

****Whilst every effort has been made to ensure the settings are correct, use them at your own discretion!****

All corrections, suggestions and additions are welcomed!

This list has been compiled with information from internet groups ([CSOC](#)), forums ([Cliosport.net](#)), real world specialists, workshop manuals and Autodata for a 2003 172.

It is intended as a quick reference list and not a definitive or in depth guide; if you are in any doubt please consult the appropriate workshop manual.

± means plus or minus. E.g. $165^{\circ} \pm 6^{\circ}$ means 165° of rotation, plus or minus 6° of rotation.

Engine & Exhaust

Engine Mount

- Central Nut: 44N·m
- Mount Bolts: 62N·m
- Mount Bolts to Engine: 62N·m

Engine

- Big End Bearings: 20N·m then 40°
- Camshaft Cover: 12N·m
- Camshaft Carrier/Cap: 12N·m
- Clutch Cover to Flywheel: 20N·m
- Compressor Support Mounting Bolt: $62\text{N}\cdot\text{m} \pm 6\text{N}\cdot\text{m}$
- Compressor Mounting Bolt: $32\text{N}\cdot\text{m} \pm 3\text{N}\cdot\text{m}$
- Cylinder Head Bolts: $20\text{N}\cdot\text{m} + (165^{\circ} \pm 6^{\circ})$
- Cylinder Head Cover Bolts: 12N·m
- Engine Tie-Rod Bolt: 62N·m
- Flywheel Bolts: 55N·m
- Ignition Coil: $9\text{N}\cdot\text{m} \pm 1\text{N}\cdot\text{m}$
- Injector Support Bolts: $21\text{N}\cdot\text{m} \pm 2\text{N}\cdot\text{m}$
- Inlet Manifold Upper: 11N·m 2N·m

- Inlet Manifold Lower: 21N·m
- Knock Sensor: 20N·m
- Main Bearings: 20N·m then 62° ± 6°
- Oil Filter: 20N·m
- Oil Pump to Cylinder Block: 25N·m
- Oil Separator Bolts: 13N·m
- Spark Plugs: 25-30N·m
- Starter Mounting Bolt: 30N·m
- Subframe Mounting Bolts:
 - Front: 62N·m
 - Rear: 105N·m
- Sump Plug: 14N·m
- Sump Bolts: 8N·m then 12-15N·m
- Throttle Housing: 13N·m

Exhaust

- Downpipe to Manifold: 17N·m
- Exhaust Manifold to Head: 18N·m ± 2N·m
- Lambda Sensor: 45 N·m

Belts & Pulleys

*****Cam

belt & Pulleys

- Cambelt Tensioner: 28N·m
- Camshaft Phase Shifter Bolt: 100N·m
- Crank Pulley Bolt: 40N·m + 110° (Fred@BTM uses this value - Normally = ~130-140N·m)
- Dephaser Blanking Piece: 25N·m
- Exhaust Camshaft Pulley: 30N·m + 86° (Normally = ~125N·m)
- Idlers: 55N·m
- Inlet Pulley (Dephaser): 100N·m (Fred@BTM does them to 125N·m)

Auxiliary/Accessory Belt & Pulley

- Tensioner Mounting Bolt: 62N·m ± 6N·m
- Tensioner Spring Mounting Bolt: 21N·m ± 2N·m
- Pulley Bolt: 32N·m ± 3N·m

Auxiliary/Accessory

Air Conditioning

- Pressure Relief Valve on Evaporator Bolt: 6N·m
- Connecting Pipes on Pressure Relief Valve Nut: 8N·m
- Pressure Relief Valve Connecting Pipe on Dehydration Canister Retaining Bolt: 8N·m
- Condenser Connecting Pipe on Dehydration Canister Retaining Bolt: 12N·m
- Compressor Connecting Pipe on Condenser Retaining Bolt: 8N·m
- Connecting Pipes on Compressor Retaining Bolt: 8N·m

- Compressor Retaining Bolt: 21N·m
- Circuit Pressure Sensor: 11N·m
- Compressor Mounting Bolt: 32N·m

Alternator

- Mounting Bolts:
 - Upper: 32N·m ± 3N·m
 - Lower: 38N·m ± 4N·m
- Support Mounting Bolts (if looking at Windscreen):
 - Front: 38N·m ± 4N·m
 - Back: 32N·m ± 3N·m

Coolant Pump

- Support Mounting Bolt: 62N·m ± 6N·m
- Water Pump: 17N·m (Difficult to achieve, Fred@BTM does his to 12N·m)

Power Steering

- Pump Mounting Bolt: 32N·m
- Pulley Bolt: 8N·m

Gearbox

- Drain Plug: 22N·m
- Driveshaft Gaiter Bolt: 25N·m
- Mounts:
 - Upper Gearbox Mount:
 - Central nut: 62N·m
 - Mount to Gearbox: 62N·m
 - Mount/Battery Tray to Body: 21N·m
 - Rubber Lower M mount Nut/Bolt: 44N·m
 - Lower (Dogbone) Mount:
 - Dogbone Mount Bolts: 62N·m
- Surround and Starter Bolt: 30N·m

Suspension, Steering & Running Gear

Suspension

- Front Damper Top Mount: 20N·m (?)
- Front Damper to Swivel Hub: 105N·m (?)
- Front Damper Base Bolt: 180N·m
- Rear Damper (Upper): 20N·m (?)
- Rear Damper (Lower): 105N·m
- ARB to Arm: 15N·m
- Pivot Bush lower arms: 90Nm
- HUB Ball to Ball Joint: 50Nm

Running Gear

- Front Hub Nut: 280N·m
- Rear Hub Nut: 175N·m
- Stub Axle Mounting Bolts:
 - M10 x 150: 57N·m
- Road Wheels: 105N·m
 - M8 x 125: 29N·m

Steering

- Lower Ball Joint Nut: 42N·m
- Steering Wheel: 44N·m
- Steering Ball Joint Nut: 37N·m
- Steering Shaft Yoke Mounting Bolt: 30N·m
- Steering Rack Mounts: 50N·m
- Track Rod End: 37N·m
- Universal Joint Bolt: 25N·m

Braking & ABS

ABS

- ABS Sensor: 8N·m
- ABS Pipe Unions:
 - M10: 17N·m
 - M12: 17N·m

Calipers

- Bleed Screws: 6N·m
- Disc to Hub: 20N·m
- Caliper to Hub/Yoke Bolt: 60N·m
- Front Calliper to Carrier: 40N·m
- Front Carrier to Hub: 100N·m
- Rear Calliper to Carrier: 40N·m
- Rear Carrier to Hub: 100N·m
- Rear Rigid Pipe Union: 20N·m

🔍 🔒 clio 172 head bolt sequence ↻

