



# TECHNICAL DATA

## CLIO RENAULTSPORT 200 TURBO

ENGINE / TRANSMISSION	1.6T R.S. 200		
Fuel	Unleaded petrol or E10		
Code - index	M5Mt 400		
Depollution standard	EURO5		
Engine type	Turbocharged / direct sequential fuel-injection		
Cubic capacity (cc)	1,618		
Bore x stroke (mm)	79.7 x 81.1		
Compression ratio	9.5		
Number of cylinders / valves	avr-16		
Maximum power (kW EEC / hp)	147 (200)		
at (rpm)	6,000		
Maximum torque Nm EEC (m.kg)	240		
at (rpm)	1,750		
Position	Transverse, four cylinders in line		
Balancer shafts	No		
Cylinder block / cylinder head	Aluminium alloy		
Fuel injection	Direct (150 bar)		
Fly wheel	Twin mass-damping flywheel		
Catalytic converters	Ceramic, three-way		
Particulate filter	-		
Stop & Start and braking energy recovery	-		
<b>TIMING</b>			
Drive	Chain		
Variable timing	Inlet + exhaust		
Variable lift	No		
Valve operation	Direct		
Clearance adjustment	Shims		
Electronic management	EMS 2010		
Engine cut-off (rpm)	6,500		
Lubrication	With oil/water radiator		
<b>TRANSMISSION</b>			
Gearbox type	Efficient Duel Clutch - 6 speeds		
Speed at 1,000rpm in 1st gear: km/h / mph	7.29 / 4.53		
in 2 <sup>nd</sup> gear	11.76 / 7.31		
in 3 <sup>rd</sup> gear	17.90 / 11.12		
in 4 <sup>th</sup> gear	25.17 / 15.64		
in 5 <sup>th</sup> gear	32.95 / 20.48		
in 6 <sup>th</sup> gear	40.67 / 25.27		
Limited slip differential	R.S. Diff electronic LSD		
Final drive ratios	Final drive 1: 20/79, Final drive 2: 18/79		
Gear ratio and theoretical speed at 1,000rpm	47/12		7.3kph / 4.53
	51/21		11.8kph / 7.31
	56/39		17.9kph / 11.12
	48/47		25.2kph / 15.64
	39/45		33.0kph / 20.48
	33/47		40.7kph / 25.27
<b>STEERING</b>			
Steering	Variable electric power steering standard		
Turing circle, between kerbs/walls (m)	10.9 / 11.3		
Number of turns from lock to lock (with standard wheels)	2.67		
<b>SUSPENSION</b>			
Front	MacPherson type with rectangular lower wishbone, anti-roll bar, hydraulic compression stops		
Rear	Programmed flexible beam and spiral springs		
Front/rear antiroll bar diameter (mm)	23.5 / 28 incorporated in flexible beam		
Front/rear flex (mm/100kg)	Sport: 15 / 25 Cup: 12.5 / 21.5		
Front/rear Specific front/rear frequency (in running order + 2) (Hz)	Sport: 1.45 / 1.5 Cup: 1.6 / 1.6		
Front/rear roll centre height (mm)	80 / 150		
Front/rear unsprung weight (kg)	110 / 90		
<b>WHEELS AND TYRES</b>			
Standard tyres	17": 205/45R17 88Y (Goodyear Eagle F1 Asymmetric 2) 18": 205/40R18 86Y (Dunlop Sport Maxx RT)		
Standard wheels	7.5J17 7.5J18		
<b>BRAKES</b>			
Type	X		
ABS	Standard		
Electronic brakeforce distribution	Standard		
Servo	Vacuum servo, 10"		
Emergency brake assist	Standard		
Hill Start Assist	Standard		
ESC	ASR + ESP Dual-mode + disconnectable		
Vented front discs: diameter/width (mm)	320 / 28		
Solid rear discs: diameter/width(mm)	260 / 8		
Front callipers	Floating, D57		
Rear callipers	Floating, D34		

<b>PERFORMANCE</b>	
CdA	0.71
0-62 mph (secs)	6.7
Top speed (mph)	143
400m standing start (s)	14.6
1,000m standing start (s)	27.1
Acceleration from 50mph to 75mph (s) in 4th/5th gear	4.5
Specific power	
– kW/litre	91
– hp/litre	124
Specific torque (Nm/litre)	148
<b>FUEL CONSUMPTION AND EMISSIONS</b> (according to latest amendment of EU Directive 80/1268)	
CO <sub>2</sub> (g/km)	144
Urban cycle (mpg)	34.9
Extra-urban cycle (mpg)	55.4
Combined cycle (mpg)	44.8
<b>CAPACITIES</b>	
Fuel tank (litres)	45
<b>WEIGHTS (KG)</b>	
Kerb weight (without options)	1,204
Kerb weight over front wheels	783
Kerb weight over rear wheels	421
Gross vehicle weight (GVW)	1,711
Gross train weight (GTW)	1,711 (non-towing vehicle)
Payload *	507
Braked trailer weight (within GTW)	Non-towing vehicle
Braked trailer weight	Non-towing vehicle

\* With minimum equipment