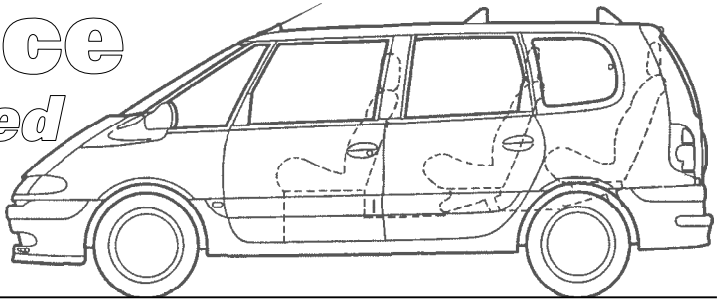


# Espace

## examined

Roy Gillard



### Brake pads

You need to be aware of a particular fault with new brake pads. On the type of pads fitted to many older cars like our Matra including the Bagheera, Murena and Espace, they can either have a small earth warning lead or an aural warning button.

The low-wear warning light relies on a wire attached to the pads connecting to earth, causing the light to come on. The way it works is that the end of the wire is covered in plastic, but as soon as the pad material has worn down to a safe minimum, this cap touches the disc, the heat melts and removes the plastic covering and the wire touches the disc, which effectively earths the wire. It is rare for all pads to wear at exactly the same rate so to be totally effective you really need one wire per pad, i.e. four per axle and a system that tells you if any wire is broken too, otherwise you will get no warning anyway.

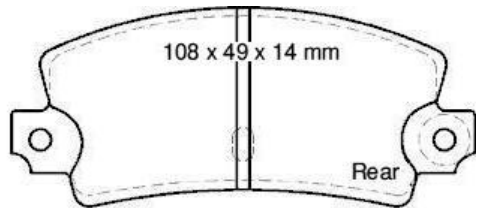
The system on the Murena with just one wire at the N/S/F and one at the O/S/R is never likely to be something you can rely on, so is not much use in reality. It is only checking one pad on two wheels, and the chances are that it will be one of the other six pads that will wear out first!

The second type of warning - the aural warning button should be much better.

This relies on a small button fitted to the pad such that it contacts the disc before the pad material is totally worn away. The button material is soft such that the contact with the disc won't damage the disc but it creates a noise which can be heard by any attentive driver who knows their car (and doesn't have the stereo so loud that it is annoying other motorists and pedestrians!)

Since each pad has a button and there are no electrics involved, this should be a cheap and more reliable system...

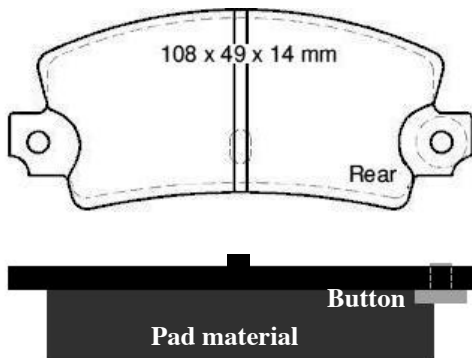
However, nearly every set of pads I have seen in the last few years has the button fitted, almost unbelievably, to the wrong



Rear Pad with button head on wrong side

side of the pad! (*above*) I have informed some manufacturers so we'll see if they get them right in future. If you have a spare set of pads or next time you buy some take a look and you will see what I mean.

You can correct this quite easily by punching the button out and re-riveting it back in on the correct side. (*below*) There is usually enough length in the pin to re-rivet it, in my experience.



*Rear Pad with button head on correct side*

### **Incorrect internet listings**

The Series I Espace has only one model that has rear calipers and discs and that is the Quadra - all the others have drums at the rear. Consequently there is only one rear caliper or disc that can be correct for a Series I Quadra.

I've found a number of stockists over the last few years listing rear calipers and discs for Series I Espace, and when I needed a caliper for another Espace (not mine this time) I ordered one, only to find when it arrived it was nothing like right.

For my rear disc, since another company was selling them singularly rather than in pairs, I ordered one from them. (my rear discs were reasonably new so the other side did not need replacing)

However, when the new disc turned up, it too was incorrect. Once I had checked the dimensions against the Renault workshop manual, I found they both had sold me

some Series 2 Espace rear discs which are considerably different. Where do these companies get their information? Do they even check them at all? Why are there so many companies listing incorrect parts? It is certainly much worse now than in the past. As another example, you may remember me pointing out previously that British Gaskets (BGA) have listed wrong gaskets and seals for the Murena and Tagora 2.2, and I now find Quinton Hazell also listing the same incorrect parts! The Murena 1.6 has a fuel pump with one inlet and two outlets (one which has a restrict for over-pressure return to the tank) Yet companies are listing a pump with only one inlet and one outlet.

The rear pad listing for the Series 1 Quadra was another incorrect part, but after I emailed the manufacturer they have now changed their catalogue; but many other companies have simply ignored what I have told them. I don't expect them to take my word (after all who am I they might think) but they should at least investigate the problem and then correct their information. Take the Camshaft Seal for the 2.2 Murena/Tagora - BGA and QH list one but the engine doesn't even have one! Quite simple to verify what I am telling them.

In a slight reversal, I needed to replace the rear coil springs and this time the companies were saying the ones they list did **not** fit my Quadra, only the 2WD models, when in fact the Renault official parts list shows they all use the same part! Since I have used a spare off a 2WD on my Quadra previously, I also know they fit. I purchased a pair of uprated coil springs which are now on the vehicle.

*Roy Gillard*