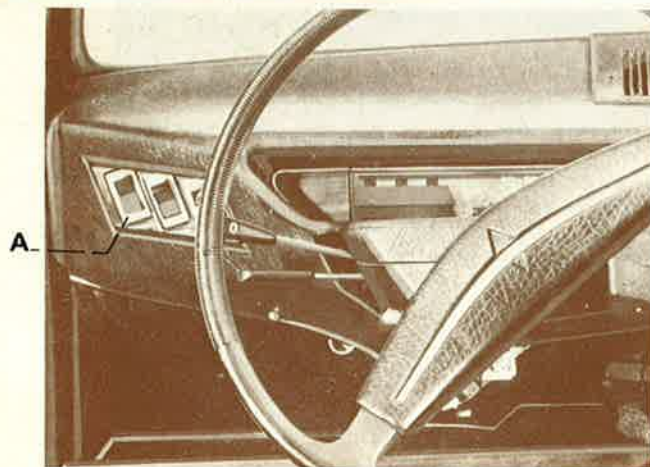
Note : On some versions switch **B** is replaced by another switch (see heating-ventilating d).





	see text
1 speedometer	c1
2 fuel gauge	c2
3 oil pressure and water temperature warning light	c3
4 battery charge indicator	c4
5 headlight "main beams on" warning light	c5
6 direction indicator tell-tale	c6
7 "Hazard" warning lights system tell-tale *	c7
8 brake circuit pressure drop warning light *	c8

* special to some versions



C1 Speedometer

Graduated in kilometres or miles according to the version.

Note : On some versions, both miles and kilometres are shown.

C2 Fuel gauge

This only operates when the ignition is switched on. The graduations correspond to a quarter, half etc. of the fuel tank capacity. When the pointer shows 0, the tank still contains 4 to 6 pints (2 to 3 litres) of fuel.

C3 Oil pressure and water temperature warning light

It lights up immediately the ignition is switched on, and goes out as soon as the engine is running. If it lights up while driving along, you must stop (see chapter "Incidents").

C4 Battery charge indicator

The needle should be in the white sector when the engine is running at medium or fast speed ; if it is in one of the two red sectors, see chapter "Incidents".

C5 Headlight "main beams" on warning light

This lights up when the headlights are on "main beam".

C6 Direction indicator tell-tale

A rhythmic clicking sound corresponds to the flashing of the light. An inoperative tell-tale indicates faulty operation. If this occurs check that both the front and rear direction indicator bulbs are working and change them if necessary.

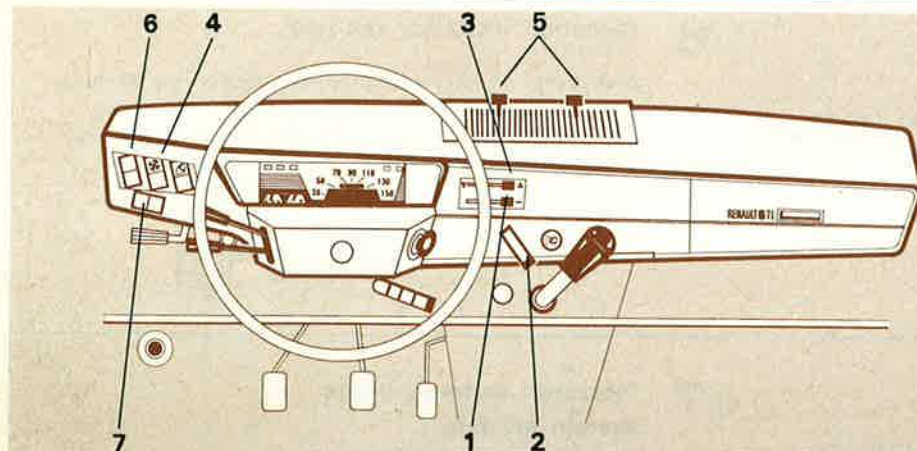
C7 "Hazard" warning lights system tell-tale (special to certain versions)

All the direction indicators flash simultaneously.

C8 Brake circuit pressure drop warning light (special to certain versions)

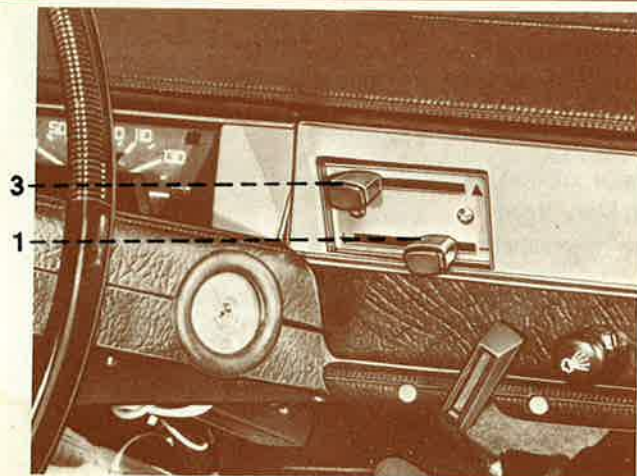
If it comes on during braking, there is a leak in the brake circuit ; it could be dangerous to continue to drive : call for assistance of a Renault Agent.

A "Brake" switch enables one to check the tell-tale bulb **A**.



	see text
1 airflow control knob	d1
2 hot water valve	d2
3 airflow distribution knob	d3
4 heating-ventilating fan switch	d4
5 ventilations flaps	d5
6 or 7 rear screen demister switch *	d6

* special to some versions or optional



d1 **Airflow control knob**

Slide it along to the left (+ symbol).

d2 **Hot water valve**

Turn the knob towards the red spot.

d3 **Air distribution knob**

De-icing-demisting : slide the knob to the right (▲ symbol). Use it immediately the engine starts to prevent misting up.

Heating : slide the knob to the left (▼ symbol). Intermediate positions divide the air between heating and demisting and allow a bias towards one or the other.

d4 **Fan switch**

Two "on" positions :

Normal speed : Press in lightly.

Fast speed : Press in fully.

It should be used at speeds below 40 m.p.h. (60 km/h).

d5 **Ventilation flaps**

Pull the knobs back ; depending on their position air is sent towards your chest or face.

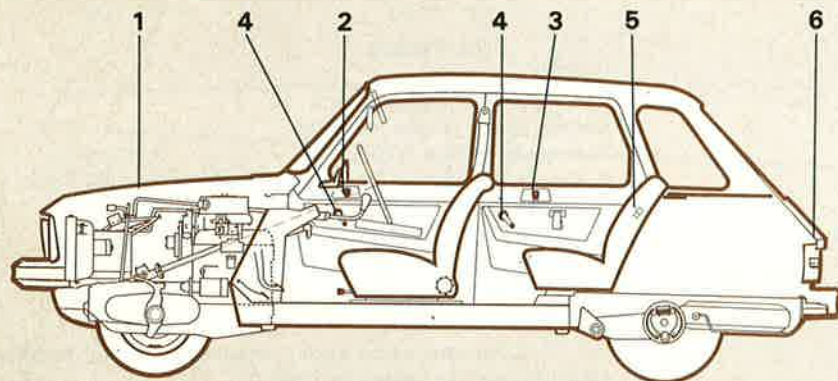
Note : Controls **1**, **3**, **4** or **5** can also be used to obtain additional airflow downwards. Heater valve **2** must be closed.

d6 **Rear screen demister switch** (special to some versions or optional)

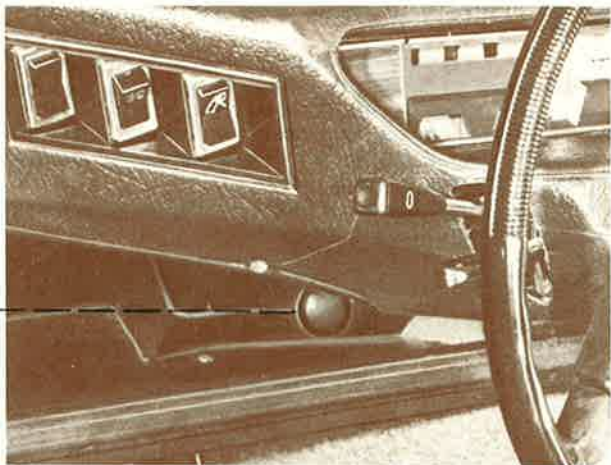
Never use the demister longer than necessary. Press the rocker switch off as soon as the rear screen is remisted or defrosted.

A tell-tale checks its operations.

Always clean the rear screen carefully and prevent anything liable to damage the resistances from contacting it.

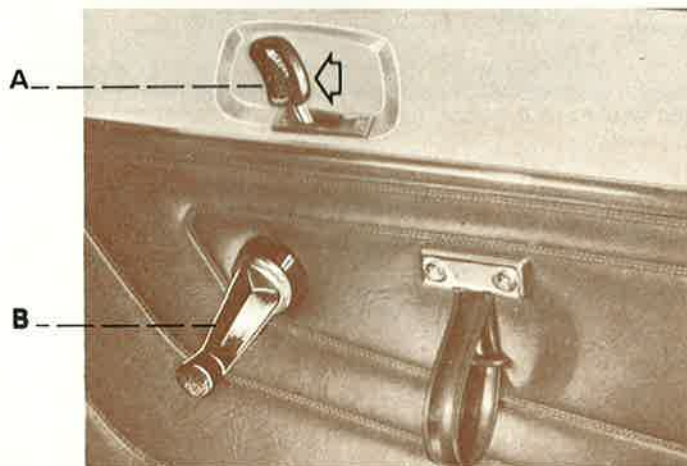


	see text
1 bonnet (lid)	e1
2 front door handle	e2
3 rear door handle and lock	e2
4 window winder handle	e2
5 childproof locks	e3
6 tailgate	e4
sunroof	e5



e1 Bonnet (lid)

Pull the knob to release the latch, then lift the bonnet by hand. Use the safety prop to hold it in the open position. To close the bonnet allow it to fall from a height of 8" (20 cm) from the closed position and it will latch under its own weight.



e2 Doors

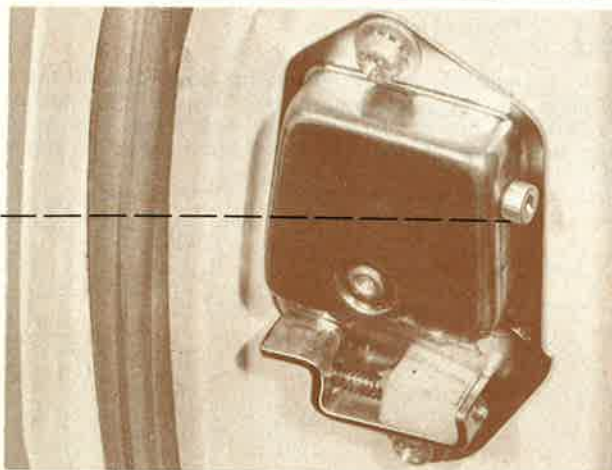
The front doors are lockable by means of a key : use the smaller key which you were given.

To open the front and rear doors from the inside, move lever **A** to the rear. The rear doors are lockable from the inside by pushing lever **A** as far forward as possible.

They can be locked only when the "childproof" locks are not in use (see e3).

Use the handle **B** to wind down a window.

Note : We have approved an aerosol for lock lubrication. This operation must be carried out again after washing the car (especially after an automatic wash or with a hose). Ask your Renault agent.



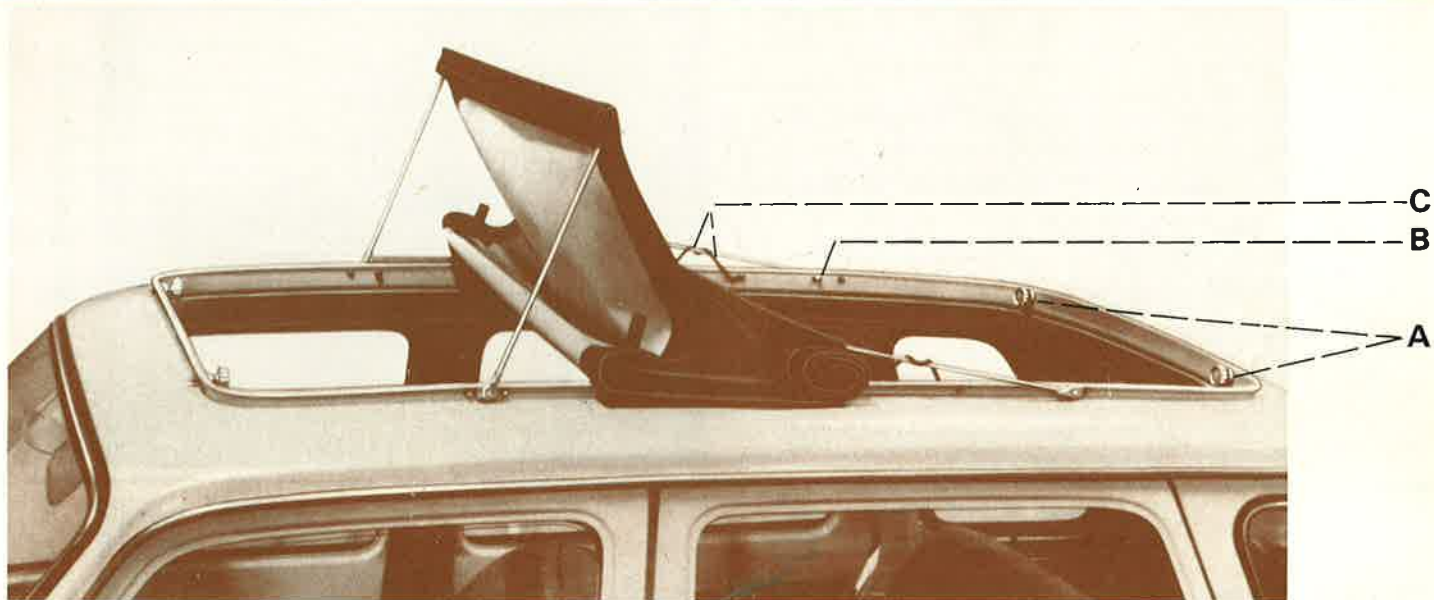
e3 Childproof locks (on rear doors)

It makes it impossible to open a door from the inside. It is operated by turning a small cylinder, using the end of the door key as a screwdriver. (To lock the right hand door turn it to the left and for the left hand door turn it to the right.) When the childproof locking system is in operation, the locking levers cannot be pushed forwards.

On some versions the locks may look slightly different ; they do not have childproof locks incorporated.

e4 Tailgate

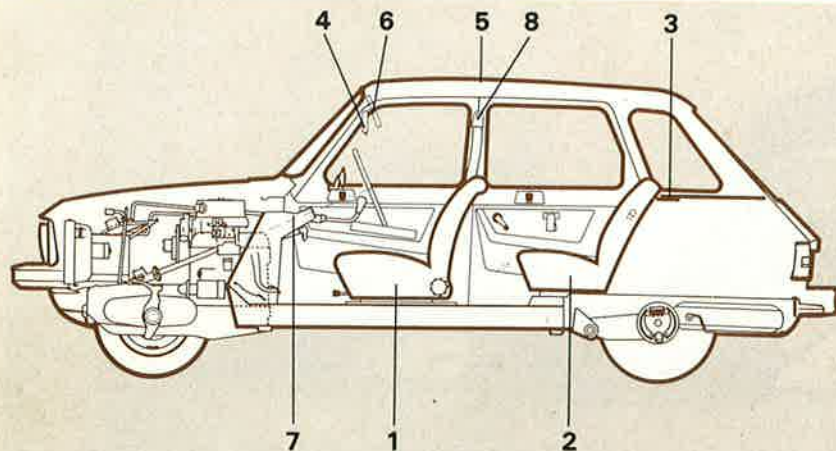
The key is the same as that for the front doors. The tailgate automatically remains in the open position ; slam it as you would any car door, to close it.



e5 Sun roof

Fully unscrew the knurled knobs **A**, unclip the rubber retaining tabs **B**. Lift the fabric to the three quarters open position in order to be able to roll it round the centre stretcher and secure it in the open position by means of the elastic loops **C**.

To close the roof, unhook the elastic loops and secure the roof in the closed position (rubber tabs and knurled knobs).



	see text
1 front seats	f1
2 rear bench seat	f2
3 folding rear shelf	f3
4 rear view mirror	f4
5 interior light	f5
6 sun visor	f6
7 ashtray	f7
8 safety belts	f8



f1

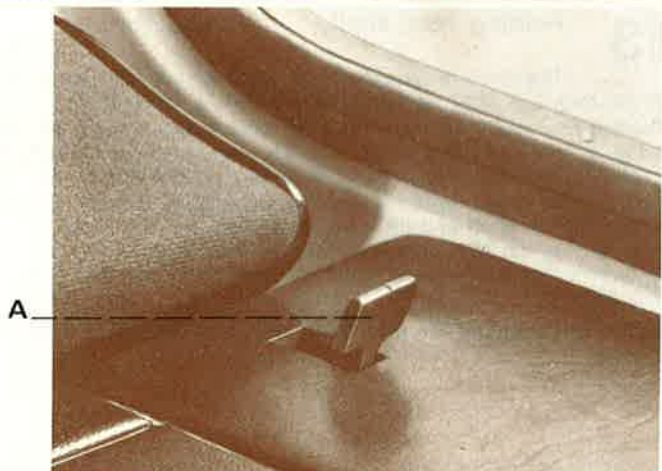
Front seats

Adjusting the seat

The driver can move his seat forwards or backwards to suit himself, without leaving his seat, by pushing lever **A** outwards.

Reclining seat back (on some versions or optional)

Turn knob **B** to adjust the seat back angle.



f2

Rear bench seat

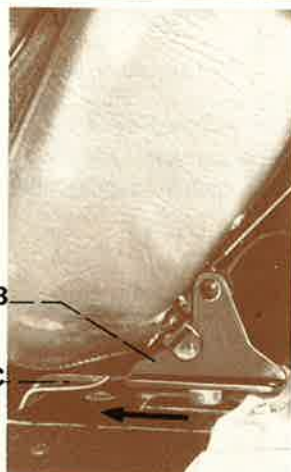
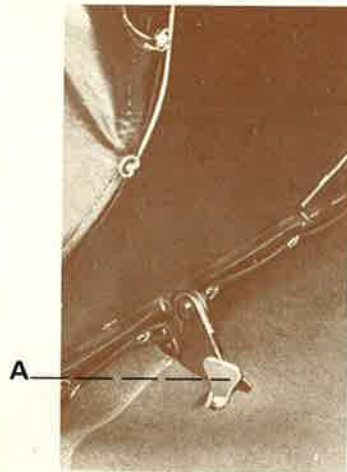
It is folding and detachable.

To fold it, free the seat back by moving lever **A** forwards to lift it off the retaining hook. This must be done on both sides. Slide the front seats as far forwards as possible.

Fold the seat back down onto the seat and tilt the assembly forwards.

Once the seat back has been brought back to the rear there is no difficulty in returning the seat to its normal position ; the locking levers snap in position automatically.

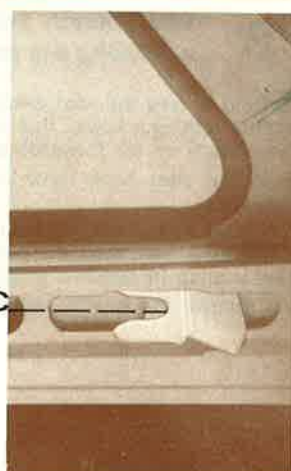
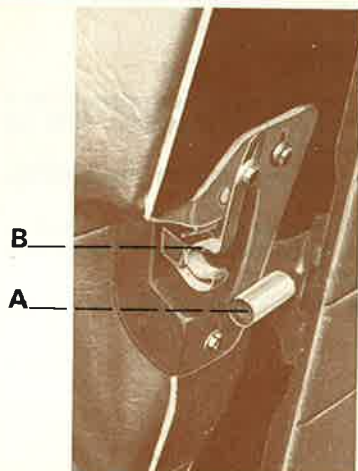
To remove the bench seat, see the following page.



f2 Rear bench seat (continued)

Removing : With the bench seat folded, turn back the front corner of the carpet ; unscrew the securing wing nuts **A** and take them off. Draw the bench seat backwards slightly before lifting it to remove it.

Refitting : Offer up the bench seat, engage the front of the hinged bracket **B** under the securing lug **C** attached to the floor and refit the wing nuts in position.



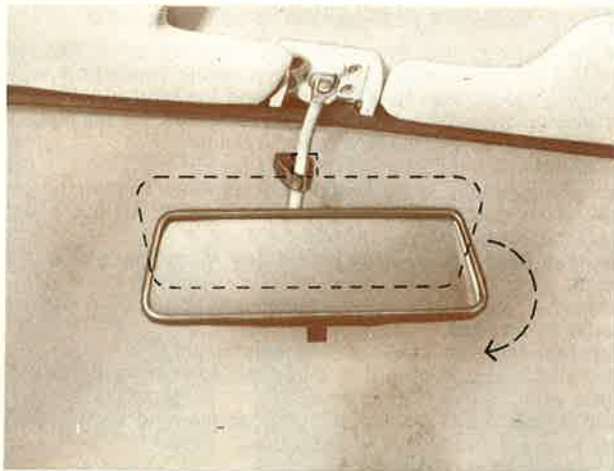
f3 Folding rear shelf

The shelf is hinged at the front to the seat back, and at the rear it is fixed by side lugs **A** which fit into slots **C**.

Folding the shelf : Release the seat back (see f2 page 19) and bring it forwards ; the shelf will fold and its side lugs **A**, by engaging in the spring catches **B**, hold it in position.

Refitting the shelf : With the seat leaning slightly forward, pull the bottom of the shelf and lift it up level. Push the seat back to the rear so that the side lugs **A** fit into the slot **C**, pull back smartly to ensure that the rear seat back and rear shelf lock into position together.

Note : When folding the rear shelf, hold it to prevent it dropping sharply.



f4 Interior rear view mirror

The interior rear view mirror is movable and adjustable for height (2 positions) by turning it round half a turn. On certain versions, a small lever on the bottom enables it to be dipped to prevent dazzle at night from a following car.

Before tilting it, make sure that it is correctly set. If set in the "night vision" position it may give incorrect rearward vision.

The external mirror is adjustable.

Note : If it becomes out of adjustment, have its setting tightened by a Renault Dealer.

f5 Interior light

Tilt the interior light to left or right to obtain in succession : permanently on, off or Intermittently on (operates when one of the front doors is open).

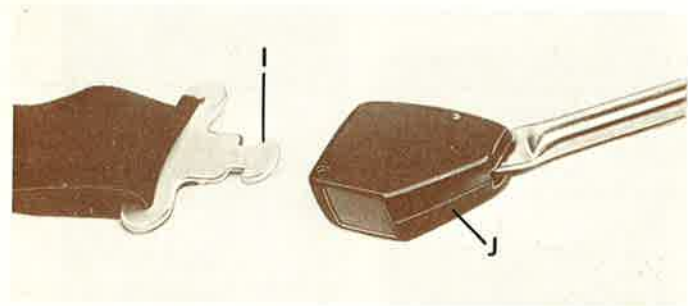
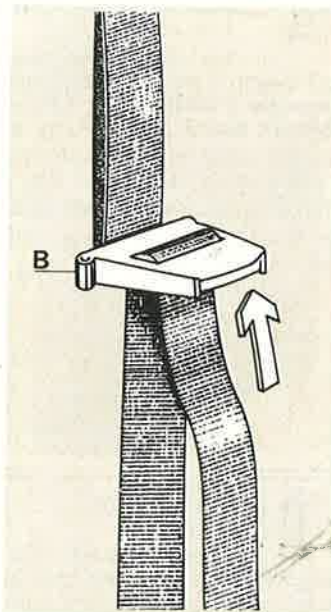
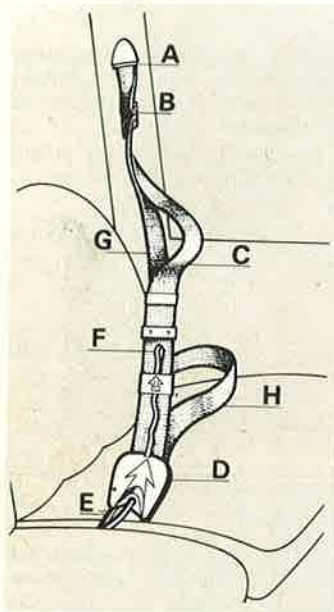
To change a bulb, turn the lens right round pressing on it at the same time, to over-ride the catch.

f6 Sun visors

Both sun visors can be folded up and adjusted for angle. To set it to one side do not strain the ball joint ; lower the sun visors first before turning it.

f7 Ashtray

To empty the ash, pull the ashtray holding the metal cover closed, to get it out.



f8 Safety belts (special to some versions)

We recommend that you use them however short the journey. The belt should be worn as tight as possible compatible with your comfort ; the lap belt should pass round the hips and the shoulder belt pass diagonally across the chest between the latching buckle on the hip side and the opposite shoulder.

The belts must not be twisted.

Safety precautions to be observed at all times : Under no circumstances must alterations or additions be carried out which will effect the efficiency of the belts.

Shoulder belts are only recommended for persons over 6 years of age.

Rubbing of the safety belts against any edges or sharp objects should be avoided.

Each belt must be used for one person only.

After a serious accident, it is imperative to change the safety belts which were in use at that time.

If all cases consult a Renault Dealer concerning any problem you may have with your safety belts.

Maintenance : see page 33.

Front safety belts

How to use :

1 Unhook the belt buckle **D** by catching hold of the plastic case and pulling it (when not in use, the buckle hooks on the centre-pillar **A**).

Locking :

2 Grasp the buckle and clip it into the fixed clip **E** by pressing, holding the buckle by the sides of the plastic case. Let go the buckle.

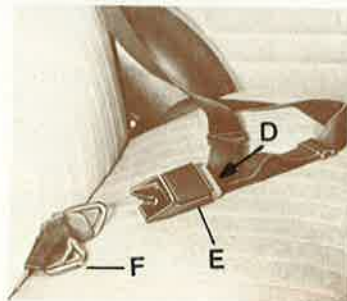
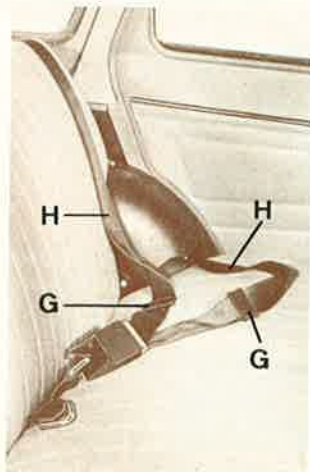
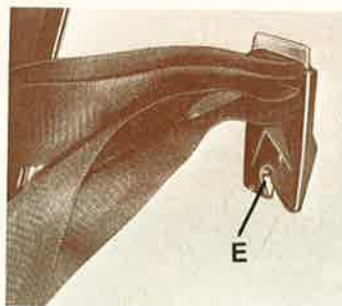
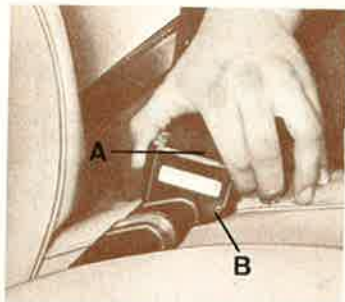
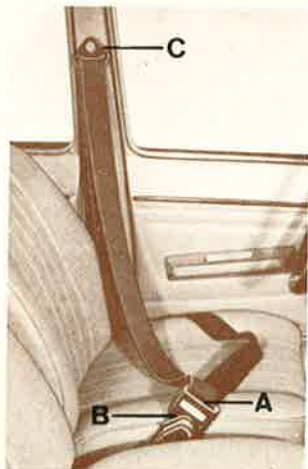
Adjusting :

To take up the slack : pull on the spare portion **C** of the strap. To slacken off tilt the adjusting buckle **B** upwards (see sketch alongside) and either press forward with your body or pull the shoulder strap section **G** downwards.

An adjustment made so that the lap belt holds you lightly, leaving sufficient space between the shoulder ; belt and the chest for the thickness of one hand to pass through ensures a comfortable position and suitable belt tightness. If you can put up with a tighter belt, we advise you to do so.

Unlocking :

To release the belt, pull tab **F**.



On some versions the belt is locked differently ; the locking buckle consists of a latch I which must be slid into the hinged locking buckle between the seats until it clips in. To unlock, press the red button on buckle case J.

Front belts with inertia reels (special to some versions)

The lap belt and shoulder belt are made as one belt sliding through the locking buckle A and the shoulder belt anchorage point on the centre pillar C.

The shoulder belt is permanently tensioned so that it tends to return to the inertia reel casing fixed to the body sill, and this ensures stowage when not in use and belt adjustment to suit the size of the user.

The inertia reel prevents the belt from unrolling under pronounced retardation or if the belt is unwound too fast.

How to use : Grasp buckle A and unwind the belt. If, during this manoeuvre, the belt refuses to come out, allow it to return (about $\frac{1}{2}$ "), then unwind it once more to obtain a length of belt to suit your size.

Locking : Slide the locking buckle onto the bar between the seats B.

To release the belt, pull the buckle holding it by its case.

Stowage : When not in use the belt withdraws into the reel and rests up against the centre pillar : buckle A should be carried round to its stowage position (hooked on centre pillar) to assist reel operation.

Rear belts (special to some versions)

The lap strap and shoulder strap are adjusted separately.

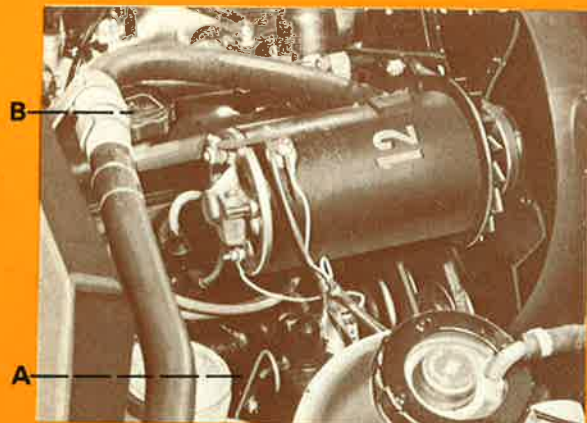
Locking : Press in the mobile portion D of locking buckle E to release the jaw.

Clip it onto ring F.

Adjusting : To adjust the length of the belts, pull out more than is necessary before clipping it to the locking buckle. To take up the slack on the lap belt and shoulder belt move the runners G along on the spare portion of strap H.

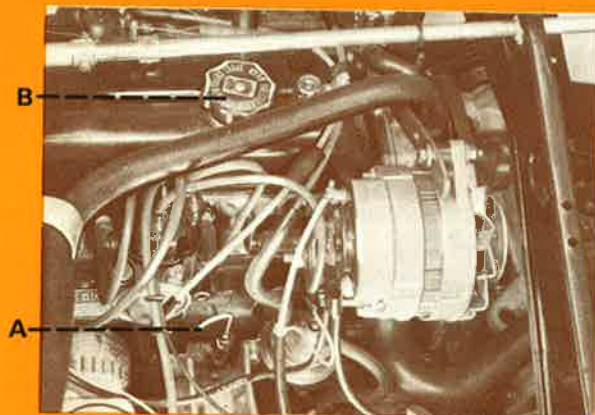
If the belts are too tight, pull on the spare portions H of the belt at right angles to buckle E.

Unlocking : Just pull on buckle E, grasping it by the casing, to free yourself from the belt.



- A Dipstick (engine oil level)
- B Engine oil filler cap
- C Engine oil drain plug
- D Gearbox-transmission oil level plug
- E Gearbox-transmission oil drain plug

Renault 6 type R1180



Renault 6 type R1181



Renault 6 types R1180 et R1181

Lubrication

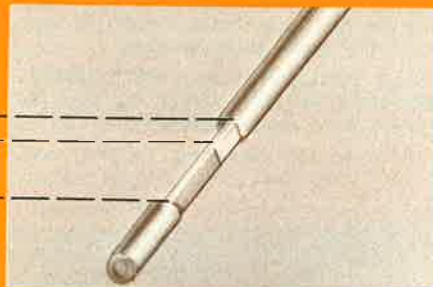
It is essential that your car should be properly lubricated. Lubrication has incidentally been reduced to a minimum.

Engine : The engine oil level is checked by means of the dipstick. It should never be allowed to fall below the lower mark on the dipstick.

A Maximum level

a Maximum level of running-in oil

B Minimum level



When topping up between oil changes, use the same make and grade of oil as was used during the last oil change. If the quantity required for topping up exceeds 2 Imp. pts (2½ US pts - 1 l) per 600 miles (1 000 km), notify your Agent. On leaving the factory the sump (oil pan) is filled with running-in oil. Refill with multigrade oil from the very first drain and refilling operation. (Refer to the engine oils table in the next column.) The

"Diagnostic-Maintenance" chapter calls for an engine oil change every 3000 miles (5000 km) or at least every six months*. However, certain uses may make it necessary to change the oil more often. Ask your Dealer for advice.

* whichever comes first

ENGINE OIL

When the vehicle leaves the factory the sump (oil pan) is filled with ELF or HUILES RE-NAULT Premium SAE 20 W running-in oil.

From the first oil change 20 W/40 multigrade oil will normally be used.

Below a temperature of -5°C ($+23^{\circ}\text{F}$) for the R. 1180 and below -10°C ($+14^{\circ}\text{F}$) for the R. 1181, use 10 W/30 multigrade oil.

In cold countries : Below -20°C ($+4^{\circ}\text{F}$) we recommend the use of a 5W/20 grade oil if supplies are available.

Your engine is fitted with an oil filter, clean the base and lubricate the seal when changing the cartridge. Retighten the cartridge after the engine has attained working temperature and add ½ Imp. pt (½ US pt - 0,25 l) of oil to the prescribed quantity. (See "Fluid Capacities" in the "Specifications" chapter.)

Gearbox-transmission : For lubrication use EP 80 oil.

Running-in

Speed which must not be exceeded :

56 m.p.h. (90 km/h) for the first 600 miles (1000 km).

After 600 miles (1000 km) running-in is virtually completed.

Nevertheless, it is not until an additional 1,200 to 1,800 miles (2 to 3000 km) have been covered, that you can expect normal performance from your car.

Lubrication : see chapter K.

Before driving off

If necessary, top up the engine oil level. Check the fuel tank contents. The filler cap is on top of the right hand rear wing.

On detoxed (anti-pollution) versions use a super grade fuel. (In France a "super grade" fuel corresponds to one with an octane rating of 98 to 99.)

There is no need to concern yourself with the radiator coolant level, because the cooling system is sealed : you can, however, always check the contents of the cooling system by looking at the expansion bottle (see chapter "Maintenance").

If you drive at night do not forget to adjust your headlights to suit the car's load (see b5).

Driving

Braking : As soon as you start off check the efficiency of the brakes, especially after the car has been washed with a hose or after it has been parked outside for a considerable period in winter (condensation, frost, ice). You should also test the efficiency of the brakes after fording water in the car. The brakes can be dried by lightly applying them a number of times in succession. Do not switch off the ignition or place the gear lever in the neutral position when descending an incline. If the hill is long and steep, select a lower gear in order to take advantage of the engine braking effect.

Clutch : Do not rest your foot on the clutch pedal when driving or when waiting at traffic lights.

Changing gear : Do not hesitate to change gear when an obstacle or road conditions oblige you to slow down considerably.

Instruments : Glance at the instrument panel from time to time.

Use in cold weather

Snow, ice : We have approved certain skid chains for use on snow or ice covered roads. They must be a tight fit on the tyre. (If you have only two chains, fit them on the front wheels.)

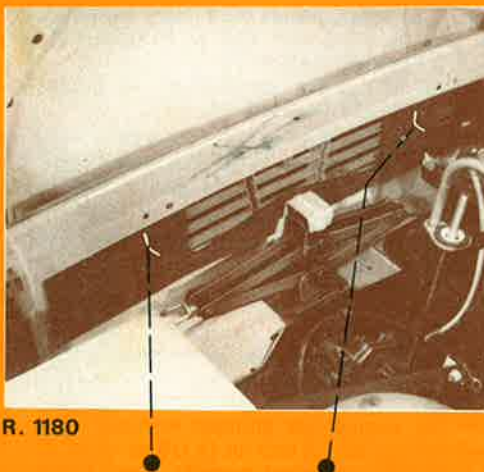
On some versions a device is fitted to the air filter to preheat the air (see chapter g4).

Radiator screen :

R. 1180 :

The Renault 6 type R. 1180 is fitted with a radiator screen.

Below 0° C (+32° F), fit it in position behind the front end panel with the clips provided, so that the temperature of the air breathed in by the engine is more moderate.



R. 1180

R. 1181 :

On special versions ("Extreme Cold" countries) the Renault 6 type R. 1181 has a screen attached to the front end panel. Use of this screen is strongly recommended when temperatures are below -10° C (+14° F).

Start by inserting one of the rod's hook shaped ends in the top part of the front end panel 1. Centralise the screen to make it easier to insert the other end of the rod 2. Do the same for the bottom rods 3 and 4. The screen has two fold over flaps which enable it to be put out of use without actually removing it.

Roll up the two flaps, holding them in position with the press studs provided.

Whichever system is in use, the "summer" settings must be reintroduced as soon as the temperature rises above 0° C (+32° F).



Safety : Tyres

To ensure good roadholding, it is advisable to fit tyres of the same make, the same type and the same tread only on your car.

However, where mixing cannot be avoided, the following rules at least must be adhered to :

- 1) On any one axle the tyres must be of the same construction, radial or cross-ply.
- 2) Radial tyres must always be fitted to the rear and cross-ply tyres to the front.

Furthermore, the tyres must be in good condition and the tread form have sufficient depth *, (the amount of grip depends on the extent of wear, particularly on a wet road). Incorrect inflation pressures lead to abnormal tyre wear and have a detrimental effect on the car's roadholding.

(Tyre inflation pressures are given in the chapter "Maintenance", see g7.)

* The tyres fitted to your car when it leaves the factory have wear witness marks on them which must be read according to regulations in force.

Consult your Renault Dealer.

Caravan or boat towing etc.

In order to conform to the Highway Code you should follow the towing conditions shown in the "Specifications" chapter.

Alternator

(special to some versions)

It is essential to follow the instructions given in the chapter "Maintenance" (see g2).

Engine cooling fan (R. 1181)

This is electrically operated and turns only when necessary. It is normal for it to turn more often in town than on the open road. On a steep incline or when towing a caravan, for instance, it is of no advantage to select a lower gear with the aim of obtaining more efficient cooling ; use the most suitable gear.

It is important to take extra care when working in the engine compartment with the engine running, as, if it is very hot, the cooling fan may switch itself on at any moment without warning.

Handbrake

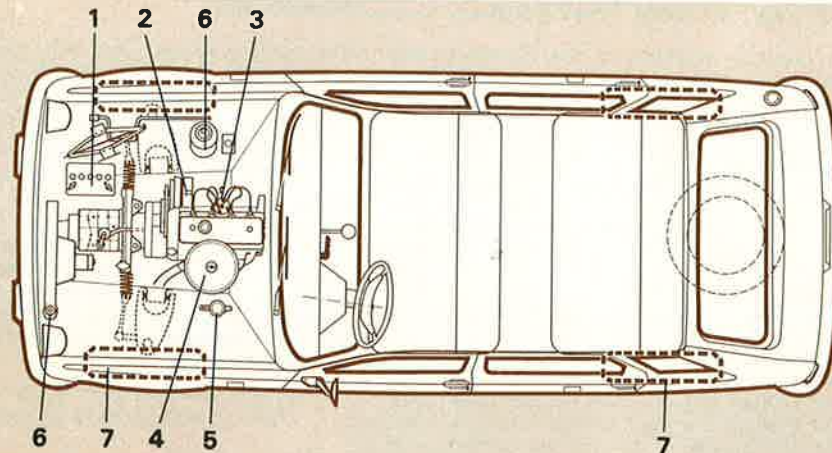
On those versions fitted with self-adjusting brakes it is forbidden to adjust the handbrake at any time other than during overhaul operations. The lever should travel 12 o 13 notches to apply the brake.

Underbody spraying

We advise you most strongly against the use of diesel oil based products.

Underbody spraying of cars fitted with disc brakes, using any product, is not recommended unless the brake discs are extremely well protected.

**Never run the engine in an enclosed space.
Exhaust gases are poisonous.**



	see text
1 battery	g1
2 alternator	g2
3 distributor	g3
4 air filter	g4
5 brakes	g5
6 cooling system	g6
7 tyres - wheels	g7
washing - cleaning	g8

g1 Battery

Top up every month, with distilled water only, to $\frac{1}{2}$ " (1,5 cm) above the plates.

A fully charged battery freezes at -40°C (-40°F). Keep it well charged in winter.

The positive post has the + symbol, the negative post has the — symbol; the latter is connected to the chassis. Each post is drilled in the centre for fixing an inspection lamp.

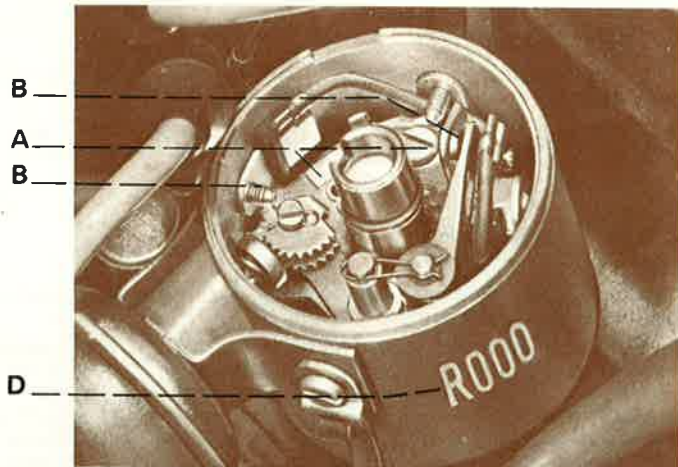
Remember that it is only necessary to unscrew the knob on the negative post by a few turns to isolate the battery.

Note : For versions with an alternator, see g2.

g2 Alternator

(special to some versions)

The alternator should not be touched; it requires no special maintenance but the following points must be observed : The alternator-battery circuit must never be broken, while the engine is running, by removing a battery terminal. Never connect a battery charger without first having disconnected the leads at the battery terminals. Never earth (ground) the regulator or alternator "EXC" wire. The checking and overhauling of an alternator must be carried out by a Renault Dealer.



g3 Distributor

The contact points must be perfectly clean. The contact points gap can only be measured accurately using special apparatus. Any adjustment must be followed by an initial advance setting (see below).

A Locking screw

C Adjusting tab

B Contact points gap

D Advance curve reference number

Remove the distributor cap and disconnect the vacuum capsule to adjust the initial advance.

R. 1180: Top Dead Centre: the line on the flywheel is opposite the pointer fixed to the clutch housing.

R. 1181: Top Dead Centre: the line on the flywheel is opposite the rib on the casing.

The amount of advance to be set depends on the value of the curve, details of which are stamped on the distributor.

R. 1180

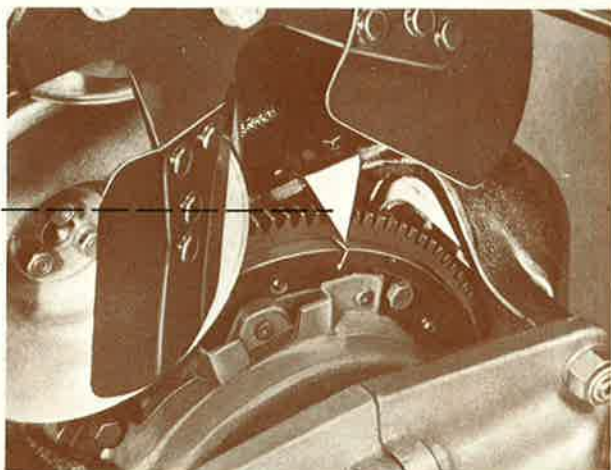
R. 284 Curve = $6^\circ \pm 1^\circ$

R. 1181

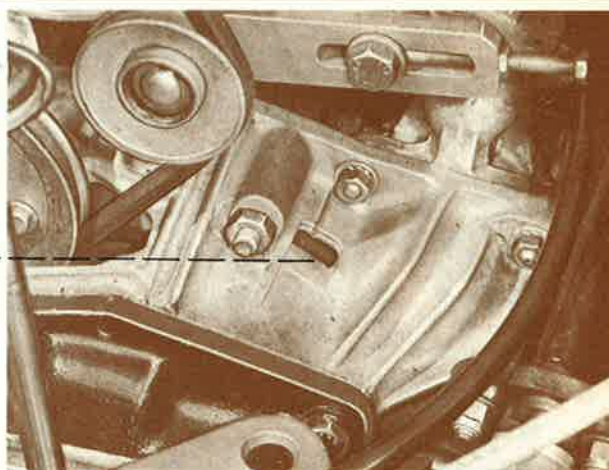
R. 248-C 33 Curve = $0^\circ \pm 1^\circ$

R. 242-C 33 Curve = $0^\circ \pm 1^\circ$

R. 1180



R. 1181



g4 Air filter

The condition of the filter must be checked periodically (see chapter k).

A dirty filter element should be changed because it could have a detrimental effect on fuel consumption and engine performance.

A Wing nut

B Cover

C Filter element

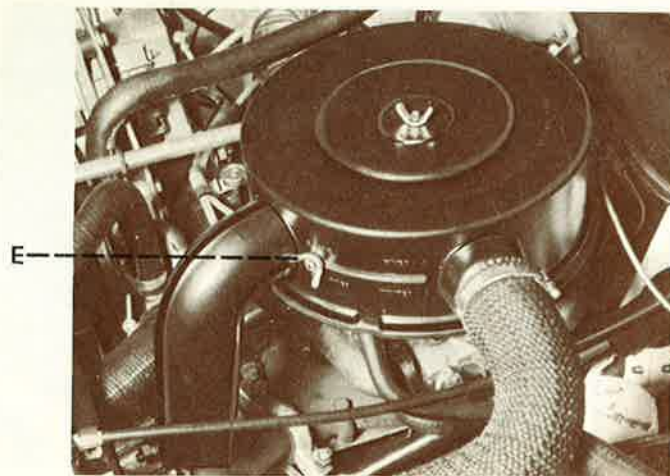
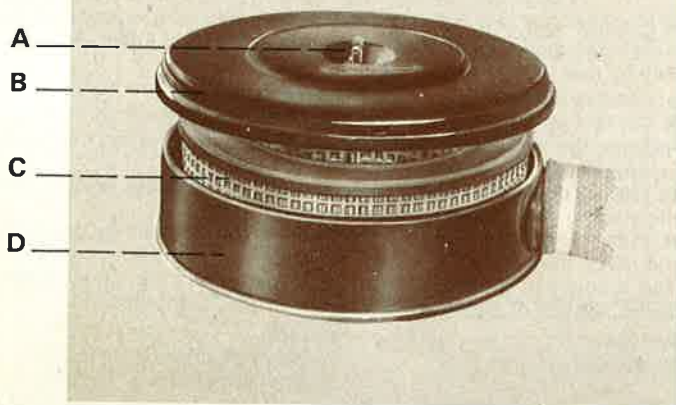
D Filter body

The shape of the filter may differ slightly, depending on the make or equipment (see below).

Except on some versions, the air filter has two air entry ducts (cold air and preheated air) which are selected by moving a flap.

In cold weather : slide knob **E** along to the "winter" position marked on the filter cover. This flap position must be used when the ambient temperature lies between 0° C and +10° C (between +32° F and +50° F) and also below 0° C (+32° F).

Knob **E** must be slid back to the "summer" position when the temperature stabilises itself above +10° C (50° F).



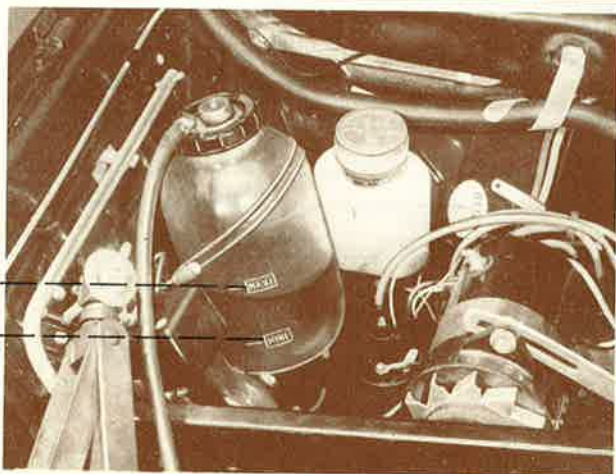


g5 Brakes

Frequently check the level of the brake fluid in the reservoir. If the level falls, check the braking system for leaks. The level should be on the "maximum" mark, but not above this and the air vent hole should be unrestricted.

It is essential that only fluids which conform to the SAE 70 R 3 standard and which are approved by our Technical Dept., should be used. If you note any braking abnormality: spongy pedal operation, excessive pedal travel, or overheating of any wheel, take your car to a Renault Dealer.

There is a dual reservoir on some versions.



g6 Cooling system

The system is protected against freezing down to a temperature of -35°C (-31°F) and down to -45°C (-49°F) for "Extreme cold" countries.

The system can be checked for leakage by looking at the coolant level in the expansion bottle, which has "maxi" and "mini" lines. The level should be checked when the engine is cold.

If the system has to be topped up with coolant, use a liquid approved by the RENAULT Technical Department, because it is imperative to use a product which conforms to strict specification. (Draining and flushing: see chapter k.)

g7 Tyres - Wheels

Tyre pressures should be checked at least once a month (with tyres cold). The spare wheel should be inflated to the same pressures as the rear wheels. Pay no attention to higher pressures reached in hot weather or after a journey at high speed.

This table is not a tyre fitting guide but is simply to inform you of the recommended inflation pressures for tyres we have approved.

R. 1180 - TYRE INFLATION PRESSURES (in bars or kg/cm²)

Dimensions	Make	Type	Normal		Fully laden or for motorway use	
			FR	RR	FR	RR
135 SR 13 or 135 HR 13	Michelin	X, ZX, XM + S				
	Uniroyal	Rallye 180				
	Dunlop	SP	1.5	1.7	1.7	1.9
	Kléber-Colombes	V10 GT, V10 S	(21 psi)	(24 psi)	(24 psi)	(27 psi)
145 SR 13 or 145 HR 13	Goodyear	G 800				
	Michelin	ZX				
	Uniroyal	Rallye 180				
	Dunlop	SP, SP NVB				
	Kléber-Colombes	V10 S	1.5	1.7	1.7	1.9
	Goodyear	G 800	(21 psi)	(24 psi)	(24 psi)	(27 psi)
	Continental	M + S, Rap 14				
	C.E.A.T.	VELTRO				
	Firestone	Cavallino S1				

R. 1181 - TYRE INFLATION PRESSURES (in bars or kg/cm²)

135 SR 13	Michelin	X, ZX	1.5 (21 psi)	1.8 (26 psi)	1.6 (23 psi)	2.0 (28 psi)
145 SR 13	Michelin	ZX				
	Uniroyal	Rallye 180				
	Dunlop	SP, SP NVB				
	Kléber-Colombes	V10 S	1.4	1.7	1.5	1.8
	Goodyear	G 800	(20 psi)	(24 psi)	(21 psi)	(26 psi)
	Continental	M + S Rap 14				
	C.E.A.T.	VELTRO				
	Firestone	Cavallino S1				

g8 Washing - Cleaning

Washing : Do not wash your car in the sun ; wait until the panels have cooled down. To make washing the windscreen easier, the windscreen wiper arms can be swung forward. If you wish to add any product to the water for washing the vehicle, use one which is approved by us and ensure that it is fully removed by carefully rinsing with copious quantities of clean water. We remind you that tar spots on the bodywork can easily be removed by using one of the commercially available tar removers. Ask a Renault Dealer.

Never bring petrol (gasoline), trichlorethylene, paraffin (kerosene), benzine or alcohol into contact with the paintwork or with plastic accessories (light covers, accessory embellishers, etc.). In winter or in coastal regions, we advise you to wipe the chromium plated parts of your car with an oily rag to protect them from rust. If the chromium plating becomes dulled by dirt film, rub it lightly with a chrome polish.

We should like to warn you against using vinyl chloride car covers as weather protection : these can have a detrimental effect on paintwork.

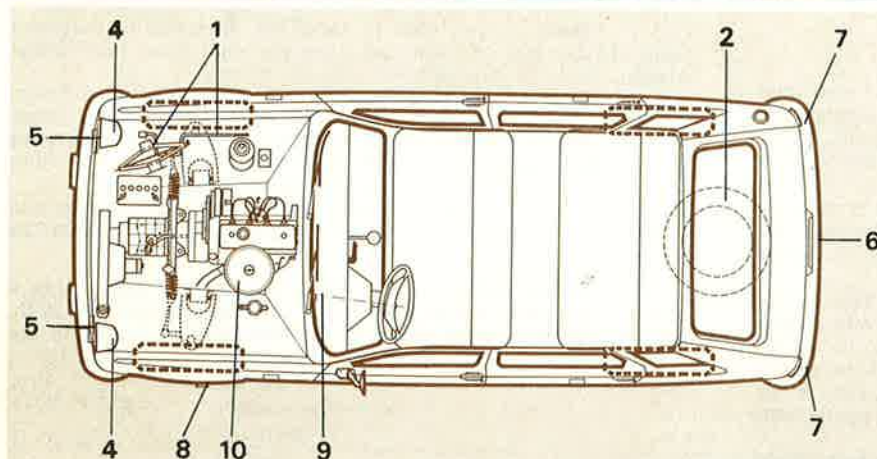
Note : After washing the car with a hose, check the efficiency of the brakes (see "Important instructions"). Door lock lubrication is also recommended. We have approved an aerosol product for this. Ask your Renault Dealer for it.

Paint : If you wish to know the reference of the paint used on your car you will find it on the right hand front wheel arch.

Cleaning

Seats and trim : Only cloth covered seats and trim are to be cleaned with commercial cleaning products. For any other form of trim material use soap and water only. We advise you against certain commercial products described as "protective" products. These can cause damage to materials other than cloth.

Safety belts : Safety belts must be kept clean. Use a sponge and tepid soapy water only. Dry them with a dry cloth. Cleaning fluids or dyes are to be avoided (risk of damaging the material).



* special to some versions

Changing a wheel

- 1 wheelbrace and jack
- 2 spare wheel
- 3 lifting the car

Changing bulbs

- 4 headlights
- adjusting headlights
- 5 sidelights
- 6 licence plate light
- 7 rear lights
- 8 wing mounted sidelights *
- fog lamps
- 9 fuses (electrical system)
- 10 carburettor

operating incidents

engine

windscreen

towing (breakdown recovery)

see text

h1

h2

h3

h4

h5

h6

h7

h7

h7

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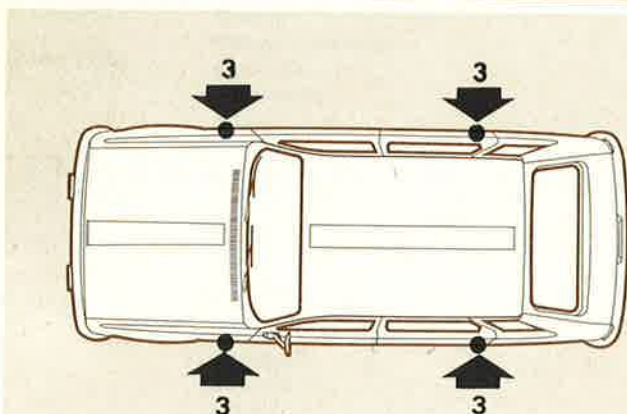
h8

h9

h10

h11

h12



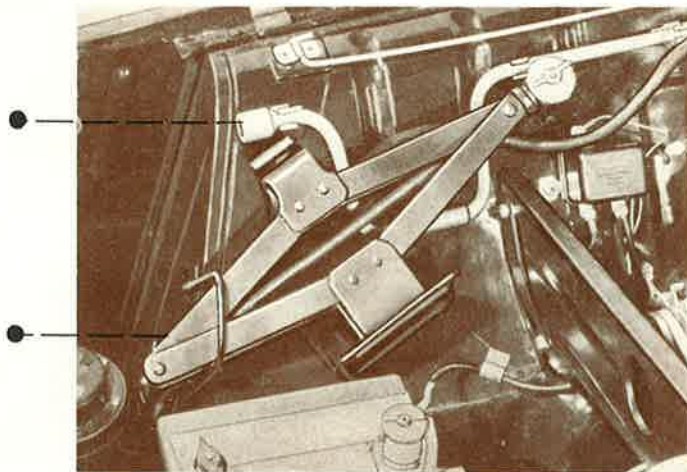
h1

Changing a wheel

Apply the handbrake. Remove the wheel embellisher and loosen the wheel nuts by means of the wheelbrace before using the jack. Bring one of the studs to the lower position to make fitting the rear wheel easier. Tilt the wheel towards you until you can see its inner face. Engage it first on this stud and then pull it into the vertical position.

Note : To loosen the nuts on an R. 1180 rear wheel which has a flat tyre, in cases when the wheel spins through lack of adherence, lift the opposite side of the vehicle at the front (diagonally opposite) and place the wheelbrace on the nut to be loosened so that you press down on it instead of pulling it upwards.

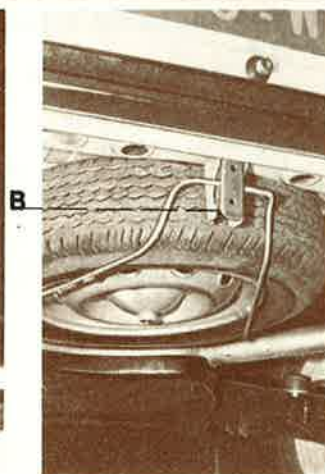
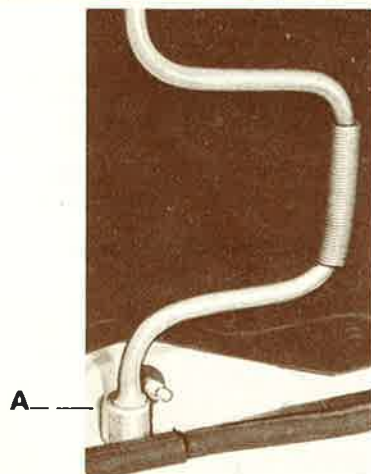
The jacking point to take the jack head are shown alongside.



h2 Wheelbrace and jack

The wheelbrace and jack are fitted in the engine compartment. The wheelbrace is secured by spring clips.

The jack is held at the front by a bar and by a wing nut and threaded rod, which slips through the jack fork end, at the rear. The jack must be almost fully lowered for stowing away.



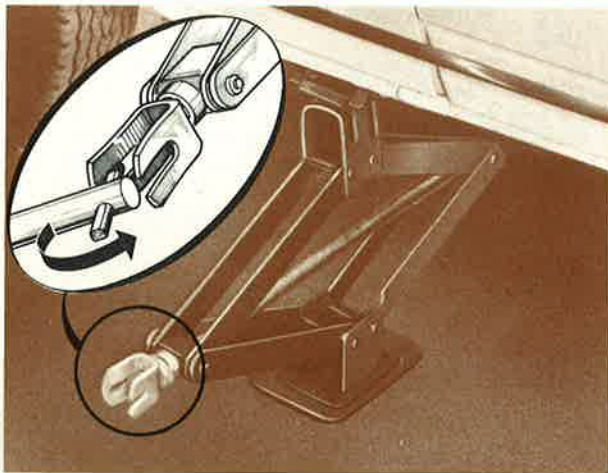
h3 Spare wheel

To remove the spare wheel open the tailgate. Using the wheelbrace, unscrew bolt **A** 8 or 10 turns. Tilt bracket **B** towards you, to allow the carrier to disengage from the slots in the bracket (2 slots). To replace the spare wheel, lay it on the carrier and lift up the back of the latter ; fit it into the most convenient slot for effective tightening and screw up bolt **A**.

The outside of the wheel should face downwards.

Note : On some versions, a safety catch prevents the spare wheel carrier from dropping accidentally. In this case, pull the safety catch to the rear to lower the carrier.

Check the inflation pressure of the spare wheel just before use.

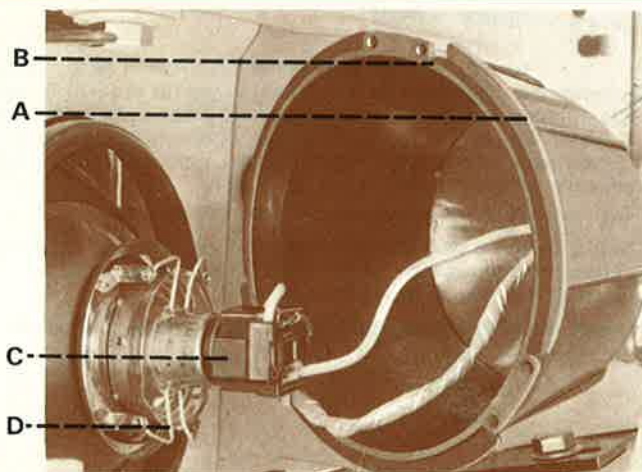


h4 Lifting the car

Slide the jack horizontally under the vehicle and hook it into the jacking point: then swing it into the vertical position (the hook shaped part of the jackhead must be uppermost when you are using the jack): the jack should hang from the lifting point.

Turn the jack a quarter of a turn so that the screw fork faces you. Start to turn the screw by hand in order to position the bottom of the jack properly (it should be positioned slightly under the body), then use the wheelbrace.

To remove the jack follow these instructions in reverse order.



h5 Replacing a headlight bulb

Lift the bonnet (lid). Remove the cover **A**, by turning it until its notches release from mounting **B**, disconnect the connector **C** and swing back the bulb securing springs **D** (the shouldered flange forms part of the bulb ferrule).

Carefully clean the new bulb before fitting (it has a projection on it which prevents it being incorrectly fitted). Replace the protective cover.

After replacing the headlight bulb, have the headlight adjustment checked (see paragraph h6).

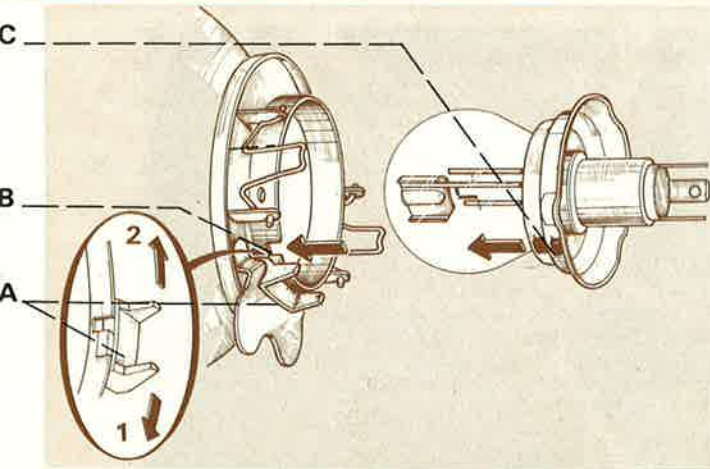
h6 Adjusting the headlights

Adjustment is to be carried out with the vehicle unladen. The "laden-unladen" setting lever must be in the "unladen" position, see paragraph b6.

In the "main beam" position, the centre lines of the two beams must be parallel to the car's centreline (lateral adjustment by means of screw **A**).

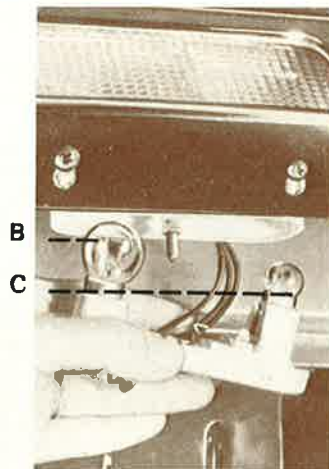
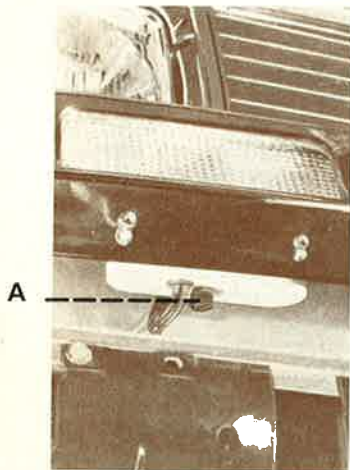
At a distance of 25 ft (8 m) in "dipped beam" position, the height of the horizontal cut-off (on the right or left hand side of the illuminated area) should be 4" to 6" (10 to 15 cm) lower than the headlight centre. (Height adjustment by means of screw **B**.)

Entrust headlight beam setting to a Renault Agent. He is equipped with the necessary apparatus ensuring accurate setting (conforming to the Highway Code).



On some versions the beam unit is fitted with a rotating mechanism which permits one to alter the setting of the headlights to suit the side of the road on which the vehicle is being driven. (Driving on the left - driving on the right.) Carry out the same operations as are involved in replacing a bulb; remove the bulb, move the rotating mechanism (on the bulb holder) to the right for driving on the left 2 and to the left for driving on the right 1, then refit the bulb.

- A** Small lever (rotating mechanism)
- B** Slot (location for the projection on the bulb)
- C** Projection on the bulb



h7 Changing : a sidelight bulb

The bulb holder is under the bumper : unscrew the knurled knob **A** to release the bulb holder.

B Pear shaped bulb (single filament) : direction indicator (pin fitting).

C Spherical bulb : sidelight (pin fitting).

a licence plate light bulb

The bulbs are fitted below the handle on the tailgate. Remove the handle cover in order to gain access to the bulbs (pin type socket). On some models the licence plate is illuminated from the side.

a rear light bulb

Remove the cover, which is held by three screws : upper bulb (single filament) : direction indicator light (pin type socket) ; lower bulb (twin filament) : rear and stop light bulb (pin type socket).

a wing mounted sidelight bulb *

The cover is held on by two screws. To remove the bulb turn it anti-clockwise to free the pins.

Fog lamps

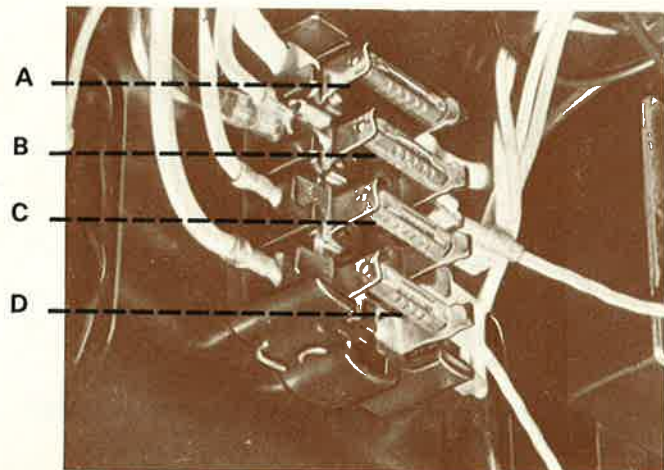
If you wish to fit your vehicle with fog lamps, consult your Renault Agent, because incorrect wiring could damage the electrical installation (wiring and component units, especially the dynamo or the alternator) and involve the loss of the warranty cover on this assembly.

* special to some versions

Bulbs which may be fitted to your car

- Headlights : 12 V, 45/40 W yellow, P45 t 41 socket (clear for some versions).
- Sidelights : 12 V, 5 W, type R. 19, pin socket BA 15 S/19.
- Front and rear direction indicators : 12 V, 21 W, type P 25/1, pin socket BA 15 S/19.
- Wing-mounted sidelights on some versions : 12 V, 4 W, type T8, pin socket BA 9/S.
- Rear and stop lights : 12 V, 21/5 W, type P25/2, pin socket BAY 15 D/9.
- Interior light (depending on version) : 12 V, 7 W, 10x39 festoon.
- Warning lights and instrument panel illumination : 12 V, 2 W, type WT 10/2 socketless.

Always carry spare fuses and a box of spare bulbs for your own safety (see h8).

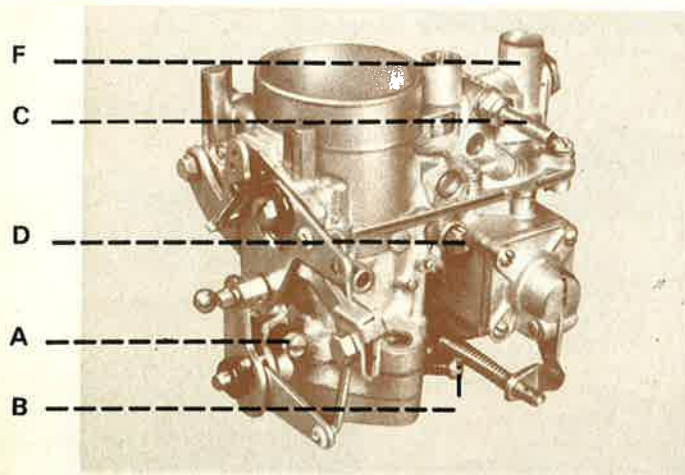


h8 Electrical system (fuses)

If a defect occurs on an electrical component, check first of all that the fuses are sound. Also make sure that the push-on terminals are properly connected. Four fuses are in a fusebox fixed under the instrument panel.

- A** Direction indicators (5 amp)
- B** Heating - ventilating fan motor, instrument panel and stop lights (16 amp.)
- C** Interior light (8 amp.)
- D** Windscreen wiper (8 amp.)

On some versions a supplementary fusebox is provided ; 4 8 amp. fuses protect the headlight main and dipped beams. If a short circuit occurs, remember that the battery can be disconnected easily by just unscrewing the wing nut on one of the battery posts.



h9 Carburettor

The Renault 6 type R-1180 is fitted with either a SOLEX 32 PDIS or 32 EISA carburettor.

SOLEX 32 PDIS Carburettor

Idling speed : 700 r.p.m. \pm 25.

Refer to the next page for method of adjustment.

A Idling speed air adjusting screw

B Idling speed fuel screw

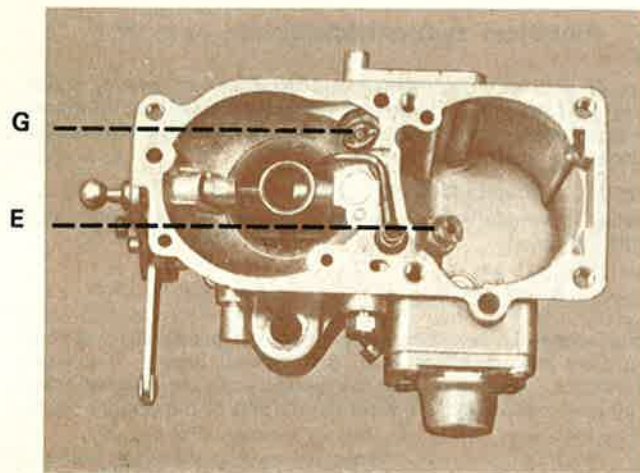
C Fuel inlet pipe

D Idling jet

E Main jet

F Filter plug

G Air compensator jet

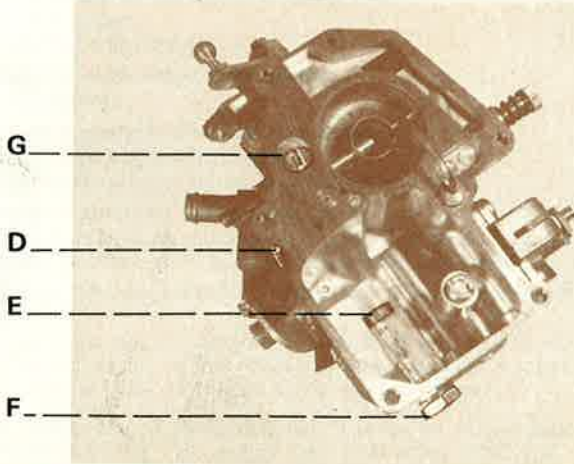
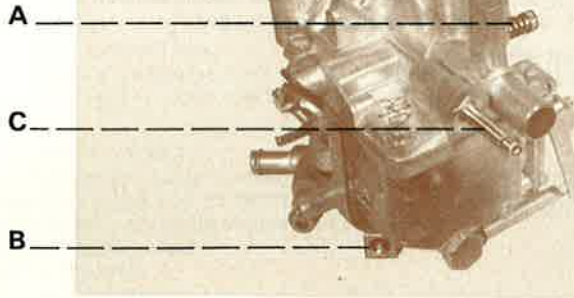


Blocked jets : To clear a blocked jet, clean it with petrol (gasoline) and blow through it ; never use a metal object.

Solex 32 EISA Carburettor

Idling speed : 700 r.p.m. \pm 25.

- A** Idling speed air screw
- B** Idling speed fuel screw
- C** Filter union
- D** Idling jet
- E** Main jet
- F** Main jet plug
- G** Air compensator jet



Idling speed : With the engine hot :

1. Turn screw **B** to obtain the maximum engine speed and check that this is correct ; if it is not :
2. Turn screw **A**. Screw in to reduce speed, unscrew to increase it.
3. Again find maximum engine speed by turning screw **B**.
4. If required, repeat operations 2 and 3 until an idling speed of 25 r.p.m. above the recommended idling speed is obtained.
5. Screw in screw **B** to reduce the speed so as to obtain the final idling speed.

This adjustment must be carried out with precision to keep noxious fume emission to a minimum, so conforming to regulations in force.

No other carburettor adjusting screw must be touched.

We remind you that no electrical units must be functioning (cooling fan, headlights, etc.) when the idling speed is adjusted.

h9 Carburettor (continued)

The Renault 6 TL, type R. 1181 is fitted with a SOLEX 32 SEIA carburettor.

The idling speed is 750 r.p.m. \pm 25.

The method of adjustment is the same as that recommended for the carburettors described on the previous pages.

A Idling speed air adjusting screw

B Idling speed fuel screw

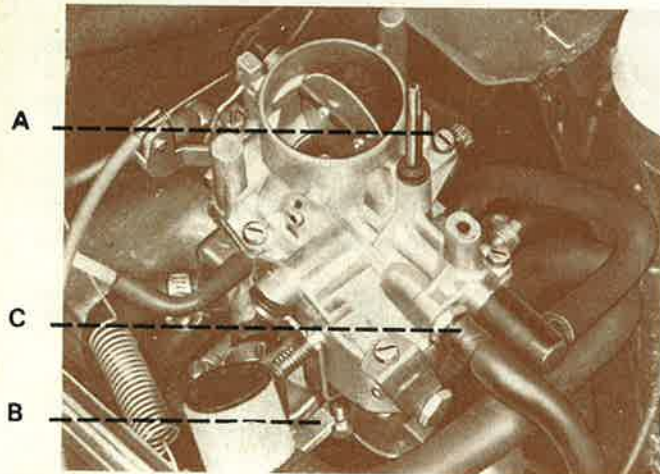
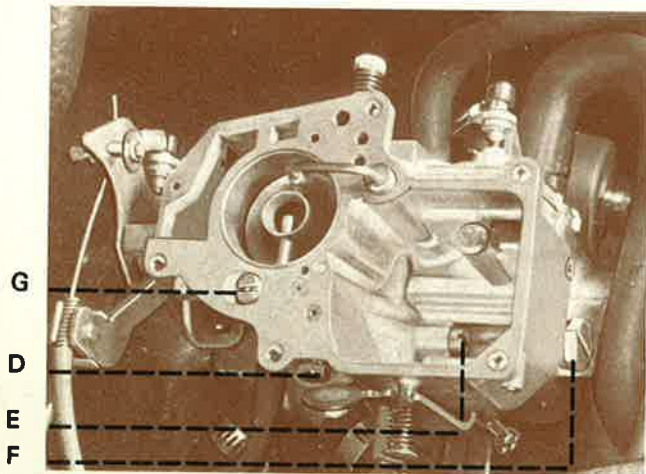
C Filter union

D Idling jet

E Main jet

F Main jet plug

G Air compensator jet



h10 Operating incidents on the engine

If your car is correctly maintained it should never suffer from incidents likely to keep it off the road for long.

The engine will not start :

The starter is not working :

Battery terminals dirty or insufficiently tight.

Loose earth (ground) lead.

A push-on terminal and socket in the wiring making poor circuit.

Flat battery (get a push start ; select 2nd gear and let in the clutch).

The starter is working :

One of the ignition leads is disconnected or poorly connected.

The sparking plugs, coil or distributor cap may be damp.

Contact points incorrectly adjusted or corroded.

Carburettor flange loose.

No fuel in the tank.

Faulty petrol pump.

The engine starts but stalls at idling speed :

Idling jet blocked.

Carburettor flange loose.

The engine stalls when accelerating :

Main jet blocked.

The engine misfires when driving along :

Contact points incorrectly adjusted.

A defective sparking plug, broken insulation.

The engine suddenly loses power :

(the air breathed in by the engine is either too cold or humid).

Check the position of the air filter entry duct (see chapter g4).

The battery charge indicator needle is in one or other of the red zones :

The incident is not immediately critical, and you may continue to drive the car as far as the nearest Renault Dealer. A loose drive belt or one in poor condition could be the reason.

Note : After fitting a new drive belt it must be retensioned after 10 minutes running, then again after 1200 miles (2000 km).

If the oil pressure and coolant temperature warning light switches on :

you must check :

The oil level : Top this up if necessary.

The water pump drive belt : It should be correctly tensioned.

The expansion bottle :

This should contain coolant. If it does not, half fill it with water (it has a screwed cap), and top-up the radiator (opening with a plug spanner (wrench) after allowing it to cool down sufficiently to prevent emission of steam. When all these points have been checked and the necessary corrections made, restart the engine. If the warning light does not remain on, you may drive off again, nevertheless you should go to the nearest Dealer as this emergency repair is only of a temporary nature.

Note : If there is a significant loss of coolant, never refill with cold water when the engine is hot.

After any operation on the vehicle which involves even partial drainage of the cooling system, it must be refilled with a new mixture prepared in the correct proportions. We remind you that only a product approved by our Technical Department may be used for this purpose.

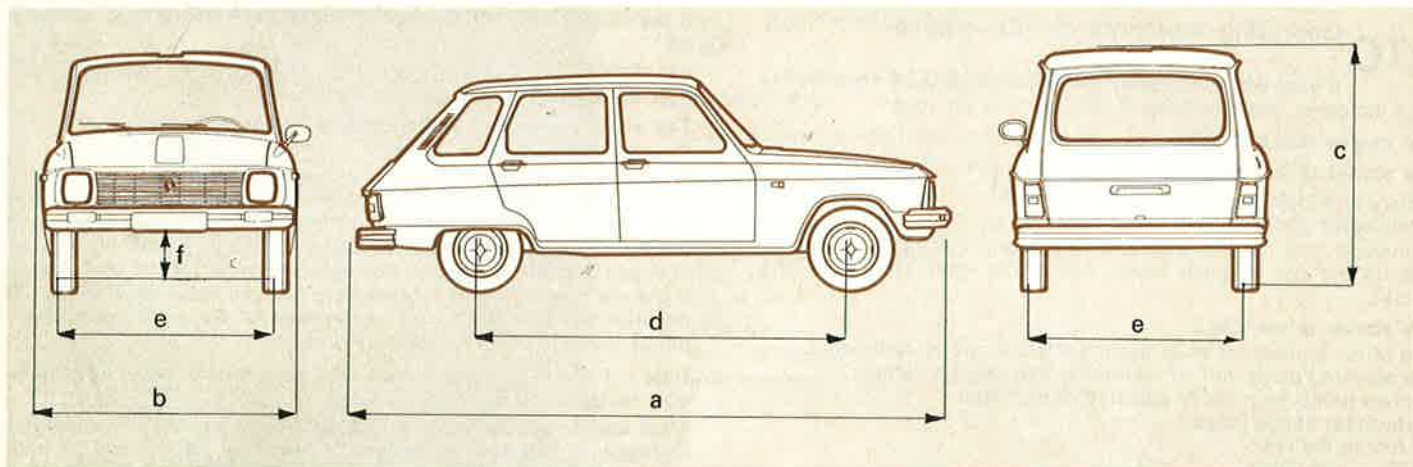
h11 Windscreen

In the event of an impact on the windscreen leading to crazing, we advise you to block the demisting ducts with rag or similar material as soon as it happens so that slivers of broken glass cannot enter the system when the windscreen is removed or if it drops out accidentally.

We have approved a specially designed emergency inflatable windscreen which will enable you to continue your journey in complete safety.

h12 Towing (breakdown recovery)

Important : When towing becomes necessary as part of a breakdown service, never use the drive shafts as attachment points.



see text

1	dimensions	i1
2	weights and towing weight	i2
3	wiring diagram	i3
4	chassis specification	i4
5	engine adjustments	i5
6	fluid capacities	i6

1 Dimensions

a	3,86 m	(12 ft 7.7/8 in)
b	1,50 m	(5 ft ½ in)
c empty	1,48 m	(4 ft 10 in)
laden	1,38 m	(4 ft 6 in)
d on the left	2,40 m	(7 ft 10½ in)
on the right	2,45 m	(8 ft 7/16 in)
e front track at ground level	1,28 m	(4 ft 2 7/16 in)
rear track at ground level	1,24 m	(4 ft 1 in)
f under anti-roll bar	0,125 m	(4 7/8 in)

2 Weights and towing weight

	R. 1180	R. 1181	
		Tyres 135 x 13	Tyres 145 x 13
Kerb weight	770 kg (1,697 lbs)	820 kg (1,807 lbs)	820 kg (1,807 lbs)
Maximum permissible all-up weight	1,140 kg (2,513 lbs)	1,160 kg (2,557 lbs)	1,220 kg (2,690 lbs)
Maximum permissible rear axle loading	600 kg (1,322 lbs)	620 kg (1,367 kg)	660 kg (1,455 lbs)
Maximum towing weight without trailer braking	375 kg (826 lbs)	400 kg (881 lbs)	400 kg (881 lbs)
with trailer braking (Tow bar down - weight of 50 kg (110 lbs))	600 kg (1,322 lbs)	700 kg (1,543 lbs)	700 kg (1,543 lbs)
Maximum permissible total train weight *	1,690 kg (3,725 lbs)	1,810 kg (3,989 lbs)	1,870 kg (4,122 lbs)

* Starting off on a 13 % incline (1 in 7½).

The trailer bar downweight must not cause the maximum permissible rear axle loading to be exceeded.

Under certain conditions the towing vehicle and trailer may be subject to regulations requiring an obligatory considerable reduction in speed.

For all adaptations (towbar, towing) consult a Renault Dealer.

List of units

- 1 L.H. headlight
- 2 L.H. sidelight and direction indicator
- 3 Horn
- 4 R.H. sidelight and direction indicator
- 5 R.H. headlight
- 6 Cooling fan motor relay (R. 1181)
- 7 Cooling fan motor (R. 1181)
- 8 Temperature sender switch (Mosta) (R. 1181)
- 9 Battery
- 10 Dynamo (R. 1180) - Alternator (R. 1181)
- 11 Regulator
- 12 Front gusset earth (ground)
- 13 Starter
- 14 Temperature sender switch
- 15 Distributor
- 16 Ignition coil
- 18 Starter wire push-on terminal and socket (R. 1181)

- 19 Water temperature and oil pressure warning light wire junction
- 20 Oil pressure switch
- 22 Stoplight switch
- 23 Heater supplementary resistance
- 24 Windscreen wiper
- 25 Instrument panel
- 26 Fuse box
- 27 Front harness and combination lighting/direction indicator switch junction block
- 28 Front harness and instrument panel junction block
- 29 Ignition starter switch
- 30 Front harness and ignition starter switch junction block
- 31 L.H. door pillar switch
- 32 Push-on terminals on stoplight wires
- 33 Rear harness and combination lighting/direction indicator switch junction block

- 34 Heater
- 35 R.H. door pillar switch
- 37 Heater switch
- 38 Windscreen wiper switch
- 39 Flasher unit
- 40 Combination lighting/direction indicator switch
- 41 Rear lights wire junction
- 42 Interior light
- 43 Fuel tank
- 44 Stoplights wire junction
- 45 Fuel contents gauge push-on terminal
- 46 L.H. rear direction indicator
- 47 L.H. rear light and stoplight
- 48 Licence plate light
- 49 R.H. rear light and stoplight
- 50 R.H. rear direction indicator
- 51 Rear screen demister switch (R. 1181)
- 52 Rear screen demister (R. 1181)
- 53 Rear screen demister fuse (R. 1181)

List of harnesses

- A** front harness
B rear harness
C heater harness
D windscreen wiper harness

- E** stoplight wiring
F combination lighting/direction indicator switch

- H** dynamo harness (R. 1180)
 alternator harness (R. 1181)
P negative lead
Q positive lead

Wire identification

Each wire is identified by a number followed by a letter(s) indicating the wire colour and sleeve colour, if applicable, and a number indicating the diameter (see table below).

wire and sleeve colours

Beige : Be	Maroon : M
White : Bc	Black : N
Blue : B	Pink : S
Clear : C	Red : R
Grey : G	Green : V
Yellow : J	

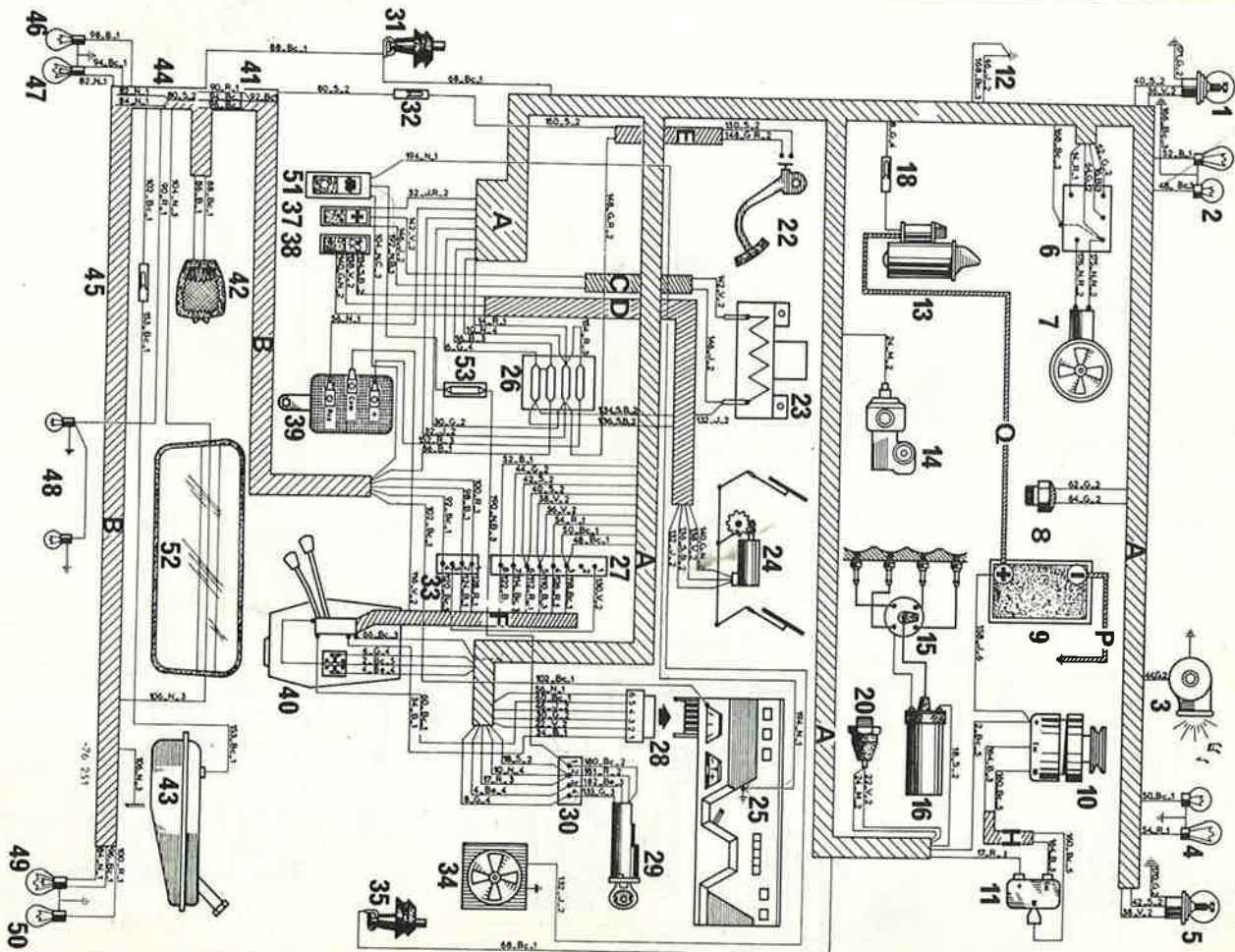
wire diameter

No.	mm	gauge
1	9/10	19
2	12/10	16
3	16/10	14
4	20/10	12
5	25/10	10
6	30/10	9

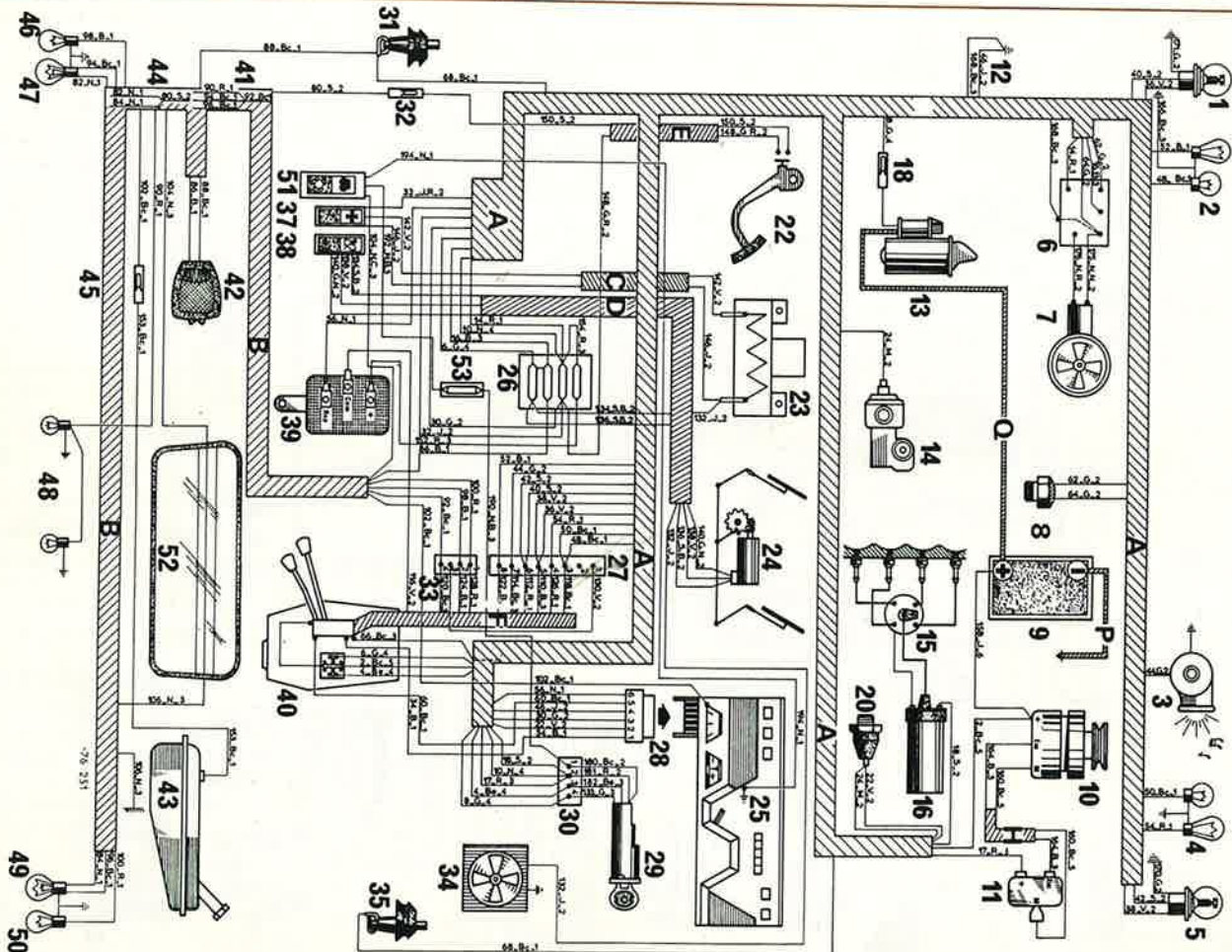
example

No.	10
Wire colour	Bc
Sleeve colour	B
Diameter	1

This is a No. 10 white wire with a blue sleeve 9/10 diameter (19 gauge).



R. 1180



i4 Chassis specifications

Steering	by rack and pinion	
Turning circle :		
between kerbs	9,90 m	32 ft 5.½ in)
between walls	10,50 m	34 ft 5.¾ in)
Front wheel toe-out	0 to 4 mm	0 to 5/32"
(height of underside of side member 3.5/32" (80 mm) below front wheel centre height)		

i5 Engine specifications and adjustments

	R. 1180	R. 1181
Bore	58 mm (2.284")	70 mm (2.756 in)
Stroke	80 mm (3.150 in)	72 mm (2.835 in)
Cubic capacity	845 cc (51.56 cu. in.)	1108 cc (67.58 cu. in.)
Compression ratio	8 to 1	9.5 * or 8.3 to 1 dep. on version
Carburettor	Solex 32 EISA or Solex 32 PDIS 3	Solex 32 SEIA
Idling speed :	see chapter h9	
Rocker arm clearances:		
cold	inlet 0,15 mm (.006")	exhaust 0.20 mm (.008")
hot 50° C (122° F)	inlet 0,18 mm (.0075")	exhaust 0,25 mm (.010")

i6 Fluid capacities

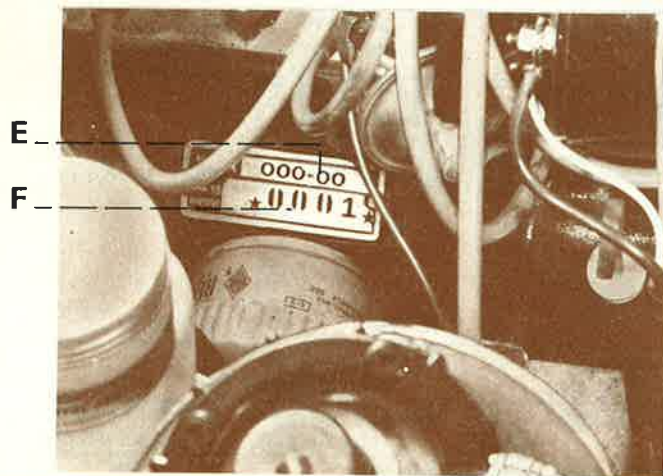
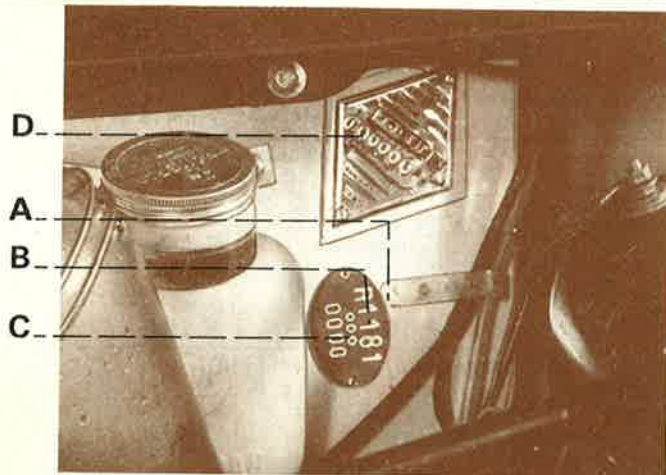
	R. 1180	R. 1181
Engine (oil)	2,5 l (4½ Imp pts 5 ¼ US pts)	3 l (5½ Imp pts 6¼ US pts)
Gearbox - transmission	1,8 l (3 Imp pts - 3¾ US pts)	1,8 l (3 Imp pts - 3¾ US pts)

Clutch :	R. 1180	R. 1181
Withdrawal pad lever clearance	2,5 mm (3/32")	2 mm (5/64")
Footbrake :	Hydraulically operated on all four wheels	
Handbrake :		
Mechanically operated on :	Front wheels	Rear wheels

	R. 1180	R. 1181
Distributor contact points gap	0,4 mm (.016")	
Dwell percentage	63% ± 3	
Cam angle	57° ± 3°	
Initial advance setting on flywheel :	see chapter g3	
Firing order	1 - 3 - 4 - 2	1 - 3 - 4 - 2
14 mm spark plugs	AC 43 FS Autolite AE 32 Champion L 87 Y Marelli CW 5 NT Marchal 35/36 R Eyquem 705 S	AC 42 FS Champion L 87 Y Eyquem 795 S
Electrode gap :	0,6 to 0,7 mm	(.024" to .028")

	R. 1180	R. 1181
Fuel tank	40 l (8,8 Imp galls - 10,5 US galls)	
Cooling system	5,6 l (9.¾ Imp pts - 11.¾ US pts)	6,2 l (11 Imp pts - 13.¼ US pts)

* Detoxed (anti-pollution) version.



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Identification

Vehicle type, chassis number, fabrication number and engine number.

The above combined information comprises your vehicle's identity ; if you travel abroad, the Customs may wish to check them. Quote them in any correspondence or when ordering parts. The identification plates are in the engine compartment :

A The vehicle type (in France this is shown in the registration book)

B The version number

C The fabrication number, are stamped on the oval plate.

D The chassis number (in France, this is also shown in your registration book) is given on the losenge plate or on a rectangular plate on some versions.

E The engine type

F The engine number are stamped on a rectangular plate attached to the cylinder block, below the dynamo.

If you wish to obtain additional technical information concerning your car, consult your Dealer.

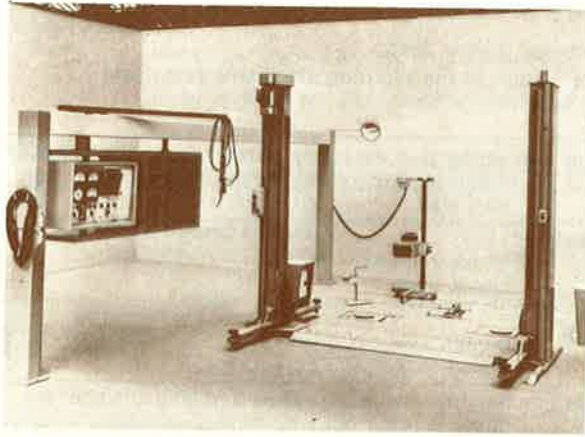
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The manufacturer reserves the right to carry out any modifications he wishes to his products.

Consequently, this handbook cannot be considered to be type specification for the Renault 6 models.

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diagnostic-maintenance



The Renault Service Network is at your disposal to carry out "Diagnostic-Maintenance" or repairs operations under the best possible conditions at easily estimated charges.

Diagnostic-Maintenance, which is the modern method of vehicle maintenance, groups together all oil changing operations, checks, retightening and essential adjustments in a single sequence (see the following pages for details).

Recommended frequency :

- 1st Diagnostic-Maintenance : between 300 and 600 miles (between 500 and 1000 km).
- Then Diagnostic-Maintenance once a year, or at least every 6000 to 9000 miles (10 000 to 15 000 km) if you cover a high mileage.
- In addition Lubrication Bay : every 3000 miles (5 000 km) or at least once every 6 months, whichever comes first.

These operations will be invoiced according to a scale ruling in the area concerned. They will not include any parts replaced, removal of units or parts of units. This scale can only be adhered to if the successive operations have been carried out without omission and at the prescribed frequency.

Additional work carried out and material used are charged extra. The grades of oil used must conform to the standards laid down in the Handbook.

Members of the Network will carry out Diagnostic-Maintenance with all the necessary care ; however each Member will be responsible only for the work carried out in this own Workshops.

diagnostic-maintenance

○ Between 300 and 600 miles (500 and 1 000 km) :

Obligatory check to be carried out on presentation of the Warranty Card. (Free of charge, except for materials used and oil filter).

● Then once a year at least every 6000 to 9000 miles (10 000 to 15 000 km) whichever comes first.

After the operations have been carried out, the Agent will stamp the appropriate square in the Warranty Card with his stamp and will mark the date and actual mileage and the date and mileage when the next visit is due.

Checks, tightening, adjustments

Tyres : inflate to correct pressures ○ ●

Underbody height : check ●

Engine : drain ○ ●

check the following for oil leaks :

sump (oil pan) ○ ●

timing cover ○ ●

retighten sump (oil pan) ○

Gearbox transmission :

check for oil leaks ○ ●

drain ○ ●

Brakes :

check :

circuit for fluid leaks ○ ●

condition and run of flexible hoses ○ ●

pad wear (discs) ○ ●

adjust brake shoes (drums) ○ ●

adjust handbrake (except self-adjusting brakes) ○ ●

Clutch : adjust clearance ○ ●

Steering : check overall play between steering box and front axle ○ ●

Shock absorbers :

check for fluid leaks and condition of silentblocs ○ ●

Drive shafts :

check :

for oil leaks ○ ●

play ●

Wheels : check play ●

Tyres : check condition ○ ●

Exhaust system check condition ●

Mechanical unit fixing and assembly points under the vehicle) :

retighten, except self-locking nuts or nuts with lock tabs ○ ●

Front wheels :

check run-out ○ ●

check track ○ ●

Cylinder head :

tighten cylinder head ○

adjust rocker arm clearances ○

Carburettor :

retighten mounting points and float chamber top ○ ●

check throttle butterfly for full opening ○ ●

clean vent-to-atmosphere filter on float chamber ○ ●

check operation of throttle linkage ○ ●

swivel and lubricate if required ○ ●

Fuel filter :

(depending on the version)

change the element ●

Oil fume rebreather circuit filter : clean ●

Inlet and exhaust manifolds :

ensure that fixing nuts and clamp are tight ○ ●

Fuel pump :

ensure mounting and cover are tight ○ ●

Mechanical unit fixing and assembly points in engine compartment :

check for tightness ○ ●

Drive belts :

check condition and adjust tensions if necessary ○ ●

Levels :

change oil filter ○ ●

Engine :

refill ○ ●

Gearbox-transmission : refill ○ ●

Dynamo :	(if greaser fitted) lubricate with a few drops of oil	<input type="radio"/>	<input checked="" type="radio"/>
Windscreen washer :			
	top up	<input type="radio"/>	<input checked="" type="radio"/>
Battery :	top up	<input type="radio"/>	<input checked="" type="radio"/>
Cooling system :			
	check for leaks and top up if necessary	<input type="radio"/>	<input checked="" type="radio"/>
	tighten hose clips	<input type="radio"/>	<input checked="" type="radio"/>
	fit or remove radiator screen according to time of year	<input type="radio"/>	<input checked="" type="radio"/>
Braking circuit :			
	top up reservoir level, if necessary	<input type="radio"/>	<input checked="" type="radio"/>
Wheels :	ensure tightness	<input type="radio"/>	<input checked="" type="radio"/>
Doors, opening windows, sunroof :			
	check for correct operation and retighten door striker plates	<input type="radio"/>	<input checked="" type="radio"/>
	lubricate door hinges and lock barrels	<input type="radio"/>	<input checked="" type="radio"/>
Engine operation check			
Engine stopped with ignition switched on :			
	contact points resistance	<input type="radio"/>	<input checked="" type="radio"/>
	ignition coil low tension	<input type="radio"/>	<input checked="" type="radio"/>
At starter motor speed :			
	ignition coil low tension	<input type="radio"/>	<input checked="" type="radio"/>
	ignition coil high tension	<input type="radio"/>	<input checked="" type="radio"/>
	cam angle	<input type="radio"/>	<input checked="" type="radio"/>
	lubricate distributor felt and grease the cam	<input type="radio"/>	<input checked="" type="radio"/>
At idling speed :			
	initial advance (adjust)	<input type="radio"/>	<input checked="" type="radio"/>
	centrifugal advance	<input type="radio"/>	<input checked="" type="radio"/>
	vacuum advance	<input type="radio"/>	<input checked="" type="radio"/>
	cam angle	<input type="radio"/>	<input checked="" type="radio"/>
	engine vacuum value	<input type="radio"/>	<input checked="" type="radio"/>
	exhaust gas (adjust fuel screw)	<input type="radio"/>	<input checked="" type="radio"/>
At 1500 r.p.m.:			
	contact points operation	<input type="radio"/>	<input checked="" type="radio"/>
	spark plugs sparking voltages	<input type="radio"/>	<input checked="" type="radio"/>
	secondary circuit insulation	<input type="radio"/>	<input checked="" type="radio"/>
	ignition coil operation	<input type="radio"/>	<input checked="" type="radio"/>
	condenser operation	<input type="radio"/>	<input checked="" type="radio"/>
	balance of power between cylinders	<input type="radio"/>	<input checked="" type="radio"/>

On snapping open the accelerator :			
	spark plugs sparking voltage and condition	<input type="radio"/>	<input checked="" type="radio"/>
	accelerator pump operation	<input type="radio"/>	<input checked="" type="radio"/>

At 3000 r.p.m.:			
	cam angle	<input type="radio"/>	<input checked="" type="radio"/>
	sparkling voltages	<input type="radio"/>	<input checked="" type="radio"/>
	secondary resistances	<input type="radio"/>	<input checked="" type="radio"/>
	maximum ignition coil voltage	<input type="radio"/>	<input checked="" type="radio"/>
	exhaust gas (air filter : change if necessary, check air intake position to suit time of year adjust engine idling speed)	<input type="radio"/>	<input checked="" type="radio"/>
	check operation of cooling fan motor	<input type="radio"/>	<input checked="" type="radio"/>

Equipment			
Headlights :			
	check and adjust : dipped beams	<input type="radio"/>	<input checked="" type="radio"/>
	main beams and light intensity	<input type="radio"/>	<input checked="" type="radio"/>

Lighting :			
	check operation of : side and tail lights and flasher	<input type="radio"/>	<input checked="" type="radio"/>
	licence plate light	<input type="radio"/>	<input checked="" type="radio"/>
	stop lights	<input type="radio"/>	<input checked="" type="radio"/>
	direction indicators	<input type="radio"/>	<input checked="" type="radio"/>
	interior light	<input type="radio"/>	<input checked="" type="radio"/>

Safety belts :	check mounting points and condition	<input type="radio"/>	<input checked="" type="radio"/>
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Windscreen washer :			
	check operation	<input type="radio"/>	<input checked="" type="radio"/>

Windscreen wiper :			
	adjust sweep	<input type="radio"/>	<input checked="" type="radio"/>

Horns :			
	check operation	<input type="radio"/>	<input checked="" type="radio"/>
	check all items using current and standard warning lights (oil pressure...)	<input type="radio"/>	<input checked="" type="radio"/>

Braking :	dynamic test	<input type="radio"/>	<input checked="" type="radio"/>
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Cleaning :			
	steering wheel	<input type="radio"/>	<input checked="" type="radio"/>
	gearshift lever	<input type="radio"/>	<input checked="" type="radio"/>
	handbrake	<input type="radio"/>	<input checked="" type="radio"/>
	rear view mirrors, door handles	<input type="radio"/>	<input checked="" type="radio"/>
	empty the ashtrays	<input type="radio"/>	<input checked="" type="radio"/>

Additional operations not included in Diagnostic-Maintenance :
 drain the cooling system every 27 000 miles (45 000 km) or once every 3 years.

lubrication bay

Note : The Diagnostic-Maintenance sequence includes Lubrication Bay operations.

After the operations have been carried out the Agent will stamp the appropriate square in the Warranty Card with his stamp, marking the date and actual mileage and also when the next visit is due.

Every 3000 miles (5000 km) or at least once every 6 months *

Engine : drain and refill.

Gearbox-transmission : top up if necessary.

Battery : top up.

Windscreen washer : top up.

Brake fluid reservoir : check the fluid level (to detect possible leakage), top up if necessary ; advise the customer or workshop.

Cooling system : check the level in the expansion bottle, top up if required ; advise the customer or the workshop.

Tyres : inflate to correct pressures.

* whichever comes first.

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...a nut or a door, a brake pad, a windscreen wiper blade, fan belt, bumper, an air filter or a shock absorber - from the smallest to the largest genuine Renault spare part, all are made at the same time as the original parts for your car, by the same men on the same precision machines.

Only spare parts stamped by the manufacturer of your car can guarantee your perfect identity of material, dimensions, and quality.

We again draw your attention to the fact, but you will have duly noted it when reading your warranty card, that the warranty is void and that the manufacturers will accept no responsibility if genuine parts on the vehicle have been replaced by imitation parts.

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