



Type Factory and fabrication cut-offs

MÉGANE

DAO 3	E 000001 to E 003549
DAO P	E 000001 to E 000163
EA0 3	K 000001 to K 001748
EA0 P	K 000001 to K 000011

fitted with F5R 740 (direct petrol injection) engine

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STARTING THE ENGINE DIFFICULT AND SNATCHING ONACCELERATION

Other sub-section concerned: 17

- Engine: F5R 740
- Gearbox: XXX

Basic manual:
– Engine manual: F5R
– Technical Note: 3440A

CUSTOMER COMPLAINT

- Starting the engine is difficult and snatching on acceleration; the injection warning light also lights up.

POSSIBLE CAUSE

- An internal leak from the petrol pressure regulator on the injector rail (the pressure sensor is rarely the cause).

FAULT FINDING

- DF089 present or stored (petrol pressure regulation).
- 2.DEF = Fault in the petrol circuit.
Note: the fault occurs after the engine has been running for 2 minutes.

CLAIM COMPLETION AND CODING

- Destination of removed parts:**
– As per Warranty Policy and Procedures Manual.

*Without Warranty Policy
and Service Contract*

NITG code: M4B7

*With Warranty Policy and
Service Contract*

Catalogue function: 072

Cause reference: 77 00 113 483

*With or without Warranty Policy
and Service Contract*

Supplier code: DC9

Customer complaint code: 7A

Total time allowed: 1.8 h

Operation code	Title	Time allowed (in hours)
0311	Complete check 1 computer with diagnostic tool	0.3
1999	Replacing petrol pressure regulator	1.0
0129	Basic road test	0.5
	TOTAL	1.8

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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AFTER-SALES SOLUTION

Operation to be carried out:

- Confirm fault present or stored.
- Replace petrol pressure regulator, if necessary.
- Basic test.

Vehicles concerned:

- See vehicle types and fabrication cut-off details on title page.

When to take action:

- Upon receipt of a customer complaint.

Parts required:

- 1 petrol pressure regulator
(with bolt and washers) **Part No.: 77 00 113 483**

Tooling required:

- Conventional.
- **Mot. 1608:** Dynamometric screwdriver for tightening the petrol pressure regulator mounting bolts.

Description of the operation:

- 1 Confirm faults **DF089** or **2.DEF** stored or present with the diagnostic tool.
 - 2 Replace petrol pressure regulator, if necessary.
Note: The operation must be carried out with cold engine precautions. There is a risk of petrol splashing under pressure.
- Check, using the diagnostic tool, that the residual high pressure in the rail is less than or equal to **11 bar**.
 - Remove the connectors from the regulator and the petrol pressure sensor.
 - Wrap the regulator in absorbant paper.
 - Ensure that there is no dirt in the foot of the regulator. Keep the regulator away from any source of electricity.
 - Using dynamometric screwdriver **Mot. 1608**, **partially** loosen the 2 regulator mounting bolts (by a quarter of a turn) **one after the other** until the start of the defuming.

WATCH OUT FOR PETROL SPLASHES

Wait for the defuming to finish.

Move away from the opening of the injector rail, petrol may splash out.

- Remove the 2 bolts and the regulator, pulling it gently and vertically, so that the opening is not splashed.

- Prepare the regulator: remove the protective cap and lubricate the O-rings with clean engine oil.
Note: Lubrication is very important to avoid external leaks.
- Put the regulator above the rail and push gently and vertically until it is driven in fully.
- Adjust the dynamometric screwdriver to a torque of **0.2 daNm (Mot. 1608)**.
- Position the 2 bolts (with their washers) and tighten them with the dynamometric screwdriver until a signal is transmitted.
- Reconnect the connectors to the regulator and the pressure sensor.

Remember to remove the absorbant paper

- Switch on the ignition, clear the fault indicated by the diagnostic tool and start the engine.
- Check **IMMEDIATELY** the sealing of the assembly cold and then hot.
- Check that the petrol pressure is at least **70 bar** at idling speed.

3 Perform a basic road test.

WARNING

Petrol is an extremely flammable fuel which may explode under certain conditions.

Carry out this operation in a well-ventilated area. Do not smoke or take a flame or spark near the engine during the operation.