

Autodata

Car Repair Manual

R18/FUEGO

Compiled and Written by
the Autodata Technical Writers



Renault 18/Fuego Mk1/II

from 1979

R18 TL/GTL Saloon (1397 cc)	R18 Turbo Saloon (1565 cc)	Fuego TL/GTL (1397 cc)
R18 TS/GTS Saloon (1647 cc)	R18 L/TL Estate (1397 cc)	Fuego TS/GTS (1647 cc)
R18 Saloon Automatic (1647 cc)	R18 TS/LS/GTL Estate (1647 cc)	Fuego TX/GTX (1995 cc)
R18 TX/GTX Saloon (1995 cc)	R18 Estate Automatic (1647 cc)	Fuego Automatic models
R18 TX/GTX Estate (1995 cc)	R18 Saloon/Estate Automatic (1995 cc)	Fuego Turbo Saloon (1565 cc)

Introduction

The Autodata Car Repair Manual is designed to guide you through all the stages of repair or service jobs on your car - from a simple engine oil and filter change right through to the removal and overhaul of the engine.

MANUAL LAYOUT

Easy reference of the appropriate section dealing with the part of your car to be checked or repaired is provided by the Contents pages and the individual chapter headings. Each chapter contains easy-to-follow repair sequences together with clear line drawings, cross referenced with the text, showing what fits where.

A comprehensive Index page at the end of the manual gives quick reference to components and assemblies.

MOT TEST

A special section is devoted to passing the MoT test, with cross reference to the chapters concerned. Check over all the items detailed in this section before submitting your car for it's MoT test to avoid any needless failure.

ROUTINE MAINTENANCE

The regular maintenance operations are contained in a complete chapter and are forwarded by a Service Schedule identifying all the maintenance items required and showing the appropriate service intervals.

To ensure that your car is set up to give maximum performance and economy, a comprehensive Tune-Up chapter follows the Routine Maintenance. From the information contained in both chapters you will be able to carry out all the regular maintenance and adjustment operations required to keep your car running as efficiently, economically and safely as possible.

TROUBLE SHOOTERS

To assist you in making a correct fault diagnosis a special Trouble Shooter is included at the end of each appropriate chapter. These Trouble Shooters provide details of symptoms and possible causes and will help in tracking down problems as and when they arise.

TECHNICAL DATA

Technical information required for specific operations is contained in the text throughout the manual, to make each section as complete and easy-to-follow as possible.

At the end of the manual a Technical Data section is provided to give a comprehensive listing of the technical specifications likely to be needed by the DIY motorist.

SPECIAL TOOLS

Certain repair jobs covered in the manual require the use of special tools not normally found in a DIY toolkit. When such tools are required we tell you in the introduction to each repair operation. If the special tool is likely to be available from your local tool hire shop then we tell you. Equally, if the job can only be done with a tool which is unique to your make of car then we advise you.

SPECIALIST SERVICES

In some cases the non-availability of spare parts and the need for special tools means that the best solution is to fit an exchange or specialist overhauled component, we then give the procedure for removal and replacement of the unit.

The need for specialised equipment to carry out some operation will require you to take your car to your local garage or service centre. Wheel alignment, as an example, can be checked using DIY equipment, but a full front suspension geometry check can only be undertaken by a garage or tyre specialist having the necessary equipment. In such cases we advise you accordingly.

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History & Identification

FEBRUARY 1979

Renault 18 range introduced in the UK. Available with two engine sizes, 1397 cc (TL and GTL models) and 1647 cc (TS and GTS models). Five-speed gearbox as standard on the GTS. Automatic transmission available on TS and GTS models.

SEPTEMBER 1979

R18TL and TS Estate models introduced with automatic transmission option only available on TS versions.

FEBRUARY 1980

R18LS Estate introduced using the engine of the TS version with the more basic trim and instrumentation level of the TL.

OCTOBER 1980

Fuego model introduced in UK with choice of 1397 cc (TL) 1647 cc (TS & GTS) and 1995 cc (TX & GTX) engines. GTS model available with automatic transmission.

Diesel engined Renault 18 introduced in TD and GTD versions with five-speed manual gearbox fitted to the GTD. (Diesel engine not included in this manual).

JANUARY 1981

R18 Turbo model introduced powered by 1565 cc engine and five speed gearbox. Power steering, revised suspension with negative offset steering geometry and high equipment specification as standard.

MAY 1981

Special edition 18 known as the 'Soleil' introduced. Mechanically the same as 18TS model, but with new three - position tinted transparent sunroof, sports wheels, rear spoiler and special custom stripe.

SEPTEMBER 1981

Fuego TS model now fitted with five-speed gearbox. Power steering now standard fitting on Fuego GTS Automatic model.

R18 GTL model now fitted with 1647 cc engine. Five-speed gearbox now standard fitting on R18 TL Estate and

GTL models. Production of R18 GTS Saloon model discontinued.

DECEMBER 1981

Renault 18 TX and GTX Saloon/Estate introduced with 1995 cc OHC Fuego engine with 5-speed gearbox. Additional interior features include electric windows, central locking and tinted glass. Improvements to rear suspension system give improved road holding.

SEPTEMBER 1982

Body trim improvements added to the 18 models including a front air dam, wheel trims and boot lid spoiler (not TL/TD). All engines fitted with electronic ignition. GTX has Turbo style instrument panel and engine improvements to increase output to 125 bhp at 5500 rpm, brakes are now disc all round and other improvements are updated Turbo 'badging'.

APRIL 1983

Limited edition 'American' model based on GTL introduced with 1647 cc engine and 5-speed gearbox.

SEPTEMBER 1983

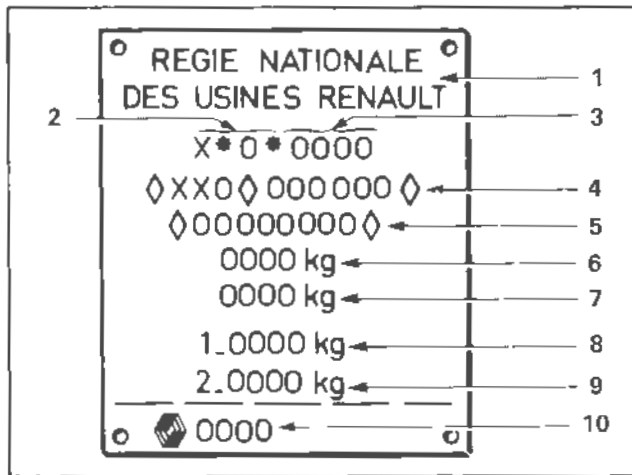
18 Automatic now uses 1995 cc instead of 1647 cc engine. Fuego has new grille and levels of trim depending upon model. GTX has new alloy wheels. Fuego Turbo introduced with 1565 cc turbo charged engine (A5L.D. 750) developed from the 18 turbo engine. Improved brakes, with discs all round, ventilated discs at the front. Power assisted steering and improved interior trim levels.

APRIL 1984

Mk 2 Renault 18 introduced, improvements include, two tone style grille, boot lid spoiler and new alloy wheels on GTX and Turbo. Fuego instrument panel now fitted to all 18's (as GTX & Turbo). Interior trim updated with needle point carpeting and new velour trim on GTX Estate. Turbo type arm rests and door trim panels on all models.

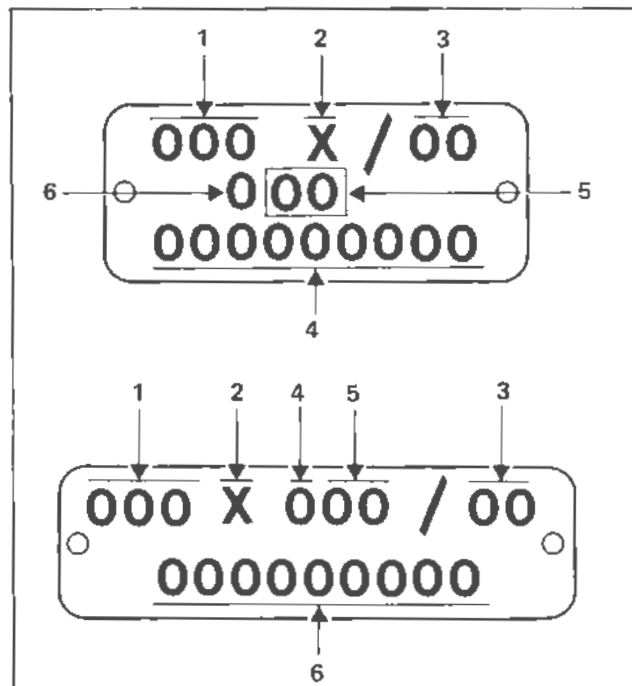
AUGUST 1984

Fuego Turbo and 18 Turbo fitted with a seven function trip computer as used in the Renault 11 series.



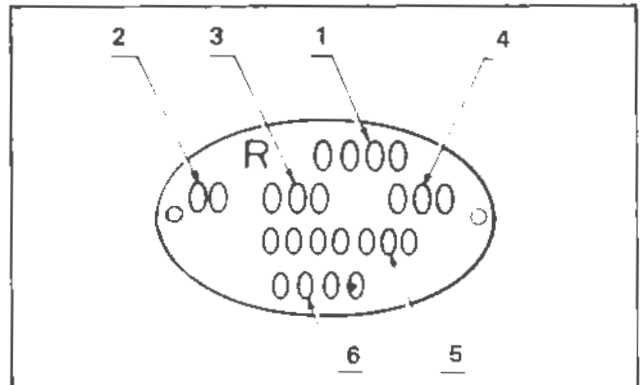
1. Name of manufacturer
2. EEC country number
3. EEC vehicle type number
4. Manufacturer's code
5. Chassis No.
6. Gross vehicle weight
7. Gross vehicle and trailer weight
8. Permitted front axle loading
9. Permitted rear axle loading
10. Model year

Fig. 1 Identification plate (bulkhead)



1. Engine type
2. French ministry code
3. Engine equipment
4. Renault identity
5. Engine suffix
6. Fabrication number

Fig. 3 Engine identification plates



1. Vehicle type
2. First character - transmission type
Second character - any special feature
3. Steering identification
4. Optional equipment (from factory)
5. Fabrication number
6. Model year (not all countries)

Fig. 2 Identification plate (inner wing)

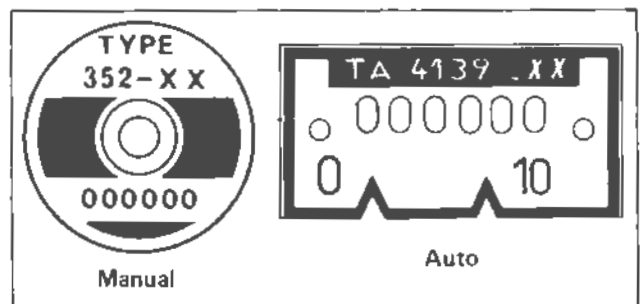


Fig. 4 Transmission plates

VEHICLE IDENTIFICATION

Vehicle identification is given by two plates, one oval shaped plate fitted to the nearside (driver's side) inner wing and one rectangular plate (VIN plate) mounted on the nearside of the bulkhead.

A breakdown of the entries on each plate is given in Figs. 1 and 2 respectively.

ENGINE NUMBER

The engine identification plate is to be found rivetted to the block and is in one of two formats (see Fig. 3) according to the space available on the block. A breakdown of the entries on the plate is given in the illustration.

TRANSMISSION NUMBER

The transmission can be identified by means of a plate affixed to the end cover on manual gearboxes or the torque converter housing on automatic transmission. The uppermost number relates to the transmission type while the bottom number is the fabrication number.