



Renault Clio

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The **Renault Clio** is a supermini car (B-segment), produced by the French automobile manufacturer Renault. It was launched in 1990, and was in its fourth generation in 2012. The Clio has had substantial critical and commercial success, being consistently one of Europe's top-selling cars since its launch,^[1] and it is largely credited with restoring Renault's reputation and stature after a difficult second half of the 1980s. The Clio is one of only three cars, the others being the Volkswagen Golf and Opel Astra, to have been voted European Car of the Year twice, in 1991 and 2006.

The Clio is sold as the **Renault Lutecia** (ルテシア ルテシア, *Runō Rūteshia*)^[2] in Japan because Honda retains the rights to the name Clio after establishing the Honda Clio sales channel in 1984. Lutecia is derived from the word *Lutetia*, a former Roman city that is now known as Paris. The Renault Lutecia was formerly available through Yanase Co., Ltd., but in 1999 Renault purchased a stake in Japanese automaker Nissan. Following Renault's takeover, distribution rights for the Lutecia were handed over to Nissan locations in 2000.

Clio I (1990–1998)

Renault had replaced its R5 supermini with a completely redesigned model (which had similar styling to the 1972 original) in 1984, but soon afterwards began working on an all-new supermini to take the company into the 1990s. It was eventually decided that the new car would feature a name designation, rather than the numeric model designations which Renault had traditionally used. Cars like the Fuego (launched in 1980) had been an exception to this rule, and the last "numeric" Renault was the 19, launched in 1988.

The Clio was introduced at the Paris Motor Show in June 1990 and sales in France and the rest of the continent began then, although sales in Britain did not begin until March 1991. The Clio largely replaced the Renault 5 Mk2, although this car remained in production until 1996 at a factory in Slovenia, where some versions of the Clio were later built. The Clio's suspension and floorpan were largely the same as the 5, which in turn was the same as the all-new R9 saloon of 1981 and R11 hatchback of 1983 - not that of the original 1972 Renault 5, despite the later 5 visually resembling the original model.

Half-width torsion bars (full-width on higher spec models) with trailing arms at the rear, and coil sprung MacPherson struts, attached to a thick pressed steel subframe at the front. The engine range available at launch included 1.2 L and 1.4 L E-type "Energy" petrol inline-four engines (first seen in the Renault 19) and 1.7 L and 1.9 L diesel engines, both based on the F-type unit. The petrol engines gradually had their carburettors replaced with electronic fuel injection systems by the end of 1992, in order to conform to ever stricter pollutant emission regulations brought in by the EEC.



Phase 1 Clio (1990-1993)

A minor trim facelift occurred after only a year of being on sale. A new "smooth" version of the Renault diamond badge (the previous "ribbed" badge was being phased out at the time) and a new front seat design were the only changes. The altered design did not constitute a new "phase". In March 1994 (at the Geneva Motor Show), the phase two model was launched, with small updates to the exterior and interior of the Clio.^[4] Most noticeable was the change in the front grille from two metal ribs to a single colour-coded slat. The bump strips were made

slightly larger and rounder and had the car's trim level badge incorporated into them. The badges on the tailgate strip were moved up onto the tailgate itself and the tailgate strip was given a carbon fibre look. The rear light clusters were given a slightly more rounded bubble shape, giving the Clio a more modern look. The clusters, however, are physically interchangeable with phase ones'.

Renault Clio



Overview

Manufacturer	<u>Renault</u>
Production	1990–present
Body and chassis	
Class	<u>Supermini (B)</u>
Layout	<u>Front-engine, front-wheel-drive</u>
Chronology	
Predecessor	<u>Renault 5</u>

Clio I



Overview

Also called	<u>Renault Lutecia (Japan)</u>
Production	1990–1998 (France) 1996–2001 (Colombia)
Assembly	<u>Flins, France</u> <u>Bursa, Turkey (Oyak-Renault)</u> <u>Córdoba, Argentina (Renault Argentina)</u> ^[3] <u>Envigado, Colombia (SOFASA)</u> <u>Haren-Vilvoorde, Belgium (RIB)</u>

Body and chassis

Body style	<u>3-door hatchback</u> <u>5-door hatchback</u>
Powertrain	



Phase 2 Clio (1994–96)



Rear view of the Clio

In May 1996, with the arrival of the phase three facelifted Clio, the 1.2 L Energy engine was replaced by the 1,149 cc D7F MPi (multi point injection) DiET engine, first used in the Renault Twingo; for some time also, versions were available with the older 1239 cc "Cléon" unit from the original Twingo. The cylinder head design on the 1.4 L E-type was also slightly altered for the phase three models in a bid for better fuel economy. This resulted in the engines producing slightly less power than their earlier versions.

The phase three Clios have a slightly more noticeable update than the phase twos. The phase three has different, more rounded headlights, incorporating the turn signal in the unit with the headlight, a and the bonnet curves more around the edges of the lights. The tailgate incorporates a third brake light and a new script "Clio" name badge, following the same typeface as contemporary Renaults. Some mechanical improvements were also made, as well as the introduction of side impact bars and airbags, which were now common feature on mainstream cars across Europe.

Renault also released a hot hatch version of the Clio in 1991. It was aesthetically very similar, but with the addition of a 110 PS (81 kW) 1.8 L eight-valve engine, side skirts and disc brakes on all wheels. This, with multi-point fuel injection, was badged as the RSi.^[4] From 1991 a lighter tuned version of this 1.8 litre engine (with single-point injection) joined the earlier 1.7 used in the very luxurious Baccara version which was sold in some continental European markets. In addition to this reasonably powerful engine, the Baccara has a luxurious interior with lots of leather and wood, as well as power windows, locks, etcetera. The Baccara was renamed "Initiale" in 1997, in line with other Renaults, differing from the Baccara mainly in the wheel design.

During 1991, a 1.8 L 16-valve engine producing 137 PS (101 kW) (also first seen in the Renault 19) capable of propelling the car to 209 km/h (130 mph) was introduced to the Clio engine range, known simply as the Clio 16S in France (S for "soupapes", the French word for valves), and Clio 16V in export markets. It was the successor to the Renault 5 GT Turbo, which was discontinued that year as the R5 range was pruned back.^[5] As well as having a higher top speed than a regular Clio, the 16S sports wider plastic front wings, an offset bonnet vent, wider rear arches and uprated suspension and brakes, and colour-coded front mirrors and bumpers. The RSi side skirts were omitted, however. Inside, the 16V model has an extended instrument panel that houses dials for engine oil pressure, oil temperature, and oil level (which only indicates on engine start). The seats are also more supportive to match the sporting nature of the model. The non-catalyzed versions, still available in some markets, offer 140 PS (103 kW) and marginally higher performance with top speeds up to 212 km/h (132 mph) and the 0–100 km/h time dropping from 8 to 7.8 seconds.^[5]

In December 1990, the Clio was voted European Car of the Year for 1991,^[6] and soon became one of Europe's best-selling cars, as well as the first Renault to be consistently among the top-10 best sellers in the United Kingdom, where it was selling in excess of 50,000 units a year by 1996. UK sales were helped by a famous television advertising campaign by Publicis shot in France, featuring the two main characters of Nicole (played by Estelle Skornik) and Papa.

From 1991 to 1993, trim levels were identical in every European country. Starting in 1993, trim levels designations became more varied across the various markets. The car was sold as the Renault Lutecia (from Lutetia, the Latin name for Paris) in Japan, as "Clio" was used there by Honda for one of their domestic marketing networks.

Clio Williams

In 1993, Renault launched the Clio Williams as a limited edition of 3,800 cars (1,300 more than they needed for homologation purposes) with each car bearing a numbered plaque on the dash. These sold out so quickly that Renault ended up building 1,600 more.^[7]

After the first series, due to the demand, Renault built the Williams 2 and 3, with more than 12,000 eventually being built. However, many new road cars were directly converted to race cars and when damaged replaced with another converted road car, which means that the actual number of road cars is significantly lower than the figures suggest.

Engine	1,108 cc <u>C1E</u> I4 (gasoline) 1,149 cc <u>D7F</u> I4 (gasoline) 1,171 cc <u>E5F/E7F</u> I4 (gasoline) 1,390 cc <u>E6J/E7J</u> I4 (gasoline) 1,565 cc <u>C2L</u> I4 (gasoline) 1,721 cc <u>F2N</u> I4 (gasoline) 1,764 cc <u>F7P</u> I4 (gasoline) 1,794 cc <u>F3P</u> I4 (gasoline) 1,998 cc <u>F7R</u> I4 (gasoline) 1,870 cc <u>F8Q</u> I4 (diesel)
Transmission	5-speed <u>manual</u> 3-speed <u>automatic</u> 4-speed automatic
Dimensions	
Wheelbase	2,472 mm (97.3 in)
Length	3,709 mm (146.0 in)
Width	1,616 mm (63.6 in) (1990–1996) 1,625 mm (64.0 in) (1996–1998)
Height	1,360 mm (53.5 in)
Curb weight	930 kg (2,050 lb)



Phase 3 Clio (1996-98)



Interior of 1993 Clio Baccara



Clio Williams



Clio Williams

The car was named after the then Renault-powered Formula One team WilliamsF1, though Williams had nothing to do with the design or engineering of this Clio. The modifications to the Clio 16S on which it was based were the work of Renault Sport, Renault's motorsport division. Nevertheless, this car had a Formula One link by being the sport's Safety Car in 1996.^[8]

The 2.0 L 16-valve straight-4 engine rated at 147 PS (108 kW) and a top speed of 215 km/h (134 mph) with performance-tuned ride and handling. Renault later released the Williams 2 and Williams 3 special editions, much to the chagrin of those owners who had been assured of the exclusivity of the "original" Williams. One common mistake people can make is thinking that the 2.0 16V (F7R) used in the Williams is simply a bored out 1.8 16V (F7P), whereas, in reality the large engine had different size valves, cams, stroked crank and engine oil cooler. Other differences between the Williams and the Clio 16S it is based on include a wider front track with wishbones similar, but not the same as the Renault 19, wider Speedline alloys, uprated (JC5) gearbox, bespoke four-to-one manifold, firmer suspension, and some cosmetic differences on the exterior and interior.

The differences between the three versions of the Williams were largely a reflection of phase changes across the Clio range, e.g. the gradual addition of enhanced safety features and cosmetic variations. Other than this, the Williams 1 and 2 had no sunroof and were painted in 449 Sports Blue. The final Williams 3 was painted in a slightly brighter shade of blue (432 Monaco Blue) and finally gained a sunroof which had long been standard on virtually all previous Clios. The original Williams was the lightest of the three, lacking the electrics necessary for the sunroof or the mirrors, and was the only one to sport a metal plaque stating the build number.

Respected motoring journalists consistently rate the Williams as one of the very best hot hatches ever made, regardless of era. One of its many accolades was 6th place in Evo's Car Of The Decade feature in 2004.

The Renault Clio Williams was and still is a very popular rally car. The basic racing version (Gr.N) had racing suspension, different engine management, and a more free flowing exhaust. Power output was around 165 PS (121 kW). Roll cage was made by Matter France. Bucket seats were made by Sabelt.

The next step up was the Gr.A car, which was fitted with 16" Speedline 2012 rims (with optional extractors), further improvements on suspension and more tuned engine producing between 205–220 PS. Front brakes were also updated with 323mm discs and four-pot Alcon brake calipers.

The final evolution was the Renault Clio Williams Maxi kit-car with wider arches and 17" Speedline 2012 rims and improved Proflex suspension. Sodemo engine was further tuned to 250–265 PS.

Engines

Model	Engine	Displacement	Valvetrain	Fuel system	Max. power at rpm	Max. torque at rpm	Years
Petrol							
1.2	E5F	1171 cc	SOHC 8v	Carburettor	54 PS (40 kW; 53 hp) at 6000 rpm	83 N·m (61 lb·ft) at 3500 rpm	1990–1993
	E7F	1171 cc		Single-point fuel injection	54 PS (40 kW; 53 hp) at 6000 rpm	83 N·m (61 lb·ft) at 3500 rpm	1990–1997
	C3G	1171 cc		Single-point fuel injection	54 PS (40 kW; 53 hp) at 6000 rpm	83 N·m (61 lb·ft) at 3500 rpm	1995–1996
	D7F	1149 cc		Multi-point fuel injection	54 PS (40 kW; 53 hp) at 5250 rpm	93 N·m (69 lb·ft) at 2500 rpm	1996–1998
58 PS (43 kW; 57 hp) at 5250 rpm					93 N·m (69 lb·ft) at 2400 rpm	1997–1998	
1.4	E7J	1390 cc		Single-point fuel injection	75 PS (55 kW; 74 hp) at 5750 rpm	107 N·m (79 lb·ft) at 3500 rpm	1990–1998
					79 PS (58 kW; 78 hp) at 5750 rpm	107 N·m (79 lb·ft) at 3500 rpm	1996–1998
1.7	F2N	1721 cc			90 PS (66 kW; 89 hp) at 5750 rpm		1990–1991
1.8	F3P	1794 cc			88 PS (65 kW; 87 hp) at 5750 rpm	142 N·m (105 lb·ft) at 2750 rpm	1990–1996
		1783 cc			90 PS (66 kW; 89 hp) at 5750 rpm	144 N·m (106 lb·ft) at 2750 rpm	1996–1998
1.8 RSi		1794 cc		Multi-point fuel injection	109 PS (80 kW; 108 hp) at 5500 rpm	155 N·m (114 lb·ft) at 4250 rpm	1993–1995
		1783 cc			107 PS (79 kW; 106 hp) at 5500 rpm	150 N·m (110 lb·ft) at 2750 rpm	1995–1998
16S / 16V	F7P	1764 cc	DOHC 16v		135 PS (99 kW; 133 hp) at 6500 rpm	158 N·m (117 lb·ft) at 4250 rpm	1991–1995
2.0 Clio Williams	F7R	1998 cc			147 PS (108 kW; 145 hp) at 6100 rpm	175 N·m (129 lb·ft) at 4500 rpm	1994–1998
Diesel							
1.9 d	F8Q	1870 cc	SOHC 8v	Indirect injection	64 PS (47 kW; 63 hp) at 4500 rpm	118 N·m (87 lb·ft) at 2250 rpm	1991–1998

Clio II (1998–2005)

Development of the X65 commenced in 1991, a year after May 1990 launch of the Clio. In 1992, Pierre Beuzit became project manager of the X65 programme. In December 1993, a final design developed under Patrick Le Quement was approved, with development for production commencing, so in 1994 Renault rented a 129,600-square-foot building in Saint-Quentin-en-Yvelines, west of Paris. More than 600 people from Renault and its suppliers went to work there. The X65 project team became a laboratory for Renault's Guyancourt technical center. Forty teams were created, each responsible for a section of the car. In February 1997, management moved market launch by over 1 month from 15 April 1998 to 11 March 1998. Development ended in 1997, as pre-production units began to be constructed at Flins.^{[19][20][21]}

The second generation of the Clio was launched on 9 March 1998 and sold for less than €8,000, with considerably more rounded and bulbous styling than its predecessor. Part of the radical concept of the new Clio were many components made of unusual materials to save in weight and repair costs. For instance, the front wings were made of plastic (following criticisms of corrosion in this part of the previous model and based on technology developed for the Renault Espace) and the material of the

Clio II



Overview

Also called

Renault Clio Campus (UK, France, Germany, Colombia, Spain, Brazil)
Renault Clio Grande (United Kingdom)



Renault Clio II (pre-facelift)



Renault Clio RS



Interior of the facelifted Clio II

bonnet was aluminium in some versions. Originally the engine lineup was similar to before, with 1.2 L, 1.4 L and 1.6 L petrol engines and a 1.9 L diesel. The project manager from 1992-98 for the Clio II was Pierre Beuzit.

In early 2000, a sportive 16V version equipped with a new 1.6 L 16-valve engine was introduced, and eventually, all the older petrol engines were upgraded to more powerful and more economical 16-valve versions.^[22]

In 1998, Renault launched the 169 PS (124 kW) Clio Renault Sport (also known as Clio RS for short, named Clio Renault Sport 172 in the UK and sold for less than €17,500 — 172 coming from the DIN method horsepower measurement), with a 2.0 L 16-valve engine and a top speed of 220 km/h (140 mph). The standard Clio RTE powered with a 1.2 54 PS (40 kW) engine could reach 180 km/h on its maximum. The top-of-the-range Clio, however, was the mid-engined, rear-wheel drive Clio V6 Renault Sport, originally engineered by Tom Walkinshaw Racing for a one-make racing series, which placed a 230 PS (170 kW) 3.0 L V6 engine, sourced from the Renault Laguna, behind the front seats, with a top speed of 235 km/h (146 mph).

In 2000 a few minor changes were made to the Clio range, which included revised specification levels, a new instrument cluster, and a passenger airbag fitted as standard for all models. The Clio achieved a four-star Euro NCAP rating in 2000,^[23] which was class-leading at the time.^[24]

In Japan, Renault was formerly licensed by Yanase Co., Ltd., but in 1999, Renault purchased a stake in Japanese automaker Nissan after Nissan had faced financial troubles following the collapse of the Japanese asset price bubble in 1991 and subsequent Lost Decade. As a result of Renault's purchase of interest, Yanase

canceled its licensing contract with Renault in the spring of 2000, and Nissan took over as the sole licensee, hence sales of the Lutecia II in Japan were transferred from *Yanase Store* locations to *Nissan Red Stage Store* locations.

Facelifts

2001



Renault Clio II first facelift

A major facelift occurred in June 2001 (Phase 2) which saw the exterior restyled (most visibly the headlights were made more angular), the interior quality improved and a 1.5 L common rail Diesel engine added.

2004

In 2004, Phase 3 followed starting on a 53 Plate this was just some small changes to bring it up to date. The front bumper was changed giving it a wide lower grille and the foglights were bulged out at the side (cars not equipped with foglights remained using the older ph2 bumper), the upper grille was changed and the headlights (which previously had black background) now had grey. The 15" alloy wheels were changed and were now a 15" version of the facelift 172 model on Dynamique and Extreme models. Clear side repeaters were added, as was a colourcoded rear spoiler (again on Dynamique spec

Renault Clio Storia (Slovenia, Slovakia, Czech Republic)
Renault Lutecia (Japan)
Renault Clio New Basic (Denmark)
Renault Symbol (Brazil)
Renault Clio Mio (Argentina)
Renault Novo Clio (Brazil)
Renault Taxi Express (Colombia)
Reanult Clio Style (Colombia)
Nissan Platina (Mexico)

Production	1998–2012 (France) ^[9] 1998–2015 (Slovenia) ^[10] 2001–2009 (Mexico) ^{[11][12][13]} 2000–present (Argentina) ^{[14][15]} 2001–present (Colombia) ^{[16][17]}
Assembly	<u>Flins</u> , France <u>Bursa</u> , Turkey (<u>Oyak-Renault</u>) <u>Curitiba</u> , Brazil (Renault Brazil) <u>Novo Mesto</u> , Slovenia (Revoz) <u>Envigado</u> , Colombia (SOFASA) <u>Aguascalientes</u> , Mexico ^[18] <u>Córdoba</u> , Argentina (Renault Argentina) ^[14]
Designer	Patrick Le Quement (1993)
Body and chassis	
Body style	3-door <u>hatchback</u> 5-door hatchback 4-door <u>sedan</u>
Platform	Alliance B platform
Related	Renault Symbol
Powertrain	
Engine	1.0 L <u>D7D/D4D</u> I4 (gasoline) 1.2 L <u>D7F/D4F</u> I4 (gasoline) 1.4 L <u>K7J/K4J</u> I4 (gasoline) 1.6 L <u>K7M/K4M</u> I4 (gasoline) 2.0 L <u>F4R</u> I4 (gasoline) 3.0 L <u>L7X</u> <u>V6</u> (gasoline) 1.5 L <u>K9K</u> I4 (diesel) 1.9 L <u>F9Q</u> I4 (diesel)
Transmission	5-speed <u>manual</u> 4-speed <u>automatic</u>
Dimensions	
Wheelbase	2,472 mm (97.3 in)
Length	3,773 mm (148.5 in) (1998–01) 4,150 mm (163.4 in) (1998–01 sedan) 3,811 mm (150.0 in) (2001–



Renault Clio II second facelift



Fifth phase Clio II, marketed as the Clio Campus between 2006 and 2012. This is a facelift that was released in 2009.

cars). In the South American market, the facelifted Clio continued to use the dashboard of the 1998 model and was never updated, except for the Colombian 2008 model that included the same interior of the European version with little changes, and continued having the same exterior as the phase II model.

On the inside the pattern on the seats was changed for a simpler one, and the dials were changed to do away with the fuel and water temperature needles and now featured a larger screen that included a digital version of these gauges as well as the mileage and trip computer. Climate control equipped cars were given a vent in the back of the glove box so it could be climate controlled. Under the bonnet a new 100 PS (74 kW) dCi engine was available (the 1.2 16v also received a new engine developed with Nissan). Rear disks were fitted on 1.6 16v models and DCi 100 models equipped with ESP. On this second facelift, the Clio Renault Sport's power was improved to 179 PS (132 kW) (in the UK, the designation RS 182 was adopted, once more using in reflection of DIN-measured horsepower). For the first time there were two options in chassis stiffness for the RS model. the standard Settings (different from the non-sport models), and CUP badge chassis, 20 mm lower, larger stabilizer bars, and stiffness suspension.

At the 2006 Paris International Agricultural Show, Renault exhibited a Hi-Flex Clio II with a 1.6 L 16-valve engine. This vehicle, which addresses the Brazilian market, features Renault-developed flex-fuel technology, with a highly versatile engine that can run on fuel containing a blend of gasoline and ethanol in any proportion (0% to 100% of either).

	12)
	4,171 mm (164.2 in) (2001–08 sedan)
Width	1,639 mm (64.5 in)
Height	1,417 mm (55.8 in) (hatchback) 1,437 mm (56.6 in) (sedan)
Curb weight	990 kg (2,183 lb)

2006



Renault Clio II third facelift

The Phase 4 Clio II, known as the Clio Campus, was introduced in 2006 and had a restyled rear end, the number plate moving from boot to bumper, and a better specification on all models.^[25] This car stopped being sold in the UK in late 2008, and a revised front end was then released in April 2009 (Phase 5).^[26]

The last units of the Clio II built in Mexico featured the headlights used on the Nissan Platina, thus becoming the third headlight design to be used in the car. This version lasted a month (January 2010) on sale,



Renault Clio II third facelift

before both Clio and Platina being replaced by the Dacia Logan and Sandero. The second generation Clio was marketed until 2012 in France as the **Clio Campus**,^[27] or in Slovenia as the **Clio Storia**.^[28] It is still marketed in Colombia also as Clio Campus since 2012, with the same interior as the pre-facelifted model and a very basic equipment, without airbags or foglights.

2012

In October 2012, a new version of the Clio II, called **Clio Mio**,^[29] was introduced at the São Paulo Motor Show, featuring the brand's new corporate design.^[30] Intended to be the lowest priced Renault model available in Latin America,^[31] it is manufactured in Córdoba, Argentina,^[32] and features additional styling and equipment updates. It keeps the dashboard of the pre-facelift version, but with new gauges and optional color matching inserts.^[31]

Sedan



1999 Renault Thalia (Poland)

In 1999, Renault launched the saloon version of the Clio II, named **Clio Symbol** in Turkey and Eastern Europe, **Thalia** in Central Europe, **Clio Classic** in Asia and North Africa, **Clio Sedan** in Brazil and Paraguay, or **Symbol** in the rest of South America (except Argentina where it was called Clio). The car was intended for sale in developing countries, where saloons were traditionally preferred over hatchbacks, most notably in Eastern Europe, where the Thalia was cheaper than the Clio, but was still about 30% more expensive than the Dacia Logan, also sold by Renault as a low cost model. In some Latin American markets the sedan was offered as the **Nissan Platina** (manufactured in Aguascalientes, Mexico), with slight changes in the front of the car to make

it resemble the Nissan Altima. The sedan version of the Clio was facelifted in 2002, with new exterior similar to the facelifted Clio, better equipment and safety levels.



The new Thalia uses Clio II platform, with little modifications to the interior but has a complete new exterior

In the fall of 2006, an improved Clio sedan has been offered, renamed in Eastern Europe as **Renault Symbol**. This model featured the interior of the facelifted Clio II with very minor parts commonality with Megane II, as well as new standard and optional equipment, such as automatic air conditioning and a CD player. The model earned moderate reception in the domestic market.

Renault introduced the second generation of the Symbol/Thalia model at the 2008 Moscow Motor Show. The new model features chrome-trimmed front grille and rear fascia, while powered by similar engines as the Dacia Logan range. The new Symbol/Thalia was designed for the Eastern and Central Europe, Russia, Turkey and North Africa.

Watchdog controversy

In April 2006, the UK BBC consumer affairs programme *Watchdog* aired details of over 1,000 incidents involving Clio IIs in which the bonnet flew open without warning while still being driven, usually at high speeds, and sometimes writing the cars off. The problem was found to be caused by the catch not being cleaned and lubricated during servicing causing it to stick in the open position. Renault investigated the issue with the aid of the Vehicle and Operator Services Agency (VOSA) and a "task force" of Renault departments to test the design but found no problem with the bonnet catch and so would not issue a recall. Renault instead wrote to owners of the model and offered to "remedy for free any catches where there has been poor maintenance".^[33]

Watchdog has since claimed other experts have contacted them with accusations that Renault was expecting people to maintain a flawed part that would corrode over time and could cost lives. David Burrowes, MP, Chair of the Government's Road Safety Group, later tabled a motion in the House of Commons urging further action. Renault was accused by its Press Relations Manager Graeme Holt, who quit in protest, of downplaying the serious "fault" and putting customers' lives in danger.^[34]



The 2009 Renault Clio Hi-Flex 1.0, developed in Brazil, is a flexible-fuel version that runs on any blend of gasoline and ethanol

Engines

Model	Code	Valvetrain	Displacement	Max. power	Max. torque	Availability
Petrol						
1.0	<u>D7D</u>	SOHC 8v	999 cc	58 PS (43 kW; 57 hp)		Brazil, 2000–07
1.0 16v (petrol/ethanol)	<u>D4D</u>	SOHC 16v	999 cc	77 PS (57 kW; 76 hp)		Brazil, 2003–
1.2	<u>D7F</u>	SOHC 8v	1149 cc	58 PS (43 kW; 57 hp) @ 5,250 rpm	93 N·m (69 lb·ft) @ 2,500 rpm	1998–2012
1.2 16v	<u>D4F</u>	SOHC 16v	1149 cc	75 PS (55 kW; 74 hp) @ 5,500 rpm	105 N·m (77 lb·ft) @ 3,500 rpm	2001-2012
1.4	<u>K7J</u>	SOHC 8v	1390 cc	75 PS (55 kW; 74 hp) @ 5,500 rpm	114 N·m (84 lb·ft) @ 4,250 rpm	1998–2001
1.4	<u>K4J</u>	DOHC 16v	1390 cc	95 PS (70 kW; 94 hp) @ 6,000 rpm	127 N·m (94 lb·ft) @ 3,750 rpm	1999-2000
1.4	K4J 710	DOHC 16v	1390 cc	98 PS (72 kW; 97 hp) @ 6,000 rpm	127 N·m (94 lb·ft) @ 3,750 rpm	2000-2005
1.6	<u>K7M 744</u>	SOHC 8v	1598 cc	90 PS (66 kW; 89 hp) @ 5,250 rpm	131 N·m (97 lb·ft) @ 2,500 rpm	1998-2000
1.6	<u>K4M</u>	DOHC 16v	1598 cc	110 PS (81 kW; 110 hp) @ 5,750 rpm	148 N·m (109 lb·ft) @ 3,750 rpm	1999-2005
2.0 RS	F4R 736	DOHC 16v	1998 cc	172 PS (127 kW; 170 hp) @ 6,250 rpm	200 N·m (150 lb·ft) @ 5,400 rpm	1999-2004
2.0 RS 182	F4R 738	DOHC 16v	1998 cc	182 PS (134 kW; 180 hp) @ 6,250 rpm	200 N·m (150 lb·ft) @ 5,250 rpm	2004-2006
3.0 RS V6	<u>L7X</u>	DOHC 24v	2946 cc	230 PS (170 kW; 230 hp) @ 6,000 rpm	300 N·m (220 lb·ft) @ 3,750 rpm	2000-2002
3.0 RS V6	L7X	DOHC 24v	2946 cc	255 PS (188 kW; 252 hp) @ 7,150 rpm	300 N·m (220 lb·ft) @ 4,650 rpm	2003-2005
Diesel						
1.5 dCi	<u>K9K</u>	SOHC 8v	1461 cc	64 PS (47 kW; 63 hp) @ 3,750 rpm	160 N·m (120 lb·ft) @ 1,900 rpm	2009–2012
1.5 dCi	K9K	SOHC 8v	1461 cc	65 PS (48 kW; 64 hp) @ 4,000 rpm	160 N·m (120 lb·ft) @ 2,000 rpm	2001–2005
1.5 dCi	K9K	SOHC 8v	1461 cc	68 PS (50 kW; 67 hp) @ 4,000 rpm	160 N·m (120 lb·ft) @ 1,500 rpm	2006–2007
1.5 dCi	K9K	SOHC 8v	1461 cc	82 PS (60 kW; 81 hp) @ 4,000 rpm	185 N·m (136 lb·ft) @ 2,000 rpm	2002–2005
1.5 dCi	K9K	SOHC 8v	1461 cc	100 PS (74 kW; 99 hp) @ 4,000 rpm	200 N·m (150 lb·ft) @ 1,900 rpm	2004–2005
1.9 dTi	<u>F9Q</u>	SOHC 8v	1870 cc	80 PS (59 kW; 79 hp) @ 4,000 rpm	160 N·m (120 lb·ft) @ 2,900 rpm	2000–2001

Clio III (2005–2014)

The third generation Clio was unveiled at the 2005 Frankfurt Motor Show.^[37]

The Clio III uses the Nissan B platform, co-developed with Nissan (which Renault has a share in), that is shared with the Renault Modus, the Nissan Micra and the Nissan Note. It is considerably larger and 130 kg (287 lb) heavier as well as being more expensive than the Clio II, and at nearly 4,000 mm in length has almost outgrown the supermini class.

This was the result of a decision to move the Clio upmarket. It also brings the trademark "Renault Card" keyless immobiliser to the Clio for the first time. The new Clio achieved a 5-star EuroNCAP safety rating, joining the rest of Renault's family at the maximum safety rating (with the exception of the Kangoo and the Twingo). Sales began throughout Europe in October 2005.





Hatchback (pre-facelift)



Estate (pre-facelift)



Renault Clio RS (pre-facelift)

It was voted European Car of the Year 2006, becoming the first car to win twice, defeating the rival Volkswagen Passat by just 5 points. The Clio was described by several people as the new benchmark for its category and by one judge as a "great little car that should inspire bigger ones". The trophy for the award was presented in January 2006 to the Renault chief executive at a ceremony in Italy organized by *Auto Magazine*.^[38]

In June 2006 the sales of the third generation Clio Renault Sport started in France for the price of €23,000. The Clio Renault Sport is equipped with a new naturally aspirated 16-valve 2.0 L engine based on the earlier version used in the second generation Clio Renaultsport and a 6-speed manual gearbox. The engine develops 197 PS (145 kW) at 7250 rpm. The top speed is 215 km/h (134 mph) and 0–100 km/h takes 6.9 seconds.

An estate version called **Sport Tourer** was unveiled in March 2007. At the same time, Renault replaced the 1.4 L atmospheric engine with a new turbocharged 1.2 TCe version, with 101 PS (74 kW) and 145 N·m (107 lb·ft) of maximum torque. In the 2nd, 3rd and 4th gears over 4500rpm the turbocharger adds 5 extra HP.

Unlike its predecessors, the Japanese-spec Renault Lutecia III was not available at any Yanase Co., Ltd. dealership location, as Yanase had ended its import rights for Renault after Renault had acquired a stake in Nissan when the Lutecia II was still in production.

Instead, the Renault Lutecia III was sold exclusively through *Nissan Red Stage Store* locations.

Facelift

A facelifted version of the Clio III went on sale in the United Kingdom on 15 May 2009.

It features better quality materials used in the interior and is better equipped than the pre-facelift model.^[39]

It is also introduced with a new *Clio RS* variant, intended to slot between the regular Clio and the *Clio 182 RS*

The *Clio GT* has a new aggressive front end styling incorporating a black grille, extended side sills, suspension settings unique to the 'RS variant, and a twin tailpipe design with a lip spoiler on the rear end.^[40]

The Renault Clio III also became the basis for the Renault Clio Gordini 20-34 (limited edition) introduced in the United Kingdom in 2010. The Clio Gordini 200 is equipped with a 2.0L F4R engine which develops 200 CV (197 bhp). However, the limited edition is priced as low as the usual version.^[41]

The range was reduced in late 2012, due to the launch of the Clio IV. However, in France and Spain it remained in the range as the Clio Collection and was in production until 2014.^[32]

Also called	Renault Euro Clio (Mexico) <div>Renault Lutecia (Japan)</div>
Production	2005–2014 ^[32] ^[35] ^[36]
Assembly	<div> <div>Flins, France</div> <div>Bursa, Turkey (Oyak-Renault)</div> <div>Valladolid, Spain (Renault Spain)</div> </div>
Body and chassis	
Body style	<div> <div>3-door hatchback</div> <div>5-door hatchback</div> <div>5-door estate</div> </div>
Platform	Alliance B platform
Related	<div> <div>Nissan Micra</div> <div>Nissan Tiida</div> <div>Renault Modus</div> <div>Dacia Logan</div> <div>Dacia Sandero</div> </div>
Powertrain	
Engine	<div> <div>1.2 L D4F/D4FT I4 (gasoline)</div> <div>1.4 L K4J I4 (gasoline)</div> <div>1.6 L K4M I4 (gasoline)</div> <div>2.0 L M4R/F4R I4 (gasoline)</div> <div>1.5 L K9K I4 (diesel)</div> </div>
Transmission	<div> <div>5-speed manual</div> <div>6-speed manual</div> <div>4-speed automatic</div> </div>
Dimensions	
Wheelbase	<div> <div>2,451 mm (96.5 in)</div> <div>2,575 mm (101.4 in) (estate)</div> </div>
Length	<div> <div>3,986 mm (156.9 in) (2005–09)</div> <div>4,032 mm (158.7 in) (2009–present)</div> <div>4,233 mm (166.7 in) (estate)</div> </div>
Width	<div> <div>1,707 mm (67.2 in) (2005–09)</div> <div>1,720 mm (67.7 in) (2009–present)</div> <div>1,719 mm (67.7 in) (estate)</div> </div>
Height	1,497 mm (58.9 in)
Curb weight	1,150 kg (2,535 lb)



Hatchback (facelift)



Estate (facelift)



Interior (facelift)



Renault Clio RS (facelift)

Engines

Model	Code	Valvetrain	Displacement	Max. power	Max. torque	Availability
Petrol						
1.2 L	D4F	SOHC 16v	1149 cc	76 PS (56 kW; 75 hp)		KR0x
1.2 L TCe 100	D4FT	SOHC 16v	1149 cc	101 PS (74 kW; 100 hp)		2007–
1.4 L	K4J	DOHC 16v	1390 cc	98 PS (72 kW; 97 hp)		BR0x
1.6 L	K4M	DOHC 16v	1598 cc	110 PS (81 kW; 110 hp)		
1.6 L	K4M	DOHC 16v	1598 cc	112 PS (82 kW; 110 hp)		2005–
1.6 L	K4M	DOHC 16v	1598 cc	130 PS (96 kW; 130 hp)		2009-2012
2.0 L	M4R	DOHC 16v	1997 cc	138 PS (101 kW; 136 hp)		C/BR0x
2.0 L	F4R 830	DOHC 16v	1997 cc	197 PS (145 kW; 194 hp)		RS, 2006–09
2.0 L	F4R 832	DOHC 16v	1997 cc	204 PS (150 kW; 201 hp)		RS, 2010-
Diesel						
1.5 L dCi	K9K	SOHC 8v	1461 cc	68 PS (50 kW; 67 hp)		2005–
1.5 L dCi	K9K	SOHC 8v	1461 cc	86 PS (63 kW; 85 hp)		2005–
1.5 L dCi	K9K	SOHC 8v	1461 cc	90 PS (66 kW; 89 hp)		2011–
1.5 L dCi	K9K	SOHC 8v	1461 cc	106 PS (78 kW; 105 hp)		2005–

Clio IV (2012–present)

The Clio IV was introduced at the September–October 2012 Paris Motor Show,^[43] and began marketing a month later. It is available in hatchback body style and starting from early 2013 also as an estate.^[44] It is manufactured in Flins, France, and in Bursa, Turkey,^[45] where the estate will particularly be assembled.^[46]

The Clio IV is only available with five doors, with "hidden" rear door handles near the windows. Another notable difference from the previous generation is the wheelbase, which has been significantly extended and is now near to the one of a compact car. The length and the width have also been increased, but less significantly.^[47]


Features

The Clio IV features new equipment such as hands-free, rear camera connectivity with more than 50 applications (Renault R-Link infotainment system, powered by Android & TomTom)^[48] and a six-speed double clutch automatic gearbox that will be available starting early 2013.^[49]

Engines

The range of petrol engines consists of three options: a 1.2-litre 16 valve straight-4 engine, with a maximum power output of 75 hp (56 kW), a turbocharged 0.9-litre 12 valve straight-3 engine, developing 90 hp (67 kW), which can have a CO₂ emission level of 99 g/km and a 1.2 liter turbocharged engine which produces 120 hp. A turbocharged 1.6-litre four-cylinder engine, capable of producing 197 hp (147 kW), will be featured on the Renault Sport version.^[50]

The diesel range has two versions of the 1.5 dCi straight-4 engine, one of 75 hp (56 kW) and one of 90 hp (67 kW), which can have a CO₂ emission level of 83 g/km.^[51]

Clio IV	
	
Overview	
Also called	Renault Lutecia (Japan) ^[2]
Production	2012–present
Assembly	Flins, France Bursa, Turkey (Oyak-Renault)
Body and chassis	
Body style	5-door <u>hatchback</u> 5-door <u>estate</u>
Platform	Alliance B platform
Related	Renault Captur Nissan Micra V
Powertrain	
Engine	0.9 L <i>H4Bt</i> turbo I3 (gasoline) 1.2 L <i>D4F</i> I4 (gasoline) 1.2 L <i>H5Ft</i> turbo I4 (gasoline) ^[42] 1.5 L <i>K9K</i> I4 (diesel)
Transmission	5-speed manual 6-speed <u>automatic</u>
Dimensions	
Wheelbase	2,589 mm (101.9 in)



Hatchback



Estate



Interior



Renault Clio RS

Length	4,062 mm (159.9 in)
	(hatchback) 4,262 mm (167.8 in) (estate)
Width	1,732 mm (68.2 in)
Height	1,448 mm (57.0 in)
Curb weight	980–1,071 kg (2,161–2,361 lb)

Engine	Code	Displacement	Power	Torque	Top speed	0–100 km/h	Combined consumption ^[note 1]	CO ₂ emissions
Petrol engines								
0.9 12v Energy TCe	H4Bt 400	898 cc	90 hp (67 kW) at 5250 rpm	135 N·m (100 lb·ft) at 2500 rpm	182 km/h (113 mph)	12.2 s	4.5 l/100 km (63 mpg-imp)	104 g/km
0.9 12v Energy TCe 99g					185 km/h (115 mph)	13.0 s	4.3 l/100 km (66 mpg-imp)	99 g/km
1.2 16v 75	D4F 740	1,149 cc	75 hp (56 kW) at 5500 rpm	107 N·m (79 lb·ft) at 4250 rpm	167 km/h (104 mph)	14.5 s	5.5 l/100 km (51 mpg-imp)	127 g/km
1.2 16v TCe 120	H5Ft	1,149 cc	119 hp (89 kW) at 4900 rpm	190 N·m (140 lb·ft) at 2000 rpm	199 km/h (124 mph)	9.4 s	5.2 l/100 km (54 mpg-imp)	120 g/km
1.2 16v Energy TCe 120 ^[52]	H5Ft	1,197 cc	118 hp (88 kW) at 5500 rpm	205 N·m (151 lb·ft) at 2000 rpm	199 km/h (124 mph)	9.0 s	5.3 l/100 km (53 mpg-imp)	118 g/km
Diesel engines								
1.5 8v dCi 75	K9K 612	1,461 cc	75 hp (56 kW) at 4000 rpm	200 N·m (148 lb·ft) at 1750 rpm	168 km/h (104 mph)	14.3 s	3.6 l/100 km (78 mpg-imp)	95 g/km
1.5 8v Energy dCi 90	K9K 608		90 hp (67 kW) at 4000 rpm	220 N·m (162 lb·ft) at 1750 rpm	178 km/h (111 mph)	11.7 s	3.4 l/100 km (83 mpg-imp)	90 g/km
1.5 8v Energy dCi 90 83g					180 km/h (112 mph)	12.1 s	3.2 l/100 km (88 mpg-imp)	83 g/km

1. It uses 20% more fuel than advertised. Citroen C1 cars use far more fuel than makers claim, according to new research - Mirror Online (<http://www.mirror.co.uk/news/uk-news/citroen-c1-cars-use-far-6094127>)

The 1.5 dCi 110cv is now available for the Clio too. The Clio has been facelifted with a new badge and new head lights and a new estate was launched.

Advertising

- In the United Kingdom, the Clio was advertised on television using the characters "Nicole" (a flirtatious young French woman played by Estelle Skornik) and "Papa" (her somewhat slow-witted father played by Max Douchin). The 1994 advert featured Vincent Cassel as Nicole's boyfriend. The commercials were very popular and in the final one of the series it actually featured Bob Mortimer and Vic Reeves, in a sequence parodying *The Graduate*. In 2000, the 1991 commercial "Interesting" was named the 12th best television commercial of all time, in a poll conducted by *The Sunday Times* and Channel 4. Sound clips of the advert were played repeatedly on *The Chris Moyles Show* when it was discovered Comedy Dave and his girlfriend had named their newborn daughter Nicole.
- In 1999, a television advert was launched worldwide for the Renault Clio MTV Limited edition featuring a man who was saying "Get up ah!" all the time, it was actually the only sound he can hear from a Clio passing in front of his house early in the morning, then the advert shows the five men inside the Clio and moving their heads to the rhythm of the James Brown song "Get Up (I Feel Like Being a) Sex Machine". Same advertising made in Argentina with the Clio II in 2000 with this song.^[53]
- The Clio II advertising campaign featured French model Hélène Mahieu, and French international footballer Thierry Henry for the Clio II facelift, both attempting to define the term *va-va-voom*, a term later defined by the Oxford English Dictionary as "The quality of being exciting, vigorous, or sexually attractive", although they state that it dates from the 1950s. In Brazil, the Clio had a trim level called *Va Va Voom*. The trim level has been discontinued. In Mexico, The Clio II's latest campaign reads "todo por mi Clio" (*anything for my Clio*), depicting one would give anything to keep one's Clio safe from danger.
- The Renault Clio RS 200 EDC hatchback was one of the many vehicles that can be unlocked in Asphalt 8 with a certain amount of coins in the game.
- The latest campaign to date for the Clio was for the Renault Clio III, which featured French actress Annelise Hesme and English actor Jeremy Sheffield as Sophie and Ben (respectively), trying to outdo each other over the superiority of each nation via a range of cultural aspects. This "France Vs Britain" (French car, British designers) campaign has been extended across a number of media, for example the "French Film, British Cinemas" tag for the annual Renault French Film Festival. The music used is Nina Simone's "Sinnerman".

Motorsport

Awards

- European Car of the Year in 1991
- European Car of the Year in 2006
- What Car? "Supermini of the Year" 2006
- Winner of *El Mejor Automóvil Subcompacto* (Best supermini) on Automóvil Panamericano magazine in 2002, 2003 and 2004 in Mexico

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External links

- [Official website](https://www.renault.co.uk/vehicles/new-vehicles/new-clio.html) (<https://www.renault.co.uk/vehicles/new-vehicles/new-clio.html>) (UK)

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