



M-FR3-FS Focus Handling Pack INSTALLATION INSTRUCTIONS

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Please visit www.fordracingparts.com for the most current instruction information

**!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION.
AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING
TECHLINE AT 1-800-367-3788 !!!**

KIT CONTENTS:

<u>Quantity</u>	<u>Part Name</u>
2 ea	Bushing, Rear roll bar
1 ea	Rear roll bar
1 ea	Front roll bar
2 ea	Bushing, Front roll bar
1 ea	Front strut RH
1 ea	Front strut LH
2 ea	Rear shock
4 ea	Bolt, Front crossmember
6 ea	Bolt, Upper strut mount
1 ea	M-5300-S Spring kit
2 ea	Nut 8mm, Rear shock upper
4 ea	Nut 10mm, Front drop link
4 ea	Nut, Front roll bar bushing
2 ea	Nut flanged 12mm, top of strut
2 ea	Nut 10mm, Rear drop link upper
4 ea	Bolt M14 X 85mm, Front roll bar bushing
2 ea	Bolt M12 X 70mm, Shock lower to swing arm
2 ea	Nut 12mm, Drop link lower
2 ea	Bolt M12 X 75mm
4 ea	Bolt M8 X 19.5mm, Shock upper mount
4 ea	Bolt M10 X 25, Bushing clamp bolts
2 ea	Bolt M12 X 50mm, Front strut to knuckle
2 ea	Nut 10mm, Outer tie rod to knuckle
1 ea	Bolt M8 X 30mm, Steering shaft to rack
2 ea	Nut 12mm, Link to rear roll bar

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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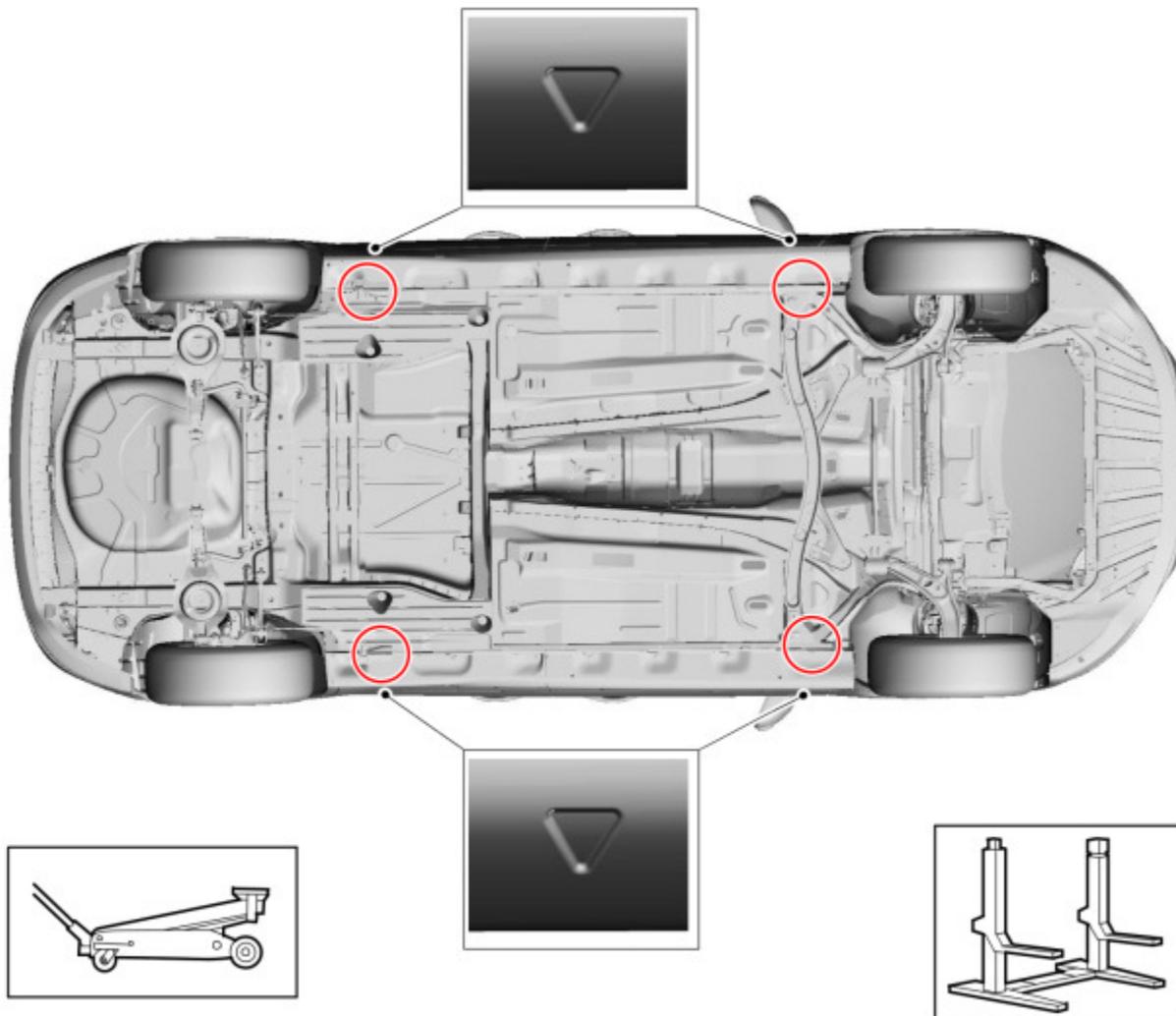
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LIFTING POINTS:

NOTICE: Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the hoist adapters prior to lifting the vehicle.

NOTICE: To prevent possible damage to the underbody, do not drive the vehicle onto the drive-on lift without first checking for possible interference.

NOTICE: When raising a vehicle on a twin-post hoist, use care when positioning the vehicle so that the hoisting forks do not interfere with suspension components, mounting brackets or stabilizer mounting brackets, if equipped. In addition, use care in hoist positioning to avoid possible damage to the axle carrier or rear cover.



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NOTE: *Removal steps in the procedures may contain installation details.*

WHEEL AND TIRE:

REMOVAL:

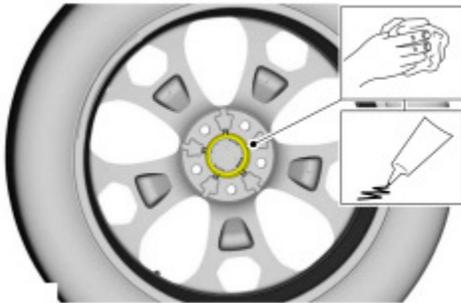
Remove all 4 wheels

INSTALLATION:

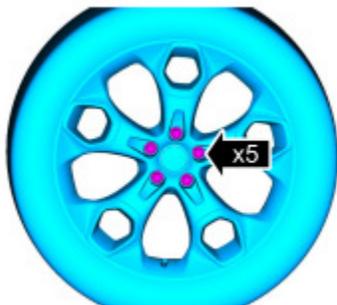
STEP 1:  **WARNING:** When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).

NOTICE: Make sure to apply a thin coat of anti-seize lubrication only to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize to make contact with the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces or damage to components may occur.

Clean the specified component with the specified material. Apply the substance from the specified tube.
Material: High Temperature Nickel Anti-Seize Lubricant / XL-2



STEP 2: Finger tight only at this stage



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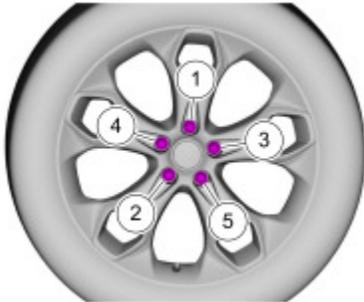
STEP 3:

⚠ WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

NOTICE: Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which accelerates the development of brake roughness, shudder and vibration.

NOTE: *The wheel nut torque specification is for clean, dry wheel stud and wheel nut threads.*

NOTE: *Final tightening to be performed with vehicle resting on tires.*
Torque: 135 Nm



FRONT STRUT AND SPRING ASSEMBLY:

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

NOTE: *Removal steps in this procedure may contain installation details.*

NOTICE: Do not use power tools to remove or install the stabilizer bar link nuts or damage to the stabilizer bar link ball joints or boots may occur.

NOTICE: Do not hold the stabilizer bar link boot with any tool or damage to the boot may occur.

NOTICE: Use the internal or external hex-holding feature to prevent the ball and stud from turning while removing or installing the stabilizer bar link nuts. The link boot seal must not be allowed to twist while tightening the link nuts or damage to the boot seal will occur.

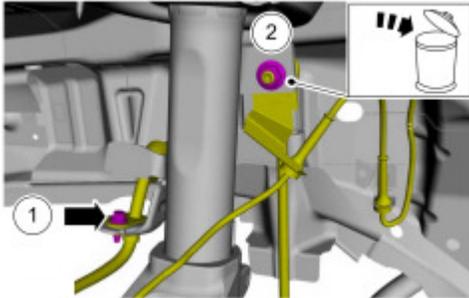
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NOTE: *The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.*

STEP 1: Discard the specified component. Follow local disposal regulations.

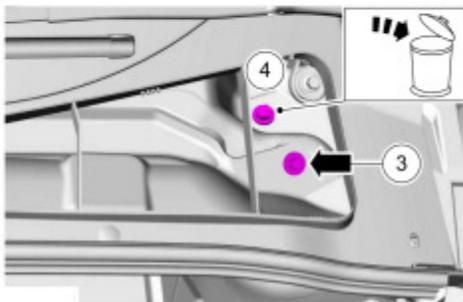
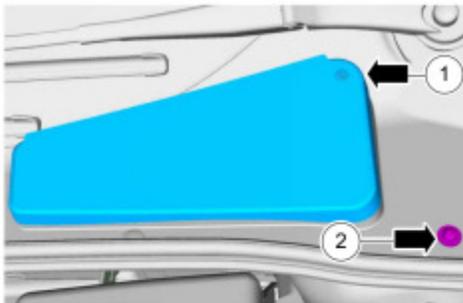
Torque:

- 1 11 Nm
- 2 48 Nm



STEP 2:

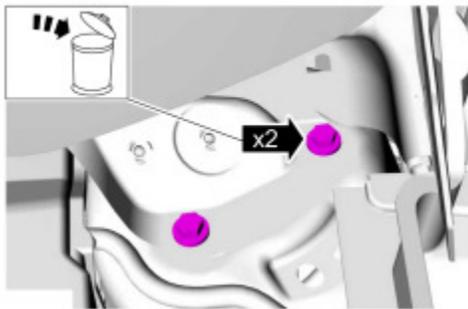
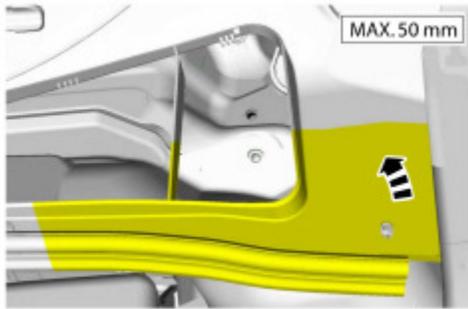
1. .
2. *Torque:* 2 Nm
3. *Torque:* 2 Nm
4. Discard the specified component. Follow local disposal regulations.
Torque: 35 Nm



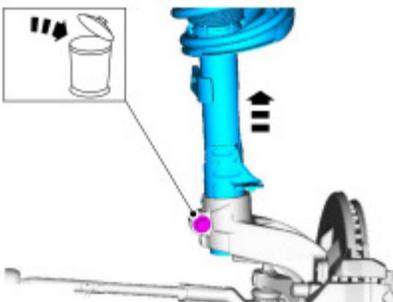
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STEP 3: Discard the specified component. Follow local disposal regulations.
Torque: 35 Nm



STEP 4: Discard the specified component. Follow local disposal regulations.
Torque:
Stage 1: 80 Nm
Stage 2: 180°



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FRONT STRUT AND SPRING ASSEMBLY:

General Equipment: Vise

DISASSEMBLY:

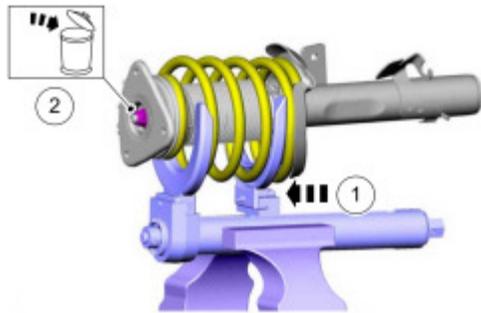
STEP 1: **NOTICE: Do not use an impact wrench on the strut rod nut.**

NOTE: *Note the position of the component before removal.*

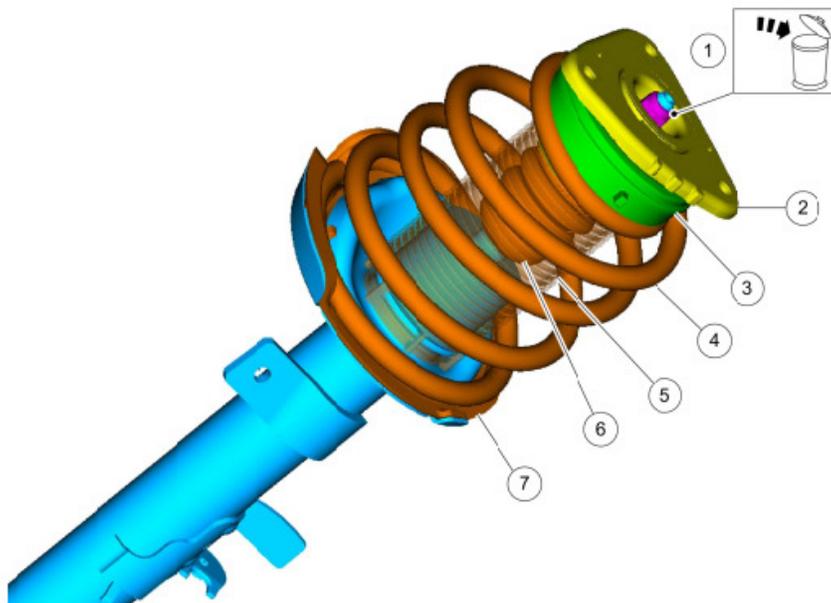
NOTE: *Use the hex-holding feature to prevent the strut rod from rotating while removing the strut rod nut.*

Discard the specified component. Follow local disposal regulations.

General Equipment: Vise



STEP 2: Discard the specified component. Follow local disposal regulations.





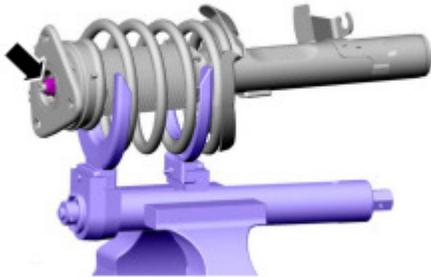
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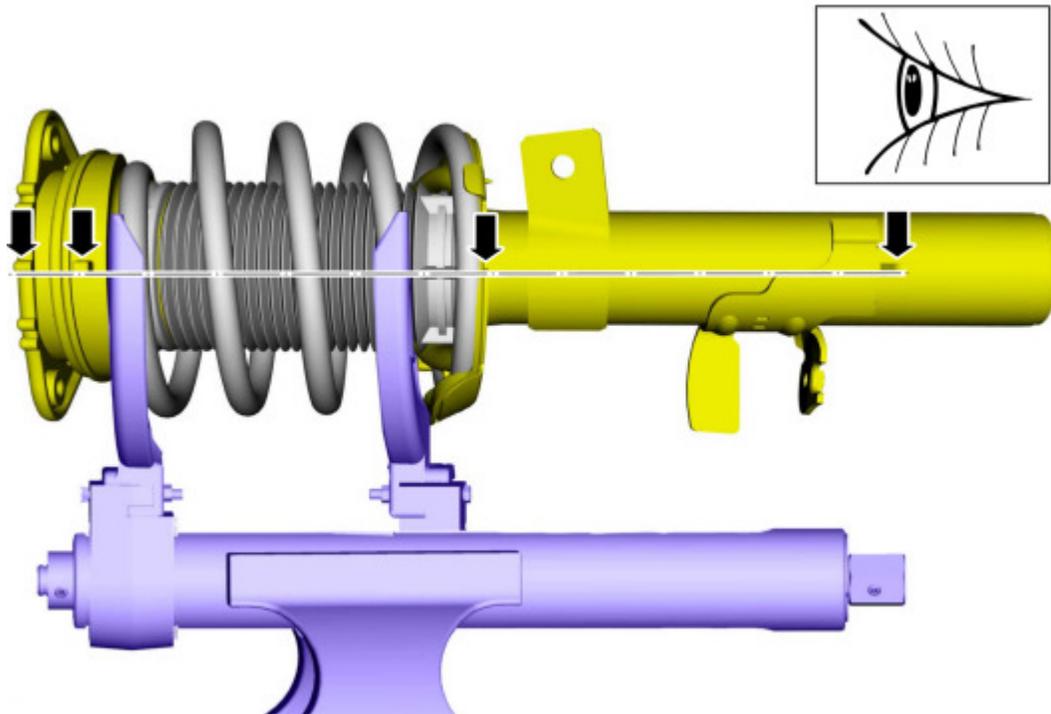
ASSEMBLY:

STEP 1: To assemble, reverse the disassembly procedure. Re-use the upper strut mount and spring isolators on new strut and spring assembly. Be sure to install the short jounce bumper (#6 in above pic) supplied with the spring kit.

STEP 2: **NOTE:** Only tighten the strut rod nut finger tight at this stage.
General Equipment: Vise



STEP 3: Visual check.
General Equipment: Vise

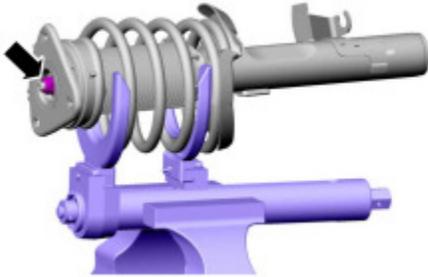


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STEP 4: **NOTE:** Use the hex-holding feature to prevent the strut rod from rotating while tightening the strut rod nut.

General Equipment: Vise
Torque: 55 Nm



FRONT STABILIZER BAR:

Special Tool(s) / General Equipment



1. 502-002
Alignment Pins, Subframe
TKIT-1994-FH/FMH/FLMH
TKIT-1994-LMH/MH2
2. Transmission Jack

REMOVAL:

NOTE: Removal steps in this procedure may contain installation details.

NOTICE: Disconnect the battery ground cable anytime the steering gear is being serviced or damage to the steering gear internal power relay may occur resulting in steering gear replacement.

BATTERY DISCONNECT AND CONNECT:

⚠ WARNING: Batteries contain sulfuric acid and produce explosive gases. Work in a well-ventilated area. Do not allow the battery to come in contact with flames, sparks or burning substances. Avoid contact with skin, eyes or clothing. Shield eyes when working near the battery to protect against possible splashing of acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes, then get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in serious personal injury.

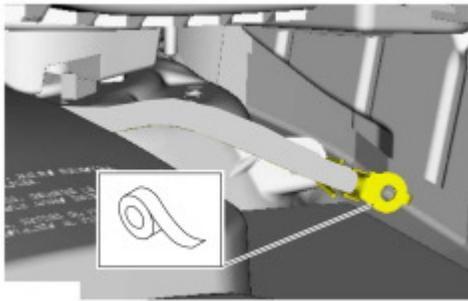
⚠ WARNING: Battery posts, terminals and related accessories contain lead and lead components. Wash hands after handling. Failure to follow these instructions may result in serious personal injury.

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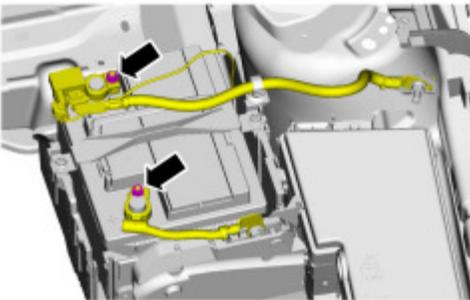
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NOTE: *The following 2 steps are for disconnecting the battery ground cable to interrupt power to the vehicle electrical system, disconnect the battery ground cable body ground stud bolt only. It is not necessary to disconnect the positive battery cable.*

STEP 1: Torque: 22 Nm



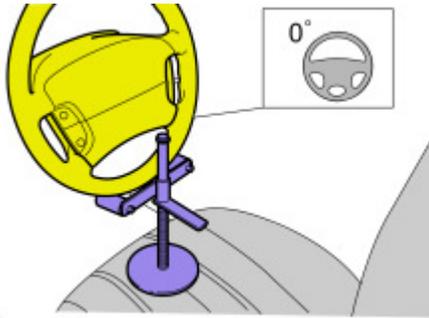
STEP 2: Torque: 5 Nm



Reverse the disconnection procedure.

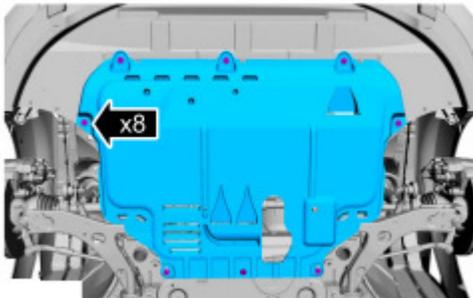
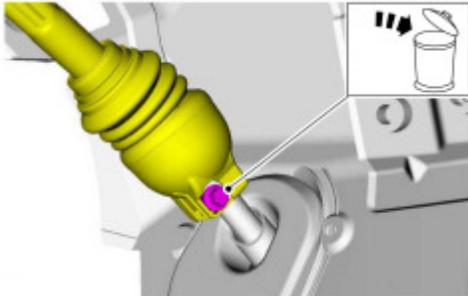
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STEP 3: Steering wheel in straight ahead position.



STEP 4:  **WARNING:** Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

Discard the specified component. Follow local disposal regulations.
Torque: 28 Nm

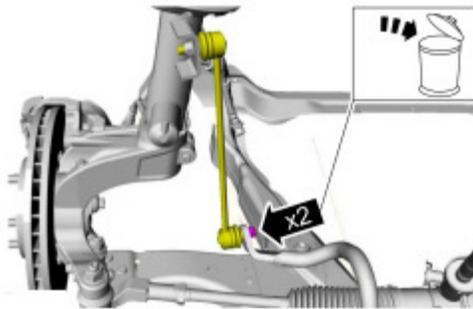


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STEP 5: **NOTE:** *The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.*

NOTE: *Use the hex-holding feature to prevent the ball stud from turning while removing or installing the stabilizer bar link nut.*

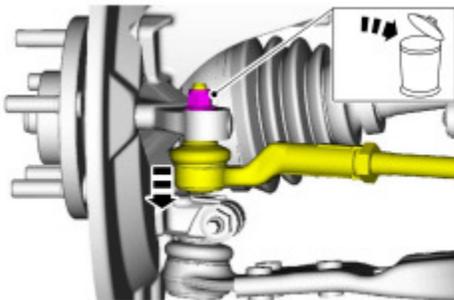
On both sides. Discard the specified component. Follow local disposal regulations.
Torque: 63 Nm



STEP 6: **NOTICE:** *Do not use a hammer to separate the outer tie-rod end from the wheel knuckle or damage to the wheel knuckle may result.*

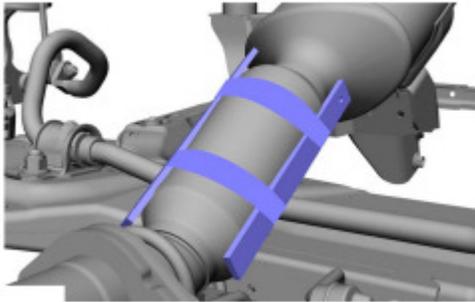
NOTICE: *Use care when installing the tie rod separator or damage to the outer tie-rod end boot may occur.*

Remove both sides. Discard the specified component. Follow local disposal regulations.
Torque: 48 Nm

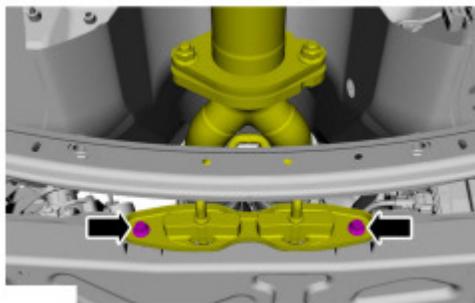


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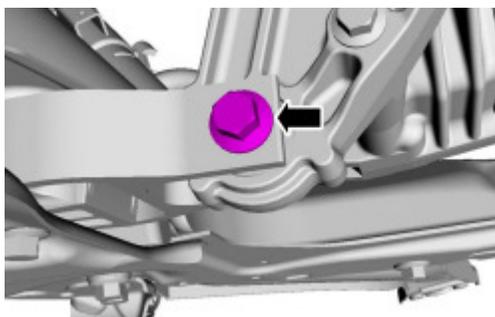
STEP 7: **NOTICE:** Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the exhaust flexible pipe.



STEP 8: *Torque: 25 Nm*



STEP 9: *Torque: 86 Nm*

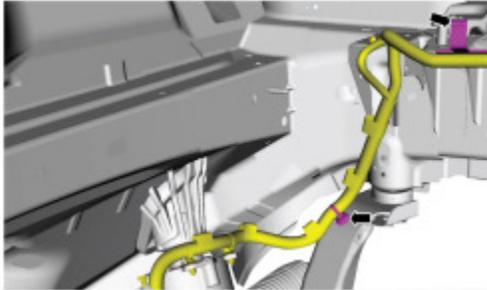




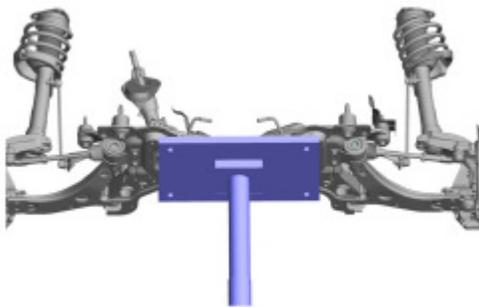
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STEP 10:



NOTE: *Index mark the subframe positioning for reference during the installation procedure.*
General Equipment: Transmission Jack

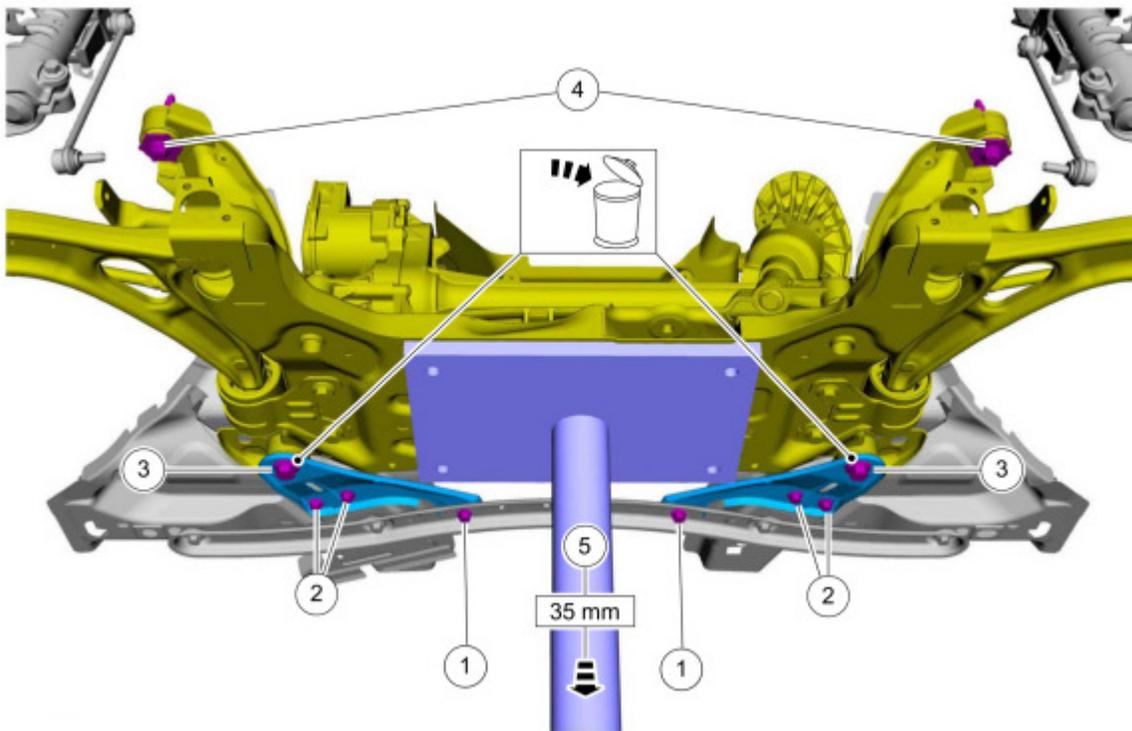


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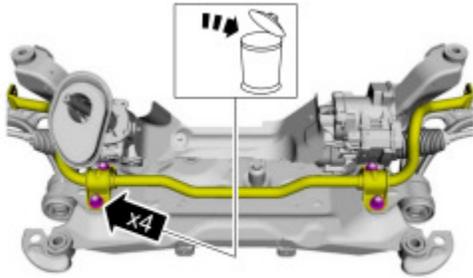
STEP 11:

1. *Torque:* 20 Nm
2. *Torque:* 20 Nm
3. *Torque:*
Stage 1: 140 Nm
Stage 2: 180°
4. *Torque:* 115 Nm
5. *Dimension:* 1 in (35 mm)

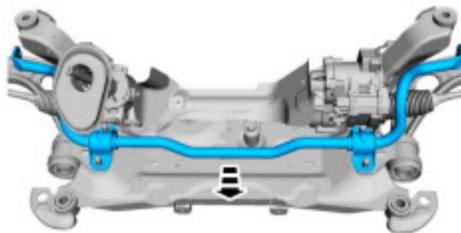
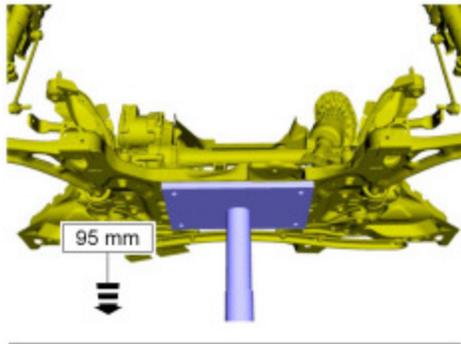


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- STEP 12:** Discard the specified component. Follow local disposal regulations.
Torque:
Stage 1: 115 Nm
Stage 2: 90°



- STEP 13:** **NOTE:** Note the position of the stabilizer bar bushing brackets. The protrusion on both bushings must be facing the *RH* side of the vehicle for correct installation.
General Equipment: Transmission Jack



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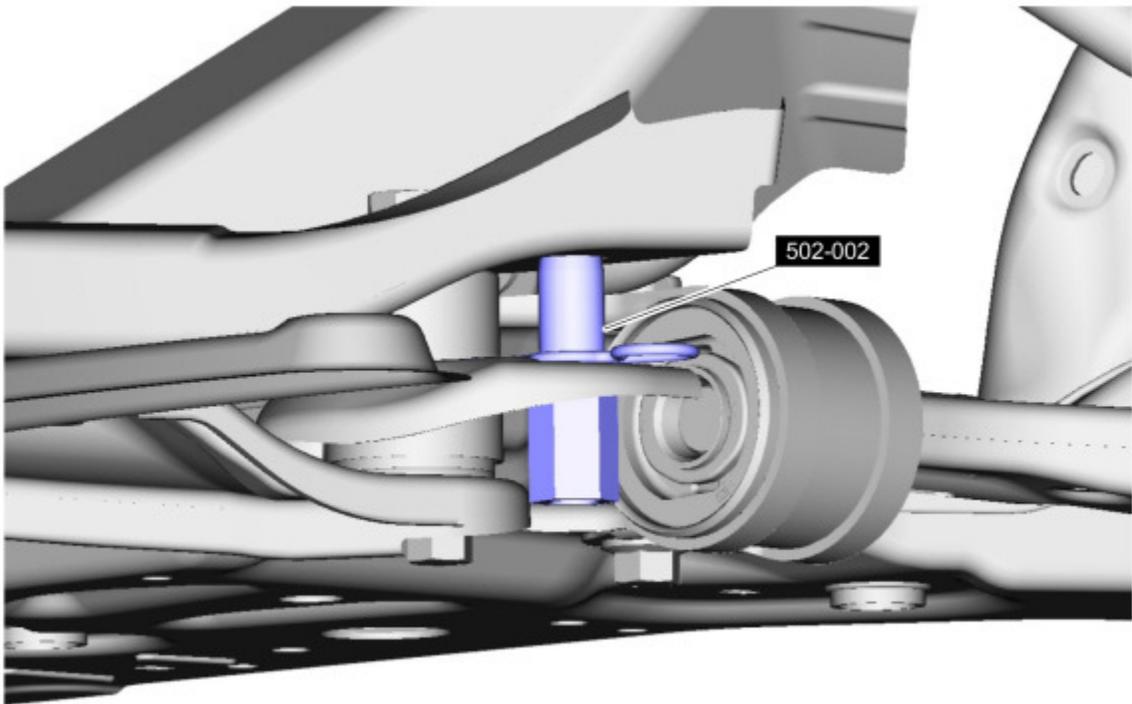
INSTALLATION:

To install, reverse the removal procedure.

NOTE: While tightening the subframe bolts, make sure the front subframe does not move.

NOTE: Before tightening the subframe bolts, align the subframe using the special tool and the reference marks made during removal.

Special Tool(s): 502-002 (Alignment Pins, Subframe)

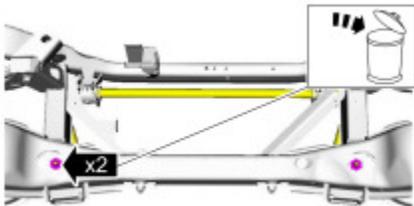


REAR SPRING:

General Equipment: Vehicle/Axle Stands

REMOVAL:

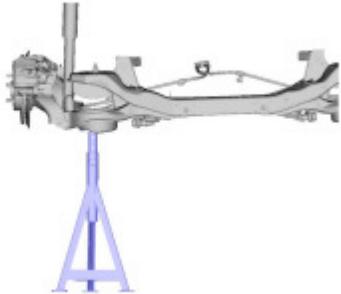
STEP 1: Discard the specified component. Follow local disposal regulations.



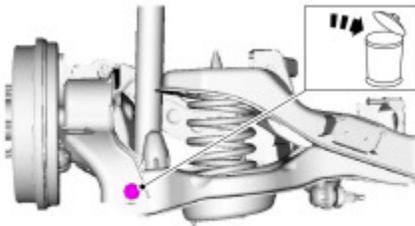
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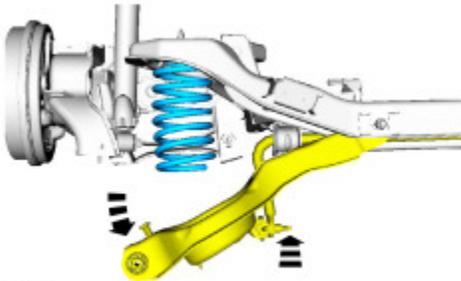
STEP 2: *General Equipment: Vehicle/Axle Stands*



STEP 3: Discard the specified component. Follow local disposal regulations.



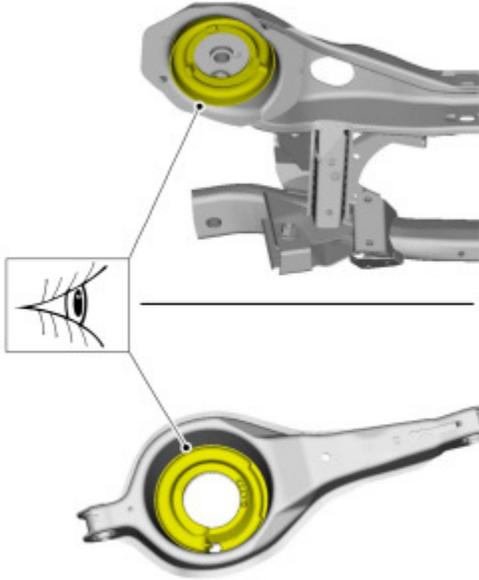
STEP 4:



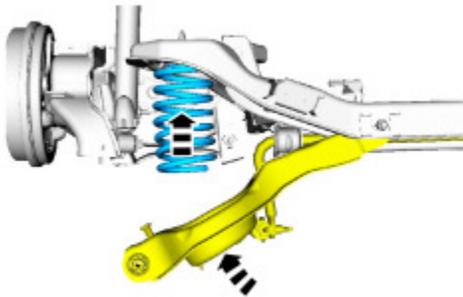
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INSTALLATION:

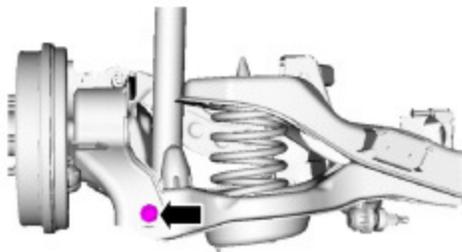
STEP 1: Visual check.



STEP 2: **NOTE:** Make sure that the new spring is correctly located in both spring seats.



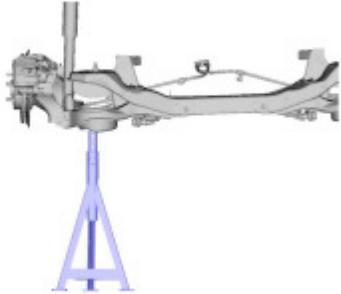
STEP 3: Finger tight only at this stage.



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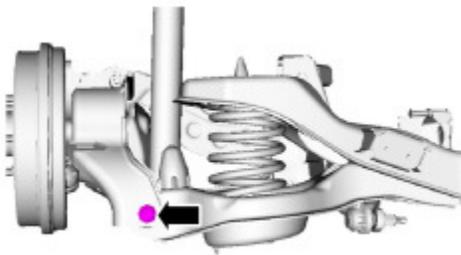
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STEP 4: *General Equipment: Vehicle/Axle Stands*



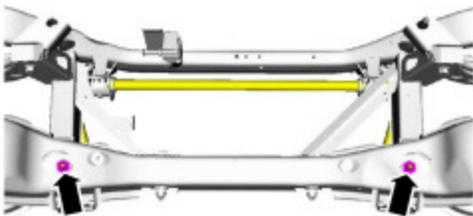
STEP 5: **NOTICE:** Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.

Torque: 115 Nm



STEP 6: **NOTICE:** Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.

Torque: 48 Nm



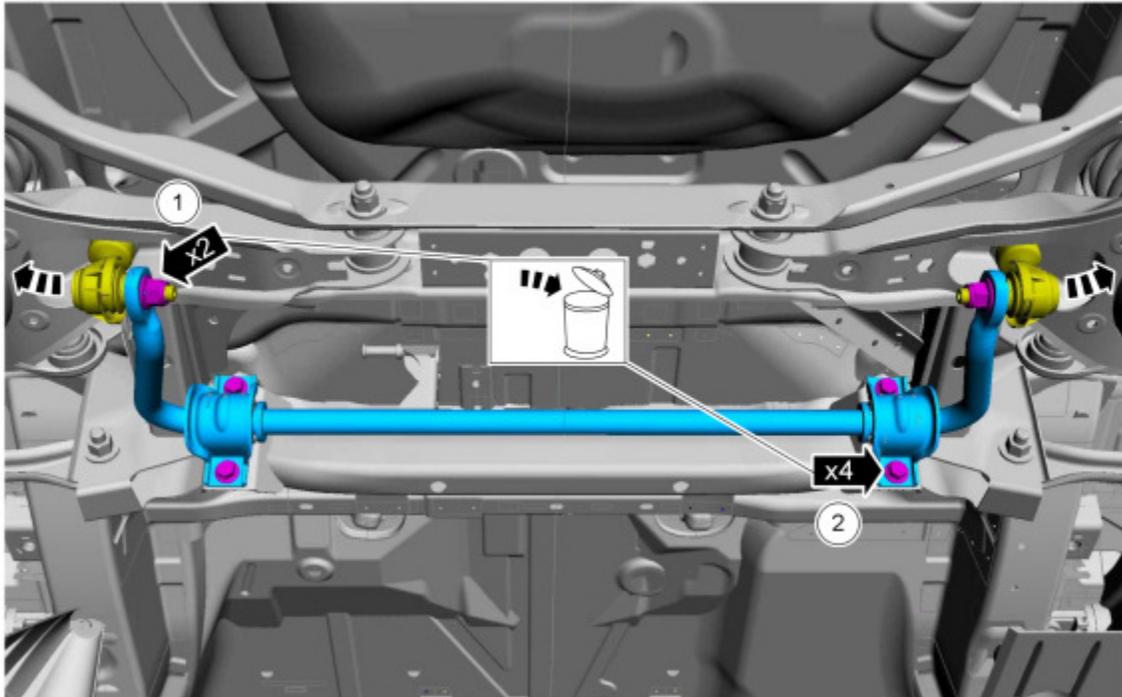
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REAR STABILIZER BAR:

REMOVAL:

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

STEP 1: Discard the specified component. Follow local disposal regulations.



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INSTALLATION:

STEP 1: **NOTICE:** Do not use any lubrication on the stabilizer bar or the bushings or damage to the bushings may occur.

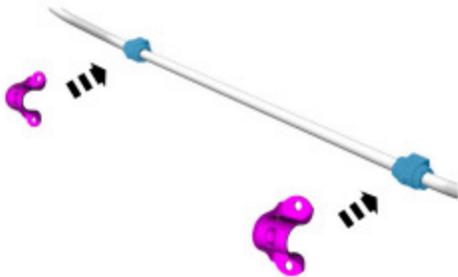
NOTICE: To prevent bushing damage and incorrect stabilizer bar operation, the stabilizer bar bushings must be located correctly on the stabilizer bar. The protrusion on both bushings must be facing the **LH** side of the vehicle for correct installation.

Install new stabilizer bar bushings onto the stabilizer bar.



STEP 2: **NOTE:** Apply water to the brackets to aid in installation.

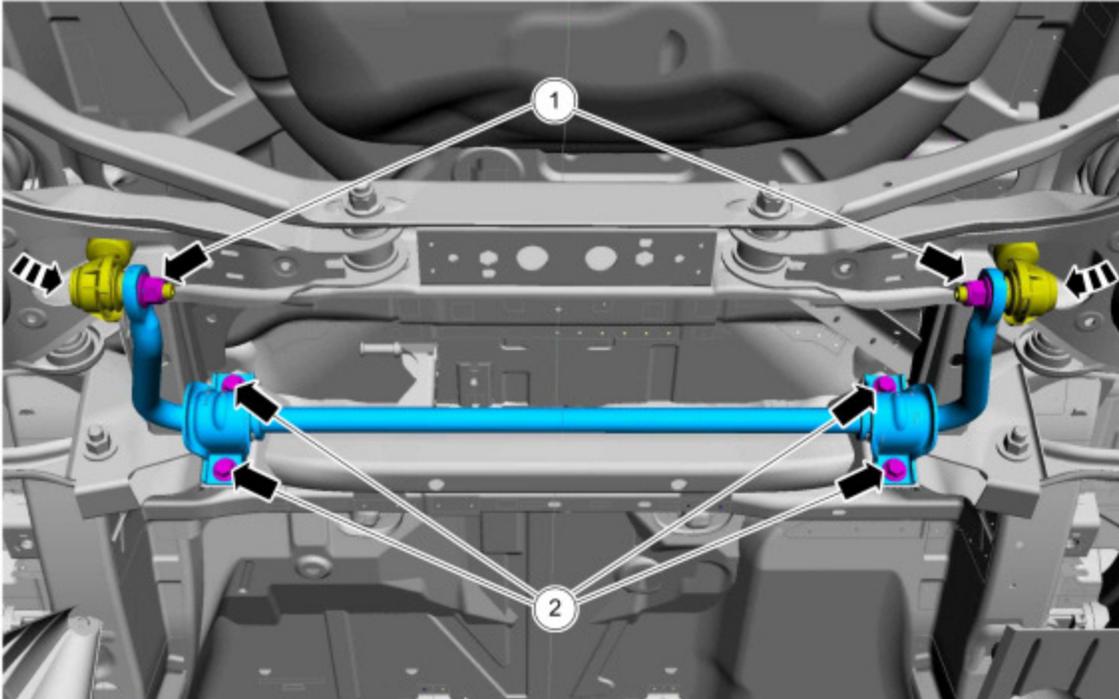
NOTE: Assemble the stabilizer bar brackets and clamps with the off-set flange facing outboard.



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STEP 3:

1. Torque: 110 Nm
2. Torque: 60 Nm



REAR SHOCK ABSORBER:

General Equipment: Vehicle/Axle Stands

REMOVAL:

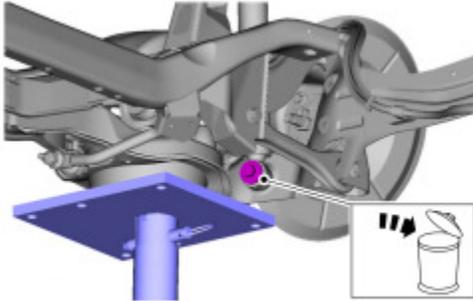
NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

NOTE: Removal steps in this procedure may contain installation details.

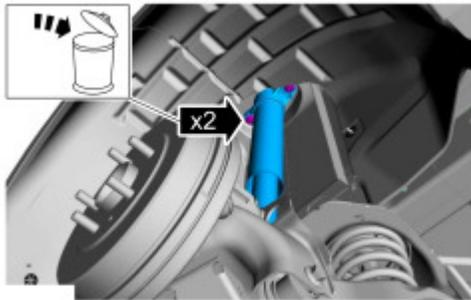
M-FR3-FS Focus Handling Pack INSTALLATION INSTRUCTIONS

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- STEP 1:** Discard the specified component. Follow local disposal regulations.
General Equipment: Vehicle/Axle Stands
Torque: 115 Nm



- STEP 2:** Discard the specified component. Follow local disposal regulations.
Torque: 25 Nm



INSTALLATION:

- STEP 1:** To install, reverse the removal procedure.
- STEP 2:** Install long jounce bumper provided with spring kit onto shock before installing new shock. This requires removal and reinstallation of the upper mount. Remove dust shield, remove jounce bumper and install new jounce bumper. Reinstall upper mount with new nut provided and torque to 20.5 +/- 1.5Nm.

Check front end and rear end alignment when installation is complete.

NOTE: *Installation of this kit may increase negative camber above original factory specifications.*