



RENAULT
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Renault CLIO R.S.

Press Information



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New Clio Renault Sport: At a glance

- Two distinct high-performance models – the Clio Renault Sport 200 EDC for drivers who want all the excitement of a Renault hot hatch with everyday usability, and the Clio Renault Sport 220 Trophy for out-and-out enthusiasts who also want to exploit the car's performance potential on track days
- Updates for New Clio R.S.:
 - Latest versions debut the highly efficient and innovative R.S. VISION LED lighting system – a world first
 - Trophy version can be specified with an exclusive Akrapovič exhaust system inspired by the Clio R.S.16 concept car
- Clio Renault Sport 200 EDC powered by a direct-injection 1.6-litre turbo petrol engine delivering 200hp with highly flexible performance thanks to 260Nm of torque, available from just 2,000rpm
 - 0-62mph acceleration in 6.7 seconds; maximum speed 143mph
 - Kerb weight of just 1,204kg
 - Engine efficiency and low weight contribute to official combined fuel economy of 47.9 mpg and CO₂ emissions of 133g/km
 - Optional Cup chassis with 3mm lower ride height, 15 per cent stiffer dampers and springs, 18-inch gloss black Renault Sport wheels, Dunlop Sport Maxx RT tyres and red brake calipers
- Clio Renault Sport 220 Trophy develops 220hp – an extra 20hp (plus 10 per cent) – and has up to 280Nm of torque using the Torque Boost feature available in fourth and fifth gears
 - Acceleration and top speed even more rapid, with 0-62mph reached in 6.6 seconds; top speed 146mph
 - Near-identical efficiency to Clio Renault Sport 200, with economy and emissions figures of 47.9mpg and 135g/km
 - Stiffer and lower chassis engineered by Renault Sport performance specialists, with even sharper steering. Suspension lowered by 20mm at the front and 10mm at the rear. The dampers are firmer and there are 40 per cent stiffer rear springs
 - Black 18-inch R.S. alloy wheels and Michelin Pilot Super Sport 205/40R18 tyres
- Only car in its class to offer three different types of chassis
- Both versions utilise the six-speed EDC dual-clutch transmission, with aluminium shift paddles for manual gear selection. 220 Trophy further developed to allow even faster shift times
- Paddles with multi-change down function, available for the first time on a production car outside the supercar segment
- R.S. Drive with three driving modes: Normal, Sport and Race. Adapts engine timing, gearshift pattern, throttle response, steering weight and ESC operation to suit different driving scenarios
- Formula One-style 'Launch Control' for perfect standing starts
- ESC and ASR traction control can be fully disconnected
- R.S. Diff improves cornering grip and standing start performance and counters understeer
- Developed from Clio IV, a sleek, but practical five-door car with coupe profile, enhanced by concealed rear door handles in the C-pillars
- Renault Sport body elements include deep front bumper with Formula 1-style blade, side skirts, rear diffuser and rear lip spoiler, all making a significant contribution to handling and grip. Twin exhausts standard
- 220 Trophy features 'Trophy' badging on the front blade, door mouldings and individually-numbered door sills.
- Standard equipment for Clio Renault Sport 200 EDC includes 17-inch alloys with Goodyear Eagle F1 Asymmetric tyres, Bluetooth, USB port, Renault MediaNav 7-inch touchscreen integrated multimedia and navigation system, 4 x 20W Arkamys audio with Bass Reflex speaker system, cruise control, Renault Sport leather steering wheel, sports front seats and speed limiter
- 220 Trophy further adds carbon-look air-vent surrounds, door handles and gear lever base plate. Air-vent inserts in satin chrome.
- R.S. Sound Pipe transmits engine note into the cabin to add to the performance driving experience
- Dark/black interior colour theme throws vivid red detailing on the console, steering wheel, gear shift and door panels into sharp relief
- Renault's 4+ care programme includes four-year/100,000-mile warranty
- Renault Sport 200 and 220 Trophy are available in Renault i.d. Flame Red and Liquid Yellow or Pearl White plus Glacier White, Deep Black and Mercury.

Design

Exterior

The Clio Renault Sport models develop the simple, sensuous lines of the latest New Clio, adding emphasis with neatly integrated details that reflect their performance character and their relationship with Formula One technologies. They are five-door models, but with a coupe profile – a look enhanced by the concealed rear door handles in the C-pillars.

The performance hallmarks include a deep front bumper with an F1-style blade, rectangular twin tailpipes, side skirts finished in body colour and large-diameter 17- or 18-inch wheels as standard.

The front end of the new Clio R.S. is completed by LED multi-faceted lighting in the form of a chequered flag called R.S. Vision, for a distinctive look and outstanding lighting performance. This exclusive technology, initially seen on the Clio R.S. 16 concept car, co-ordinates the vehicle's fog lights, cornering lights, side lights main beams to enhance night-time visibility by 40 per cent.

There are specific sills and at the rear there is a spoiler, functional diffuser and twin exhaust tail pipes, while the rear lights carry over the C-shaped lighting signature. The Renault Sport (R.S.) logo appears underneath the Renault badge at the front of the car, on the wheels and at the rear.

Like the Formula One-style front blade, the diffuser and lip spoiler are definitive features of the entire Renault Sport range.

These exterior features are not just about making a visual impact: they also play an important technical role in the handling of the car. The diffuser and rear lip spoiler, for example, were designed to work together, just as they are in a single-seater race car, to ensure the best possible aerodynamic performance. The diffuser contributes 80 per cent of the extra downforce generated at the rear, while the upper spoiler accounts for the remainder.

The 220 Trophy proclaims its position as the extreme track-focused version of the Clio range through suspension which has been lowered by 20mm at the front and 10mm at the rear, and its black 18-inch R.S. wheels, fitted with high-performance Michelin Pilot Super Sport 205/40R18 tyres. There are 'Trophy' badges on the front blade, door mouldings and individually-numbered door sills.

The Clio Renault Sport 200 and 220 Trophy are available with six exterior colours: Glacier White, Mercury and Deep Black metallic shades and Liquid Yellow, Flame Red and Pearl White Renault i.d. metallics.





Interior

The overall black and dark grey themes of the interior throw sporty touches of red detailing into sharp contrast. This can be seen in the seatbelts and instrument needles, as well as the contrast stitching on the Dark Carbon cloth or leather upholstery.

A red flash marks the straight-ahead marker on the leather-trimmed Renault Sport steering wheel of the 200 models and is also used for the air vent and gearshift surrounds and the beading on the door panels. The leather gear knob also has red detailing and there is red stitching around the gearshift gaiter.

The EDC transmission's tactile aluminium shift paddles have an anthracite finish, while the grey background for the instrumentation is specific to the Clio Renault Sport. When the engine is fired up, the rev counter and fuel gauge needles spring to life in a choreographed display.

Seats that perfectly suit the car's sporting character have long been a feature of Clio Renault Sport models and the latest models are no exception, with the deeply dished design providing extra lateral support for performance driving. Dark Carbon cloth or leather upholstery is used, with the Renault Sport logo picked out in the front head restraints.

The prominent centre console has a distinctive black gloss finish and houses the 7-inch touchscreen for the MediaNav or R-Link multimedia system, set in a chrome surround.

Bespoke highlights of the 220 Trophy include an embossed leather steering wheel and carbon-look air-vent surrounds, door handles and gearlever base plate. The air-vent inserts are in satin chrome.





Technologies

Renault Sport Monitor 2.0

The Renault Sport Monitor was a ground-breaking feature in its class when it was introduced in the Renault Sport Clio 200. It is a competition-style telemetry system that displays and logs essential performance parameters to help drivers record and hone their skills. A 2.0 version as an option on the Clio Renault Sport 220 Trophy model gains extra functions and is also integrated with Renault's MediaNav multimedia and navigation system.

The Renault Sport Monitor collects data through a series of sensors and presents it in real time, using a customisable display of dials, histograms and graphics on the dashboard. The range it covers is comprehensive, including:

- Engine performance, including engine speed, power and torque, plus water, intake air, EDC clutches and transmission oil temperatures, turbo and brake pressures, throttle valve aperture, wheel torque and steering wheel angle.
- Performance data, including acceleration times to 50 and 100km/h (30 and 62mph); 400m and 1,000m standing start times; and braking time from 100km/h to standstill.
- A G-force diagram, showing longitudinal and lateral acceleration, with a display of maximum recorded values. Screenshots can be saved to a USB stick for sharing and further analysis.
- Torque and power curves, with indicators for real-time values.
- A graphics display representing the EDC transmission internals, including the selected gear, pre-selected gear and clutch temperature.





The monitor also provides a stopwatch function that can be operated manually, or automatically using GPS. It will give driving tips in text form; track servicing intervals by giving the distance covered by the tyres, dampers, brake pads and discs since they were fitted; and allow the driver to change the settings for the power steering weight (enforcing Normal or Sport modes). It also has a gearshift indicator light.

The Renault Sport Monitor 2.0 has an advanced data logging function which can record all the information gathered during a circuit session and match it to corresponding GPS coordinates, so they can be viewed on a computer. The car's position can be displayed on a satellite-view map, along with a dynamic display of all the associated driving parameters. All data can be recorded – an hour's driving can be stored in a single 3MB file.

The USB connection allows track sessions to be prepared using circuit layouts saved to a memory stick. Renault Sport proposes a number of pre-set layouts, but users can pool their own to create shared circuit databases.

R.S Sound Pipe

Tuning the exhaust system to give the right stirring note was only one aspect of how Renault Sport went about giving the Clio Renault Sports "sound appeal". To create a satisfying soundtrack in the cabin as well, it has introduced the R.S. Sound Pipe. This uses a membrane from the engine bay directly into the cabin to amplify engine noise.

Powertrains, Chassis and Driving Dynamics

The undoubted technical highlight of the Clio Renault Sport models is their engines. Both are powered by a 1.6-litre direct-injection turbocharged unit ideally suited to the era of downsizing and increased efficiency – but that simple statement cannot convey the wealth of detailed engineering expertise which differentiates the unit in the 200 from the one in the 220 Trophy. It is the same with the standard six-speed EDC dual-clutch gearbox, chassis tuning and steering.

The four-cylinder, 16-valve unit in the 200 is fitted with a turbocharger to enable it to develop peak power of 200hp. Torque is 260Nm and is accessible at lower engine speeds, with the maximum generated from just 2,000rpm.

It is no coincidence that this combination of a small capacity engine and turbocharging, allied to improved fuel consumption and lower emissions, echoes similar changes introduced for Formula One powertrains in 2014. There are direct cues from Formula One in engine detailing, too, such as the friction-reducing DLC (diamond-like carbon) coating for the camshaft tappets and the use of direct fuel injection.

The engine's flexible character is perfectly complemented by the six-speed EDC (efficient dual clutch) transmission, which provides perfectly matched ratios that can be selected using automatic or manual shifts. There are aluminium shift paddles on the steering wheel, for the first time in a Clio Renault Sport.



One of the stand-out features of the transmission is a multi-change downshift function. This is another feature inspired by Renault's Formula One technologies, and allows multiple downshifts to be made when braking simply by keeping the shift paddles depressed. It is race-bred technology of a kind rarely before seen on road cars outside supercars.

The principal objectives with the engine and transmission were to deliver more torque lower in the rev range to improve driveability, while at the same time delivering ample power at the top of the rev band to underline the car's sporting character. That is witnessed in greater responsiveness across a wider power band.

A low kerb weight of just 1,204kg (without any added options) ensures startling performance. Standstill to 62 mph takes just 6.7 seconds and 1,000 metres can be covered in 27.1 seconds from a standing start. Put the car on track or an unrestricted autobahn, and it can be taken to a maximum speed of 143mph.

Yet the car's astounding pace is not to the detriment of efficiency, the Clio Renault Sport 200 EDC having emissions of 133g/km and returning 47.9mpg (combined cycle).

Renault's mission was to make the Clio Renault Sport models adaptable to suit different moods and driving demands, and nowhere is this more evident than in the 220 Trophy, the most extreme, performance-biased and track-oriented model of the three, but one which can still be driven effortlessly in everyday traffic.

Nevertheless, the engine in the 220 Trophy is a very special unit, which is clear from the efforts made to give it a unique character. It features a larger turbocharger and revised mapping, boosting the power output by 20hp (10 per cent) to 220hp, while the standard 260Nm of torque – identical to that of the 200 models – can be raised by a further a further 20Nm to 280Nm through the 'Torque Boost' feature in fourth and fifth gears. This gives the 220 Trophy even sharper on-road acceleration and faster lap times on a track.

There is also a revised air intake and exhaust system to minimise back-pressure losses. The rev limit has been raised to 6,800rpm as opposed to 6,500rpm in the 200 versions, with peak power arriving at 6,050rpm. Maximum torque is available at only 2,000rpm. Boost pressure has been increased from 0.96 bar to 1.03 bar. This all translates into a 0-62mph time of 6.6 seconds on the way to a top speed of 146mph.

This more potent and higher-revving version of the Clio Renault Sport power unit matches that of the Clio Renault Sport 200 versions at 47.9mpg on the official NEDC combined cycle, with CO₂ emissions of 135g/km.

A major contributor to this is the standard Efficient Dual Clutch (EDC) gearbox, which, for the 220 Trophy, has been substantially recalibrated by the performance experts at Renault Sport. It now delivers up to 50 per cent faster shifts and permits greater flexibility in Sport mode for more comfortable driving in built-up areas. The steering wheel-mounted paddles have 30 per cent shorter travel to provide a more immediate and responsive feeling. The higher rev limit along with new software calibration allows earlier downchanges under heavy braking during track use.





Chassis

As with the powertrains, there are highly distinctive chassis set-ups for the Clio Renault Sport 200 and the 220 Trophy to match their individual characters and the expectations of buyers. With both, the starting point was the fourth-generation Clio chassis central to Renault Sport's ambition to give these two sporting models better comfort, handling, roadholding and braking.

The aim was to deliver all the expected qualities of a performance hatch - minimal body roll, supreme straight-line and cornering stability, responsive steering and sharp stopping power - with high comfort levels to secure true versatility. Comfort is far higher than might be expected in a car with such pure-bred sporting character, and this has been achieved without diminishing driver appeal.



Suspension

Renault Sport has retained the pseudo-MacPherson strut layout for the front suspension, but has strengthened the wheel uprights, bearings and dampers to increase stiffness. Fitting a larger damper has improved hydraulic performance and achieves a better balance in terms of comfort and body roll.

At the rear there is the familiar flexible beam arrangement, in which a thicker – 28mm – anti-roll bar has been adopted, 10 per cent stiffer than in the previous Clio Renault Sport and 60 per cent more so than in the standard Clio.

Cup Chassis

The Clio Renault Sport 200 is available with a Cup chassis which rides 3mm lower, is 15 per cent stiffer and rides on larger, 18-inch wheels with Dunlop Maxx RT performance tyres.



220 Trophy

The 220 Trophy, meanwhile, takes this to even greater extremes with firmer and lower suspension and faster steering.

The Trophy setting is lowered by 20mm at the front and 10mm at the rear, while the dampers are firmer and there are 40 per cent stiffer rear springs coupled to motorsport-derived hydraulic bump stops – a feature carried over from the regular 200. The car also has the R.S. Diff to maintain traction in difficult conditions or extreme high-performance track use.

The steering, meanwhile, is incredibly direct thanks to a 10 per cent reduction in the rack ratio from 14.5:1 to 13.2:1. Renault Sport engineers are proud to proclaim it the best steering system on the market. Finally, the 220 Trophy is fitted with high-performance Michelin Pilot Super Sport 205/40R18 tyres on black 18-inch R.S. wheels.

Hydraulic Compression Control

In a world-first for production cars, the Clio Renault Sports make use of Hydraulic Compression Control, a rally-bred damper technology that helps them perform as comfortable day-to-day transport as well as pin-sharp track cars.

The system operates using a secondary damper within the main damper body, an innovative concept that is simple in theory, but which has required all Renault Sport Technologies' engineering know-how to design and install successfully. It makes a huge contribution to the cars' ride quality, particularly over poor surfaces, where it eliminates the rebound effect. It also means there are less extreme load variations on the tyres, improving front-end grip and giving more progressive handling when driving faster.

Hydraulic Compression Control gives the Clio Renault Sports a combination of comfort and driver satisfaction unmatched in class. The high levels of grip and progressive handling in the wet are further supported by the tyres, which have been developed in partnership with Goodyear, Dunlop and Michelin, depending on model.

R.S Diff

The Clio Renault Sports benefit from the new R.S. Diff, an electronic differential that significantly improves cornering grip and handling under acceleration. Patented by Renault Sport Technologies, it also keeps understeer in check.

As soon as the unit detects that grip is about to be lost on either of the front wheels when cornering, it triggers micro-braking on the affected wheel, without reducing engine torque. This means there no sudden limit on torque – something drivers can find frustrating – as the system is progressive and barely perceptible. In combination with the Hydraulic Compression Control it gives the car outstanding grip.

Brakes

Larger brake discs are used – 320 x 28mm ventilated front discs and 260 x 8mm solid discs at the rear. Braking performance has improved by around 5 per cent.

R.S. Drive

The “two cars in one” character of the Clio Renault Sport models is supported by the innovation of R.S. Drive, a driving mode selection system that lets the driver tailor performance for sports or competition driving. In Normal mode for everyday driving, the car delivers all the qualities expected of a Clio – supple ride, comfort and low running costs. Using R.S. Drive to switch to Sport or Race mode instantly sharpens response and performance.

The system is operated simply by using the R.S. Drive button on the dashboard. This automatically modifies the mapping of the transmission (gear shift programming and shift time) and engine (engine pitch and response to throttle pedal position). It also adapts the intervention of the ESC and ASR systems and the weight of the power steering.

In Race mode – with entirely manual gear selection – shift times are reduced to less than 150 milliseconds.

This table sets out how the different operating parameters change in each mode.



R.S. DRIVE MODE	NORMAL	SPORT	RACE
Engine			
Engine tick-over speed	750rpm	1,005rpm	1,005rpm
Accelerator pedal feel	Comfort	Dynamic	Dynamic
Engine pitch	Progressive	Reduced lag	Reduced lag
R.S. audible shift warning before engine cut-off	No	Yes (in EDC manual mode)	Yes (in EDC manual mode)
Ambilight	No	Gradient colour illumination	Gradient colour illumination
Transmission			
Gear shift programming with Drive selected	Eco/Comfort	Sport – performance adjusted, including anticipation of downshifts	Entirely manual, no kickdown, will not change up at redline
Gear shift times with Drive or Manual selected	200ms	170ms	<150ms
Launch control available	No	Yes	Yes
Chassis			
Power steering	Soft feel/comfort	Firm	Firm
ESC and ASR traction control	Normal/Safety	Sport, allows some slide	Fully disconnected

Launch Control

Track potential can be further exploited through the advanced 'Launch Control' system, enabling the fastest possible getaway off the line, better than even the most experienced driver can manage. Just as in a modern Formula One car preparing for the green lights, smart electronics take over management of all the parameters needed to make the best possible start.

As well as being breathtakingly effective, it is simple to use. The system is primed by pressing the brake with the left foot, while pulling on the two gearshift paddles behind the steering wheel in manual mode. System activation is confirmed by a "Launch Control On" message on the dashboard display and an orange flashing light. Fully depress the throttle pedal with the car stationary and the engine revs to 2,500rpm.

In Sport mode, when the brake pedal is released, the system optimises acceleration, with wheelspin kept in check by the ASR traction control. Gear shifts are also optimised for a smooth, fast getaway.

In Race mode, the traction control is disconnected and gear shifts are entirely manual. The gearbox will not kickdown nor change up at the rev limiter. It is an "expert" mode that is supremely effective when there is optimum grip, but requires greater skill from the driver in terms of car control.

At all times, the system is monitored by the car's electronics, which temporarily prevent it from activating if it is necessary to protect any of the mechanical components from risk of damage.



UK Specifications

Despite their strong sporting DNA, the Clio Renault Sport models have a generous equipment specification that adds to their superb driver-focused performance. At the same time, all are generously equipped to make life easier and more comfortable, while adding plenty of appropriate styling flourishes.

The standard equipment specification on the Clio Renault Sport 200

EDC includes:

- R.S. Vision lighting system – including DRLs
- R.S. Drive
- R.S. Sound Pipe
- Body-coloured lower front bumper with F1-style blade
- Renault Sport rear spoiler
- 17-inch R.S. silver alloy wheels
- MediaNav integrated multimedia system with 7-inch touchscreen, Nav'n'Go satellite navigation, 4 x 20W Arkamys audio system, Bluetooth, USB port, handsfree technology, Renault Bass Reflex system and fingertip remote controls
- Electric windows (front and rear)
- Driver and front passenger front, side head and thorax airbags
- Air conditioning
- Automatic headlights and front wipers
- ABS with Emergency Brake Assist
- Switchable ESC stability control
- ETC Electronic Traction Control
- Hill Start Assist
- Cruise control
- Speed limiter
- Renault Sport steering wheel
- Height-adjustable driver's seat
- Leather steering wheel and gear knob
- Drilled aluminium pedal facings
- Renault Sport kick plates
- Dark carbon Renault Sport cloth upholstery with red contrast stitching
- Electrically adjustable and heated door mirrors
- Body-coloured side skirts
- Rear diffuser
- Hands-free keycard with push-button start/stop
- Extra-tinted rear windows and tailgate

Additional features unique to the 220 Trophy are:

- Black 18-inch R.S. alloy wheels
- 'Trophy' branding on F1-style front blade and side door mouldings
- Numbered 'Trophy' kick plates
- Trophy chassis with lower ride height, stiffer springs and dampers and quicker steering rack
- Quicker EDC shifting software
- Embossed leather steering wheel
- Carbon-look air-vent surrounds, door handles and gearlever base plate
- Air-vent inserts in satin chrome.



Options

The Clio Renault Sport 200 EDC can be equipped with the Cup chassis (18-inch Renault Sport alloys with a black gloss finish, Dunlop Sport Maxx RT tyres, red brake calipers, 3mm lower ride height and 15 per cent stiffer springs and dampers).

The 18-inch rims can also be specified on their own with a silver finish. Similarly, dark carbon leather upholstery and body-coloured rear parking sensors are available.

The Renault Sport Monitor telemetry system can be added to the 220 Trophy model, as well as heated front seats.

Standard features

R.S. 200



17" Renault Sport alloy wheel



Renault Sport upholstery in dark carbon cloth with red stitching and R.S logo on front headrests



TECHNOLOGY

- MediaNav multimedia system: 7" touchscreen, Navteq navigation, FM/AM/DAB tuner, 4x20W speakers, Bluetooth®* hands free calls, USB and AUX sockets and fingertip remote controls
- ABS with EBA (Emergency Brake Assist)
- Cruise control and speed limiter
- Deadlocking
- EBD (Electronic Brake Distribution)
- EDC gearbox - 6 speed
- Electric variable assist power steering
- ESC (Electronic Stability Control)
- ETC (Electronic Traction Control)
- Hands free keycard with push button Start / Stop function
- HSA (Hill Start Assist)
- ISOFIX child seat fixing points on rear outermost seats
- Launch control
- RAID (Renault Anti Intruder Device) automatic door locking
- Remote central locking with Thatcham approved immobiliser and Alarm (Thatcham Category 2)
- Renault Sport electronic differential - maintains traction in difficult conditions
- Renault Sport Drive - with Normal, Sport or Race Mode (stiffer steering, altered gear change speed and accelerator pedal mapping. ESC disabled in race mode)
- Sport chassis
- Trip Computer
- Tyre pressure warning light

EXTERIOR

- Full LED front and rear headlamps integrating daytime running lights at the front and at the rear
- R.S. Vision LED lighting signature (front)
- 17" Chrome Renault Sport alloy wheels
- Anti drill lock doors and locking fuel cap
- Door mirrors - electrically adjustable - heated
- Body coloured door handles (black gloss with Liquid Yellow paint)
- Extra tinted windows - rear and tailgate
- F1®-style front blade - anthracite
- Rear diffuser with twin chrome rectangular exhaust
- Renault Sport rear spoiler - body coloured
- R.S. logo under front diamond
- Side door insert, boot lid insert and front grille inserts - silver
- Grey brake callipers

INTERIOR

- 3 rear headrests
- 60:40 split rear seats and fixed base
- Airbag deactivation - front passengers
- Automatic headlights and front wipers
- Aluminium foot pedals
- Black air vent surrounds with matt red inserts
- Dark carbon soft touch dashboard with Renault Sport logo
- Driver and passenger front, side head and thorax airbags
- Front and rear electric windows
- Front and rear no seatbelt warning sound
- Height adjustable driver's seat
- Height and reach adjustable steering wheel
- Leather steering wheel with R.S. logo insert
- Manual air conditioning
- Matt red door panel insert, gear gaiter surround and gear stick insert
- Paddle shift gear controls with multi-gear change down function
- Renault Sport dark carbon cloth upholstery with red stitching and R.S. logo on front headrests
- Tyre inflation kit

Standard features

R.S. 220 TROPHY (additional equipment to R.S. 200)



18" Black Renault Sport alloy wheel



Renault Sport upholstery in dark carbon cloth with red stitching and R.S logo on front headrests



TECHNOLOGY

- R-Link multimedia system: 7" touchscreen, TomTom® LIVE navigation, FM/AM/DAB tuner, 4x35W speakers, Bluetooth®* and hands free calls, USB and AUX sockets, voice control, vehicle applications
- Front and rear parking sensors and reverse parking camera
- Trophy chassis with 18" alloy wheels fitted with Michelin Pilot Super Sport tyres 205/40/18, red brake callipers, specific steering ratio, firmer damping and lower body height

EXTERIOR

- 18" Black Renault Sport alloy wheels
- Door mirrors - electrically adjustable and folding
- Trophy branding on side door moulding
- Red brake callipers

INTERIOR

- Automatic climate control with one touch quick demist function and air quality regulator

New Clio R.S. pricing

VERSIONS	CO ₂ (g/km)	VED year 1	Combined fuel consumption (mpg)	HP	Benefit in kind	Insurance group	Basic price (£)	VAT 20% (£)	Total retail price (£)	"On the road" price
Renault Sport Nav 200 Auto	133	£200.00	47.9	200	25%	27E	16,162.50	3,232.50	19,395.00	£20,295.00
Renault Sport Nav 220 Trophy Auto	135	£200.00	47.9	220	26%	28E	18,412.50	3,682.50	22,095.00	£22,995.00

OPTIONS

	Renault Sport Nav 200 Auto	Renault Sport Nav 220 Trophy Auto	MRRP
Glacier White non-metallic paint	○	○	FOC
Renault i.d. Ivory non-metallic paint	-	-	£250
Diamond Black metallic paint	-	-	£550
Mercury metallic paint	○	○	£550
Titanium metallic paint	-	-	£550
Deep Black metallic paint	○	○	£550
Renault i.d. Iron Blue metallic paint	-	-	£650
Renault i.d. Arctic White metallic paint	-	-	£650
Renault i.d. Flame Red metallic paint	○	○	£650
Renault i.d. Mars Red metallic paint	-	-	£650
Renault Sport i.d. metallic paint - Liquid Yellow	○	○	£1,350
Renault Sport i.d. metallic paint - Pearl White	○	○	£1,350
15" spare wheel **	-	-	£110
Tyre inflation kit	●	●	Standard
Choice of 16" alloy wheels: black or grey	-	-	£200
17" grey alloy wheels	-	-	£275
Full LED Headlights	●	●	£300
Roof decal and matching door mirrors (Graded Black, Ivory, Mercury, Diamond Black, Flame Red)	-	-	£200
Coloured dashboard and door panel (Red or Grey) [†]	-	-	FOC
Cloth seats with synthetic leather and velvet inserts (with dark grey, red or grey piping)	-	-	FOC
Heated front seats	-	-	£250
Height adjustable passenger seat	○	○	£100
LED interior lighting, vanity mirror and electrochrome rear view mirror	-	●	£100
Automatic Climate control with one touch demist function	○ ¹⁾	●	£410
Rear parking sensors	●	●	£215
Reverse parking camera (includes front and rear parking sensors)	○	●	£250
Western European mapping upgrade for MediaNav	○	-	£110
European mapping upgrade for R-Link	-	○	£110
TomTom LIVE services and connectivity for R-Link -36 months subscription	-	○	£175
BOSE® Premium Sound System with MediaNav	-	-	£350
BOSE® Premium Sound System with R-Link	-	○	£350
Renault Sport Monitor V2 - on-board telemetry performance tracking system (with R-Link)	-	○	£295
Dark Carbon part leather / part synthetic leather / part cloth Renault Sport upholstery with R.S. logo on front headrest and heated front seats	○	○	£1,250
Cup chassis with 18" Black Renault Sport alloy wheels, Dunlop Sport Maxx RT Tyres and red brake callipers. Lower ride height with 15% stiffer springs and dampers	○	-	£650
18" Silver Renault Sport alloy wheels	○	-	£300
Akrapovic exhaust	-	○	£900

OPTION PACKS	Renault Sport Nav 200 Auto	Renault Sport Nav 220 Trophy Auto	MRRP
Techno Pack: Renault R-Link Multimedia system including 7" touch screen, TomTom LIVE Satellite Navigation system (includes 36 months LIVE services subscription), Application Store, Eco Driving Menu, 4x35W FM/AM/DAB radio with 3D sound, Bluetooth®, USB and Hands free technology, compatible with Android Auto™, 2 Tweeters and fingertip remote controls) with front and rear parking sensors and reverse parking camera	-	●	£600
Techno Pack Premium: Renault R-Link with front and rear parking sensors, reverse parking camera, flank protection and Hands free parking	-	-	£1,000
Techno Pack BOSE®: Renault R-Link with front and rear parking sensors and reverse parking camera, and BOSE® Premium sound system	-	-	£800
Techno Pack BOSE® Premium: Renault R-Link with front and rear parking sensors, reverse parking camera, flank protection, Hands free parking, and BOSE® Premium sound system	-	-	£1,200
Climate Pack: Automatic climate control with one touch quick demist function & air quality regulator and auto folding mirrors	o	●	£410
Comfort Pack: LED interior lighting, vanity mirror, electrochrome rear view mirror and height adjustable passenger seat	-	-	£150
GT-Line Look Pack: With 16" alloy wheels*	-	-	£400
GT-Line Look Pack: With 17" alloy wheels*	-	-	£400
Horizon Pack: Fixed glass panoramic roof, extra tinted rear windows and tailgate	-	-	£600
Exterior Touch Pack: (Flame Red or Ivory)	-	-	£100
Interior Touch Pack: (Matt Red, Matt Grey, Graded Red, Graded Grey)†	-	-	£100

● = standard (therefore no cost option); o = optional; - = not available; FOC = Free of charge option *Available on all engines and gearboxes (apart from 1.2 16V 75 and ECO versions) and in all body colours (apart from Ivory and Titanium Grey) ** = Standard on TCe 120 variants † Implies the matching piping on the velvet seats (1) Available as part of the Climate Pack

SERVICE PLANS	MRRP
Service Plan 2yrs / 20,000 miles	£299.00
Service Plan 3yrs / 30,000 miles	£459.00

Dimension diagrams



BOOT VOLUME (LITRES)

CLIO R.S.

Boot maximum volume including storage under floor (ISO 3832)	300
Maximum boot space with rear seats folded down	1146
Boot volume (in litres) without BOSE® pack / with BOSE® Pack	N/A

DIMENSIONS (MM)

A	Wheelbase	2589
B	Overall bodywork length	4062
C	Front overhang	851
D	Rear overhang	622
E	Front track width	1506
F	Rear track width	1506
G	Overall width excluding door mirrors with side rubbing strips	1731
G	Overall width with door mirrors unfolded	1945
H	Overall unladen height	1448
H1	Overall unladen height with tailgate open	1920
J	Boot sill height (unladen)	716
K	Ground clearance (laden)	>=120
L	Knee room (2nd row)	140
M	Front elbow width	1363
M1	Rear elbow width	1378
N	Front shoulder width	1370
N1	Rear shoulder width	1307
P	Front headroom measured at 14°	880
P1	Rear headroom measured at 14°	847
Y	Upper boot aperture width / Maximum boot aperture width	770/1038
Y1	Lower boot aperture width	905
Y2	Interior width between wheel arches	1011
Z	Rear aperture height	550
Z1	Maximum load length from tailgate to folded rear seats	1388
Z2	Load length up to seats back	649
Z3	Height up to parcel shelf	558

Technical Specifications

1.6 TURBO R.S. 200 EDC S&S

1.6 TURBO R.S. 220 TROPHY EDC S&S

ENGINE		
Emission Standard	Euro 6	Euro 6
Engine Type	M5Mt 401	M5Mt 401
Induction Capacity (cc)	1618	1618
Bore x Stroke	79,7x81,1	79,7x81,1
No of Cylinders/Valves	4 in line / 16	4 in line / 16
Compression Ratio	9,5 : 1	9,5 : 1
Maximum Power - kw ISO (hp DIN)	147 (200) at 6,050	162 (220) at 6,050
Maximum torque - Nm ISO (mkg DIN)	260 at 2,000	260 (280 in 4th and 5th gears) at 2,000
Injection Type	Turbo / Direct sequential	Turbo / Direct sequential
Fuel Type	Unleaded Petrol	Unleaded Petrol
Catalytic Converter	-	-

GEARBOX		
Number of Forward Gears	6	6
Manual - Automatic	EDC (Auto)	EDC (Auto)
Vehicle speeds (mph) at 1000 rpm: in 1st gear	4.53	4.53
Vehicle speeds (mph) at 1000 rpm: in 2nd gear	7.31	7.31
Vehicle speeds (mph) at 1000 rpm: in 3rd gear	11.12	11.12
Vehicle speeds (mph) at 1000 rpm: in 4th gear	15.64	15.64
Vehicle speeds (mph) at 1000 rpm: in 5th gear	20.47	20.47
Vehicle speeds (mph) at 1000 rpm: in 6th gear	25.27	25.27

STEERING		
Power Assisted	Variable electric as Standard	
Turning Circle between kerbs/walls m	10.9 / 11.3	
Number of steering wheel turns with standard tyres	2.67	2.41

SUSPENSION		
Front	MacPherson type with rectangular shaped lower arm, anti-roll bar and hydraulic compression stops	
Rear	Flexible axle with programmed deflection and coil springs	

WHEELS - TYRES		
Tyres (15" wheels)	-	-
Tyres (16" wheels)	-	-
Tyres (17" wheels)	205/45R17 88Y (Goodyear Eagle F1 Assymetric 2)	-
Tyres (18" wheels)	205/40R18 86Y (Dunlop Sport Maxx RT)	205/40R18 (Michelin Pilot Super Sport)

BRAKING		
ABS System Bosch 8.1	Standard	Standard
Electronic Brake Distribution (EBD)	Standard	Standard
ESC with Understeer Control (*)	Standard	Standard
Front : Ventilated Discs (mm) / width (mm)	DV - 320 / 28	
Rear : Drum (T) / Discs (DP) Ø (mm) - width(mm)	DP - 260 / 8	

PERFORMANCE		
Aerodynamics S/Cx	0.71	0.71
Maximum Speed mph (kph)	143 (229)	146 (234)
0- 62 mph in seconds (0-100 km/h)	6.7	6.6
400 m D.A. (s)	14.6	14.5
1000 m D.A. (s)	27.1	26.4

FUEL CONSUMPTION*		
Urban - mpg (litres/100km)	37.2 (7.6)	37.2 (7.6)
Extra Urban - mpg (litres/100km)	55.4 (5.1)	55.4 (5.1)
Combined - mpg (litres/100km)	47.9 (5.9)	47.9 (5.9)

EMISSIONS European Directive 99/100/CE		
CO ₂ (g/km)	133	135

FUEL TANK CAPACITY		
Fuel tank capacity - Gallons (Litres)	9 (45)	9 (45)

WEIGHT (KG)		
Kerb Weight (Excluding Driver) (kg)	1204	1204
Front Axle Weight	783	783
Rear Axle Weight	421	421
Gross Vehicle Weight (kg)	1711	1711
Gross Train Weight (kg)	1711	1711
Maximum Towing Weight Braked - Driver Only (kg)	n/a	n/a
Maximum Towing Weight Unbraked - Driver Only (kg)	n/a	n/a

* Official fuel consumption figures are produced for comparison purposes and are measured according to the European Regulation 692/2008 and may not reflect real life driving results. These figures are specific for a vehicle type and not for a single car. Real world fuel (actual) consumption can vary as the fuel efficiency of a vehicle is influenced by driving behaviour, weather and road conditions. The use of technical equipment for example air conditioning, can also effect the fuel consumption. For further information, please visit the Vehicle Certification Agency web site www.vca.gov.uk. For more information on CO₂ banding and Company Car Tax Benefit in Kind go to www.renault.co.uk.

Manufacturing

The Clio Renault Sports are the latest in a long line of performance Renaults to be assembled at the famous Alpine factory at Dieppe in northern France.

The plant is famous for having a “human touch”, staffed by teams of workers who take pride in their work and have a passion for what they do. As well as building road-going Renault Sport models, Dieppe is also home to Renault Sport’s competitions department.

The Dieppe factory opened in 1969 and has produced every generation of the Clio Renault Sport. It employs more than 300 people on a 76,000m² site, and has the flexibility needed to manage low-volume production runs. Since it opened it has built more than 400,000 vehicles, including 81,500 Clio Renault Sport models.

Clio Renault Sport shells are delivered in primer from Renault’s Flins factory ready for painting. For these new models, all body panels are painted on-site, as opposed to about half for the previous generation.

Assembly takes around 26 hours, longer than a standard Clio thanks to the meticulous preparation required and the model’s near made-to-measure quality.

Motorsport Division

About 60 of the Dieppe staff work within its competition department, producing 100 to 150 cars a year – both single-seaters and race-bred versions of Renault’s showroom range. Its current output includes the Mégane Trophy, Clio R3, Formula Renault 2.0 and the new Clio Cup.





History – Renault hot hatches



1976 Renault re-wrote the performance small-car rule book with the 5 Gordini. Frenchman Amédée Gordini was a renowned racing car designer and tuning specialist who first became involved with Renault during the 1950s. This relationship laid the foundations for the company's current performance division, Renault Sport. The 93hp 5 Gordini was the company's first front-wheel-drive sports hatchback - the pioneer of a new concept for fast, fun motoring in a compact car of unprecedented affordability.



1980 In 1980, Renault unveiled the outrageous 5 Turbo. Developed for international rallying and originally homologated with a run of just 400 cars, the aluminium-bodied 5 Turbo offered 160hp and had a mid-engined, rear-wheel-drive format and a striking Bertone-designed interior. It allowed 0-62mph acceleration in just 6.9 seconds. The 5 Turbo quickly established its sporting credentials when French rally legend Jean Ragnotti claimed victory in the 1981 Monte Carlo Rally driving the 350hp 'Maxi Turbo' competition version of the car on its first outing.



1986-1991 Remaining true to the tenet of fast and furious for everyone, 1986 to 1991 saw further developments in hot Renault 5s. The 5 GT Turbo had independent suspension, all-round disc brakes, a five-speed gearbox and 120hp. Such was its popularity that a 1990 special edition was produced, the 5 GT Turbo Raider, featuring Sports Blue Metallic bodywork and matching alloys.



1993 As the trend for turbocharging (technology pioneered by Renault in Formula One in the 1970s) began to wane and with the arrival of an all-new supermini, Clio, in 1991, normally aspirated multi-valve engines regained their pre-eminence. A 1.8-litre, 16-valve, 137hp performance Clio followed, but it is for the individually numbered, Sports Blue, 2.0-litre 150hp Clio Williams that this era is best remembered. Three versions of this highly collectable car were to be issued.



2001 Around the same time as the Clio Renault Sport 172 appeared in 2001 there was also a re-birth of the 5 Turbo mid-engined hot hatch format. This was the outrageously styled 230hp 3.0 V6 Clio, fitted with only two front seats. A second-generation model followed, developing 255hp accompanied by an intoxicating soundtrack, a revised supercar-shaming body and a 0-62mph acceleration time of just 5.8 seconds.



2009 May 2009 saw the introduction of the Clio Renault Sport 200 Cup and Clio Renault Sport 200, featuring a new design and engine and suspension enhancements.



2002 A limited edition 172 Cup, based on the Clio Renault Sport 172 of the previous year, added to the store of legendary Renault hot hatches, lighter and stiffer than its predecessor.



2012 The new Clio Renault Sport 200 EDC made its world debut at the 2012 Paris Motor Show, marking a return to turbocharging as well as showcasing its five-door only bodyshell. Notably, it was the first Renault Sport model to use an EDC dual-clutch transmission, offering automatic or manual – with paddle shift controls – gear selection.



2005 The 2005 Frankfurt Motor Show saw the unveiling of the Clio III Renault Sport Concept with the production version, the Clio Renault Sport 197, making its world debut at the Geneva Salon the following March.



2015 Introduction of the Clio Renault Sport 220 Trophy, a car unashamedly targeted at track-day enthusiasts. With a 10 per cent increase in power to 220hp, the availability of up to 280Nm of torque using the Torque Boost function in fourth and fifth gears, a comprehensively lowered and stiffened chassis with even more rapid EDC gearshifts and steering, and bespoke Michelin Pilot Super Sport 205/40R18 tyres, it resurrected the concept of the ultimate Renault performance hot hatch, continuing the company's rich heritage in this area.



2007 The limited-edition Clio Renault Sport 197 F1 Team was launched, featuring a new, more focused Cup chassis. Its settings became standard on the Clio Renault Sport 197 Cup, launched later that year, which came with an unbeatable price-to-performance ratio.



2016 In June, the Clio Renault Sport offering became even more impressive, the line-up benefitting from the advances in the New Clio range, which has resulted in the latest Clio Renault Sport models becoming the most advanced yet.

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