



How to change the oil and filter on Renault Clio 2 (RS)

How to change the engine oil and replace the oil filter on a Clio 2 RS (F4R engine)

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INTRODUCTION

Oil change is a basic maintenance that is easy to do yourself with a minimum of tools. However, some precautions and tips will need to be applied with regard to the Clio 2 RS. It is recommended to carry out the oil change every 10,000 to 20,000 km on this vehicle.



TOOLS:

- [A ratchet box](#) (1)
small ratchet
- [Oil filter wrench](#) (1)
For the oil filter
- [Torque wrench](#) (1)
Optional
- [Drain pan](#) (1)
- [Drain wrench](#) (1)
(Renault square 8)



PARTS:

- [Manufacturer's recommended oil](#) (1)
5W40
5L bidon
- [Oil filter](#) (1)
- [Copper drain plug and gasket](#) (1)

Step 1 — Lift the car



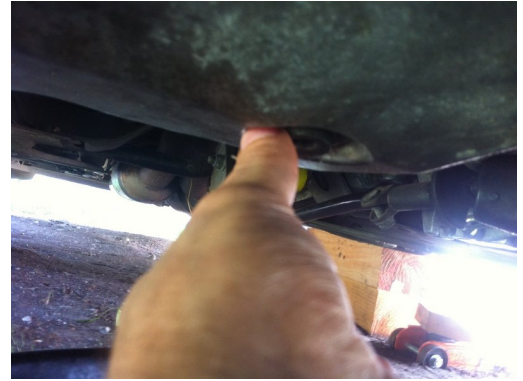
- Start by warming up the car engine (by driving for example). The warmer the engine, the better the oil will flow.
- The Clio RS is quite low and it is therefore recommended to put it on blocks after having raised it with a [jack](#) beforehand. You can also put it on jack stands but then prefer to put 4 of them. The aim is to put the car as straight as possible so that the oil flows well (and to check the level).

Step 2 — Remove the crankcase guard



- There is a sump guard under the car. In the photo you can see a sheet metal sump guard but it is made of original plastic. There may be access for [the drain plug](#) on the sump guard, in which case you will not have to remove it.
- Simply remove the 4 10mm screws (two in front, two behind) to remove the crankcase guard.

Step 3 — Drain the oil



- Start by removing the oil filler cap on top of the engine.
- Under the car, place [the drain pan](#) below the drain plug and unscrew the latter using the appropriate wrench. Finish unscrewing by hand.

Step 4 — Remove the oil filter



- To remove [the oil filter](#) , it is easiest to remove the injector shield shim first. Start by locating this shim at the front of the engine.
- The injector guard is held in place by two 10mm nuts (one on the left and one in the middle). The best [tool](#) to remove them is a small ratchet with a small extension and a 10mm socket.
- Unscrew the two nuts by passing the ratchet through the holes provided for unscrewing. No need to remove the nuts from their housings. Remove the injector protector when it is completely loosened and the nuts will come with it.
- You now have full access to the oil filter. Use a special filter strap wrench to unscrew and remove it (be careful, oil will leak when removing it).

Step 5 — Replace the new oil filter



- Once the old filter is removed, start by wiping off the oil that has leaked with [a cloth](#) . Also clean the part where the filter rests properly.
 - Take new oil and oil the rubber gasket of the new oil filter well (you can oil by running your finger around it).
 - Screw the new oil filter onto its housing. Tighten the filter as much as you can (as hard as possible) but only by hand! In fact, if you tighten with a wrench, the oil filter may be impossible to remove at the next oil change.
- ⚠ Check the correspondence between the old and the new oil filter (the diameter of the seal and the dimensions of the thread), the volume of the filter has no impact.

Step 6 — Replacing the drain plug



- Place a new gasket on the drain plug (gasket with rubber lip).
- Start by hand-tightening the drain plug onto [the oil pan](#) .
- Finish tightening with a wrench but be careful not to tighten too hard. The oil pan is made of aluminum and can crack if tightened too hard. So tighten moderately.
- For added safety, you can use [a torque wrench](#) and a square bit for final tightening. Tightening torque: 2.5 to 3.0 DaNm.

Step 7 — Filling the oil



- Start adding oil slowly. You will need to fill it until the oil gauge is at the maximum. You can use a funnel to help pour [the oil](#) more easily.
- [The dipstick](#) is located near the oil filter, check it regularly during filling. You must make sure to reach the maximum mark without exceeding it (or very little). You can go there serenely, the 5L can of oil will be almost empty when it is good.

Step 8 — Put back in place



- Put the injector protection shim back in place. To do this, simply do the reverse of the disassembly. Just be careful not to pinch any wires when putting the shim back in place.
- Replace the crankcase guard under the engine by screwing it back in at the 4 corners.

Step 9 — Adjustments and checks



- Put the car back on its wheels and make sure it is level.
- Close the oil filler cap securely and turn on the ignition. The oil level should be correct on the dashboard.
- Start the engine. The oil light on the dashboard should go out after a few seconds.
- Turn off the ignition and now top up the oil level by checking the dipstick. The correct oil level is 5 millimeters below the maximum. Most of the time there will be a little oil missing (due to the filter filling). Make sure to get back to 5 millimeters below the maximum with the new oil remaining in the can.