



M-2300-RS 2000-2004 RS Focus Conversion Kit INSTALLATION INSTRUCTIONS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD RACING PERFORMANCE PARTS.

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 !!!**

OVERVIEW:

This kit is designed for use on the 2000-2004 Focus. The use of a floor hoist is recommended. If you do not have access to one, use a hydraulic floor jack and jack stands to raise the vehicle.

**!!! CAUTION: JACK STANDS MUST BE USED ON A LEVEL SURFACE AND BE SECURELY SEATED.
FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY OR VEHICLE DAMAGE !!!**

KIT INCLUDES:

<u>Item #</u>	<u>Qty</u>	<u>Description</u>	<u>Part Number</u>
1	2	Rear Springs	1M50-5560-AC
2	1	LR Brake Hose Bracket	YS4Z-2082-EB
3	1	RR Brake Hose Bracket	YS4Z-2082-FB
4	2	Rear Shock Absorbers	1M50-18080-AE
5	1	Parking Brake Cable Assembly	1M5Z-2A603-AB
6	1	LR Brake Dust Shield	1M50-2K317-AA
7	1	RR Brake Dust Shield	1M50-2K317-BA
8	1	LR Spindle	1M50-4A013-AB
9	1	RR Spindle	1M50-4A492-AB
10	2	Rear Sensor Ring Adaptor Sleeves	2M50-2C591-AB
11	8	Rear Spindle Bolts	LCR-12175-25
12	2	Rear Hub/Bearing Assemblies	1M50-2C299-AA
13	2	Rear Hub Dust Caps	F5RZ-1131-A
14	2	Rear Brake Rotors	1M50-2A315-AA
15	2	Rear Caliper Anchors	2M5Z-2B582-AA
16	4	Rear Caliper Anchor Bolts	W700684-S309
17	1	LR Brake Caliper	1S4Z-2553-AA
18	1	RR Brake Caliper	1S4Z-2552-AA
19	2	Rear Brake Hoses	5S4Z-2282-BA
20	1	LF Strut	1M50-18K001-AE
21	1	RF Strut	1M50-18045-AE
22	2	Front Springs	1M50-5310-AB
23	1	LF Half Shaft	1M50-3B437-AB
24	1	Linkshaft Support Mount	1M50-3K305-BA
25	1	Linkshaft	1M50-3C081-AA
26	1	Linkshaft Support Bracket	XS7W-3N324-AC
27	1	RF Half Shaft	1M50-3B436-AB

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



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<u>Item #</u>	<u>Qty</u>	<u>Description</u>	<u>Part Number</u>
28	2	Front Hubs	93BB-1104-AF
29	1	LF Knuckle	1M50-3K186-AC
30	1	RF Knuckle	1M50-3K185-AC
31	4	Front and Rear Hub Retaining Nuts	1X43-3B477-AA
32	2	Front Brake Rotors	1M50-1125-AA
33	2	Front Brake Hoses	1M50-2078-AA
34	2	Banjo Bolts	N802119-S56
35	4	Banjo Bolt Washers	388949-S
36	2	Rear ABS Sensor Rings	YS4Z-2B384-BA
37	1 pair	Rear Brake Pads	1S4Z-2200-BA
38	4	Front Caliper-to-Knuckle Bolts	N805163-S100
39	1	Bolt for Linkshaft Support	LCR1015-30

INSTALLATION INSTRUCTIONS:

NOTES: Purchase of front brake calipers is required. Ford Racing part number M-2320-C required. Be sure to read the instructions completely before beginning any work. Unless specified otherwise, reuse the existing hardware. Access to a 2000 Focus workshop manual or equivalent is strongly recommended. Shop manuals can be purchased from Helm, Inc. 1-800-782-4356. Many O.E. wheels will no longer clear the brake calipers after this kit is installed. A minimum wheel diameter of 17" will be required. Unique service tools can be purchased from 1-800-ROTUNDA.

STEP 1: Disconnect battery.

STEP 2: Raise and support the vehicle.



Pic. 1

STEP 3: Remove front wheels (See Pic. 1).

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

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REMOVAL FRONT:

NOTE: For easier removal on some vehicles, spray penetrate on axle nuts, strut-to-knuckle pinch bolt, lower ball joint retaining bolt and nut, and tie rod nuts.

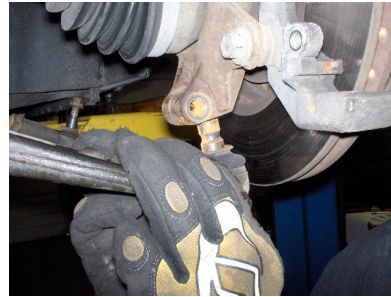


Pic. 2

STEP 4: Remove the right and left side hub retaining nuts (See Pic. 2).



Pic. 3



Pic. 4

STEP 5: Remove the lower ball joint retaining bolt (reuse) from the knuckles and disconnect the lower ball joint ball stud from knuckle (See Pics. 3 and 4). Use a T-50 torque bit and 15mm socket.

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Pic. 5



Pic. 6

STEP 6: Disconnect both tie rod ends from the knuckles (See Pic. 5). Use 15mm wrench.

STEP 7: Loosen brake line at caliper for later removal. Use 15mm wrench (See Pic. 6).



Pic. 7



Pic. 8

STEP 8: Remove calipers from the knuckles. Remove plastic caps and loosen 7mm hex pins (See Pic. 7). Disengage caliper retainer clip and remove caliper (See Pic. 8).



Pic. 9

STEP 9: Separate the rubber brake line (loosened in STEP 7) from caliper and cap rubber lines with plastic caps (See Pic. 9).

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Pic. 10



Pic. 11

STEP 10: Remove rubber line from hard chassis line (See Pic. 10).

STEP 11: Disconnect sway bar link from strut (See Pic. 11).

STEP 12: Remove anti-lock sensor from knuckle if equipped with one.



Pic. 12



Pic. 13

STEP 13: Remove the rotors (See Pic. 12).

CAUTION: Support the half shaft. The inner half shaft joint must not be bent by more than 18 degrees.

STEP 14: Separate the half shaft from the knuckle using a puller (See Pic. 13).

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Pic. 14



Pic. 15

STEP 15: Remove the knuckle-to-strut pinch bolt (reuse) (See Pic. 14). Use 15mm socket.

STEP 16: Remove the knuckles from the vehicle (See Pic. 15).



Pic. 16



Pic. 17

STEP 17: Remove strut assembly by removing three nuts with 13mm socket (See Pics. 16 and 17). Hold strut while removing nuts.

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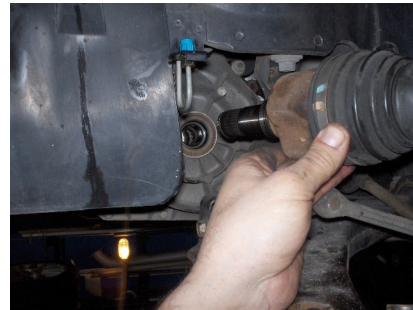


Pic. 18

STEP 18: Drain transmission fluid (5-speed manual shown), then reinstall drain plug and torque to 45 Nm (See Pic. 18).



Pic. 19



Pic. 20

STEP 19: Remove LH half shaft with special tool (T86P-3514-A) (See Pics. 19 and 20).



Pic. 21



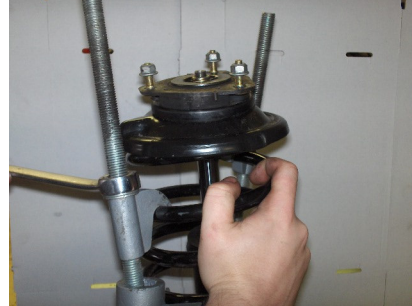
Pic. 22

STEP 20: Remove two nuts (reuse) from RH bearing intermediate bearing cap with 13mm socket (See Pic. 21). Then remove RH half shaft together with intermediate shaft both as an assembly (See Pic. 22).

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Pic. 23

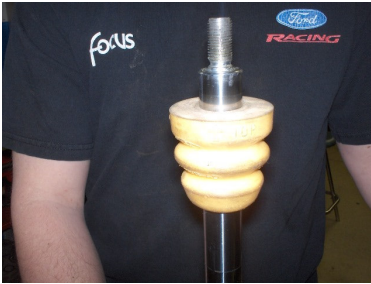


Pic. 24

STEP 21: Remove three screws from intermediate shaft bearing support (reuse the two lower ones) (See Pic. 23).

STEP 22: Secure strut. Using spring compressor, compress spring to remove the nut, upper bearing and bearing-to-spring plates, dust boot, and bumpers (reuse on new struts) (See Pic. 24).

INSTALLATION FRONT:



Pic. 25



Pic. 26



Pic. 27

STEP 1: Secure new RS strut, remove dust boots and bump stops from O.E.M. strut and install on new strut, and compress spring (See Pics. 25, 26, and 27).

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Pic. 28

STEP 2: Install upper spring perch (See Pic. 28).



Pic. 29

STEP 3: Install strut upper mount (See Pic. 29).

STEP 4: Install nut and torque to 48 Nm (35 lb-ft) (See Pic. 30). Do not allow the piston rod to rotate while tightening nut.



Pic. 30

CAUTION: Use an Allen key to prevent the piston rod from rotating.

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Pic. 31



Pic. 32



Pic. 33

STEP 5: Release spring compressor slowly (See Pic. 31).

STEP 6: Install RS strut with three hex nuts and torque to 25 Nm (18 lb-ft) (See Pics. 32 and 33).

RS KNUCKLE ASSEMBLY:



Pic. 34



Pic. 35



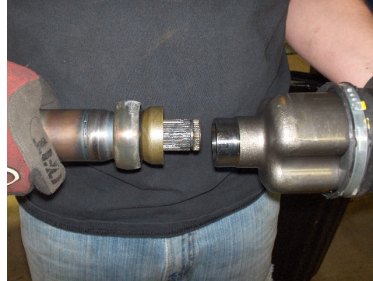
Pic. 36

STEP 7: Support each inner bearing race of the RS right and left knuckles, then press the RS hubs into each knuckle (See Pics. 34, 35, and 36).

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Pic. 37



Pic. 38



Pic. 39

STEP 8: Install new intermediate bearing support with the two original screws from REMOVAL STEP 21 and one new 10mm bolt for the upper, and torque to 27 Nm (20 lb-ft) (See Pic. 37).

CAUTION: Do not damage the oil seal when inserting the half shaft.

STEP 9: Assemble RH half shaft to intermediate shaft, then install RH half shaft into transmission. Install bearing cap with original nuts and torque to 25 NM (19 lb-ft) (See Pics. 38 and 39).



Pic. 40

STEP 10: Install LH half shaft making sure it is totally engaged (See Pic. 40).

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Pic. 41



Pic. 42

STEP 11: Install the RS knuckle/hub assemblies on to the front struts and torque the strut-to-knuckle bolts to 90 Nm (66 lb-ft) (See Pics. 41 and 42). Use 15mm socket.



Pic. 43

STEP 12: Fit the half shaft through the hub. Using special tools 204-069 (T81P-1104-C) and 204-067 (T81P-1104-A), install the half shaft (See Pic. 43).



Pic. 44



Pic. 45

STEP 13: Fit the lower ball joint stud into the knuckle. Reinstall the bolt and torque the bolt to 50 Nm (37 lb-ft) (See Pics. 44 and 45).

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Pic. 46



Pic. 47



Pic. 48

- STEP 14:** Reinstall the tie rod ends into the knuckles and torque the nuts to 47 Nm (35 lb-ft) (See Pic. 46).
- STEP 15:** Install the hub retaining nut and torque in a later step (See Pic. 47).
- STEP 16:** Install the RS rotor onto the hub (See Pic. 48).



Pic. 49

- STEP 17:** Install sway bar link and tighten to 50 Nm (37 lb-ft) (See Pic. 49).
- STEP 18:** Reinstall ABS sensor, if removed.

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Pic. 50



Pic. 51



Pic. 52

STEP 19: Install the caliper assemblies onto the knuckles with the retaining bolts and torque the bolts to 108 Nm (80 lb-ft) (See Pic. 50). Connect the hoses to the calipers with brass crush washer on both sides of the line end with banjo bolt and torque to 15 Nm (11 lb-ft). Slide grommet into position and connect hard line (See Pic. 51).

STEP 20: Bleed brakes per shop manual (See Pic. 52).

STEP 21: Refill transmission to factory-recommended specs.

STEP 22: Tighten new front wheel hub nut to 316 Nm (233 lb-ft).

CAUTION: Do not tighten the front wheel hub with vehicle on the ground. The nut must be tightened to specifications before the vehicle is lowered onto the wheels. Wheel bearing damage will occur if the wheel bearing is loaded with the weight of the vehicle applied.

REMOVAL REAR – DRUMS:

STEP 1: For vehicles equipped with anti-lock brakes, disconnect the wheel speed sensor.



Pic. 53



Pic. 54



Pic. 55

STEP 2: Remove the dust caps from the rear wheel hubs (See Pic. 53).

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STEP 3: Remove the hub retaining nuts from the spindles (See Pic. 54). Use 30mm socket.

STEP 4: Remove the rear brake drums (See Pic. 55).



Pic. 56



Pic. 57

STEP 5: Remove the brake shoe retaining clips (See Pic. 56).

STEP 6: Disconnect the parking brake cables from the brake assemblies and remove the drum brake assemblies from the backing plates (See Pic. 57).

NOTE: For easier removal on some vehicles, spray penetrate on four spindle retaining bolts, the upper control arm to trailing arm bolt, and the rear brake line connections.



Pic. 58



Pic. 59



Pic. 60

STEP 7: Remove upper shock bolt (See Pic. 58).

STEP 8: Remove lower shock bolt and remove shock (See Pic. 59).

STEP 9: Using a spring compressor, compress spring and remove (See Pic. 60).

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Pic. 61



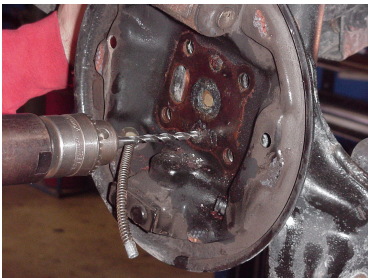
Pic. 62



Pic. 63

STEP 10: Disconnect the brake lines from the rear wheel cylinders (See Pic. 61). Use 7/16" line wrench.

STEP 11: Remove the four spindle retaining bolts (reuse) from back of trailing arms using a 13mm socket (See Pic. 62). Remove the spindles (See Pic. 63).



Pic. 64



Pic. 65



Pic. 66

STEP 12: Drill out two rivets (use a .200 drill bit) that secure the backing plates to the trailing arms to remove the backing plates (See Pic. 64).

STEP 13: Squeeze plastic retainer and remove parking brake cable from backing plates (See Pic. 65).

STEP 14: Disconnect the flexible rear brake hoses from the rear brake hard lines from frame rail attachment. Use 7/16" line wrench. Remove clips and remove line (See Pic. 66).

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Pic. 67



Pic. 68



Pic. 69

STEP 15: Remove the retaining nuts for the underbody exhaust heat shield (See Pic. 67) and slide the shield forward to access the parking brake cable attachment (See Pic. 68).

STEP 16: Disconnect interior brake cable from rear cable union (See Pic. 69).

STEP 17: Squeeze plastic retaining clips and pull right and left cables from floor bracket.



Pic. 70



Pic. 71



Pic. 72

STEP 18: Remove two screws from right and left cable retainers (See Pic. 70).

STEP 19: Remove screw from trailing arm (reuse) (See Pic. 71).

STEP 20: Disconnect retaining clip that secures fuel and brake hard lines to the floor, then remove parking brake cables from vehicle (See Pic. 72).

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REMOVAL REAR – DISC:

STEP 1: Remove wheels.

STEP 2: Remove ABS wire if equipped.



Pic. 73



Pic. 74



Pic. 75

STEP 3: Remove caliper rubber line to hard line and remove clip (See Pic. 73).

STEP 4: Remove rubber line from caliper (See Pic. 74).

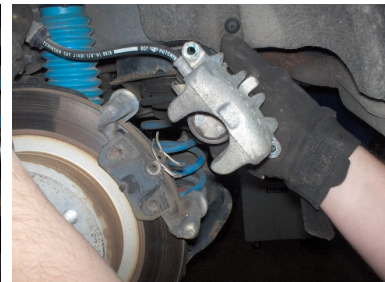
STEP 5: Disconnect parking brake cable at brake caliper (See Pic. 75).



Pic. 76



Pic. 77



Pic. 78

STEP 6: Remove screw from trailing arm (reuse) (See Pic. 76).

STEP 7: Remove two caliper bolts with 13mm socket and 15mm combination wrench (See Pic. 77). Remove caliper and pads (See Pic. 78).

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Pic. 79



Pic. 80

STEP 8: Remove two caliper anchor bolts with 13mm socket (See Pic. 79).

STEP 9: Remove brake rotor (See Pic. 80).



Pic. 81



Pic. 82



Pic. 83

STEP 10: Remove upper shock bolt (See Pic. 81).

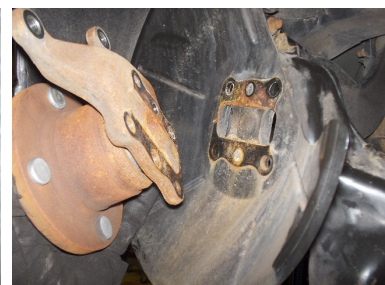
STEP 11: Remove lower shock bolt (See Pic. 82). Remove shock (See Pic. 83).



Pic. 84



Pic. 85



Pic. 86

STEP 12: Using spring compressor, compress spring and remove (See Pic. 84).

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STEP 13: Remove four trailing-arm-to-spindle bolts with 13mm socket (See Pic. 85). Remove spindle and hub assembly (See Pic. 86).



Pic. 87



Pic. 88

STEP 14: Drill out two rivets on splash shield with .200 drill bit and remove (See Pics. 87 and 88).

INSTALLATION REAR:



Pic. 89

STEP 1: Compress new rear spring and install with original isolator between lower control arm and cross member (See Pic. 89).

NOTE: Some rear shocks might be received with the cir-clip on shaft installed on the top side of the upper shock grommets and washer for shipping only. If so, remove cir-clip and slide off grommets and washer assembly. Then, install the cir-clip on first and install the upper grommet and washer above the cir-clip.

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Pic. 90



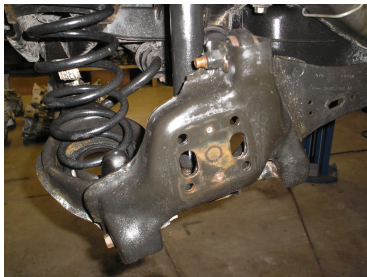
Pic. 91



Pic. 92

STEP 2: Install new RS shock with upper mount and nut with 13mm socket (See Pics. 90 and 91). Torque to 18 Nm (13 lb-ft).

STEP 3: Install lower shock bolt using 15mm socket (See Pic. 92). Torque to 115 Nm (85 lb-ft).



Pic. 93



Pic. 94



Pic. 95

NOTE: If dirty, clean trailing arm and suspension pieces for reassembly.

STEP 4: Install the new parking brake cable and route using existing clips (See Pics. 94 and 95). The cable with the green sleeve is the passenger side of the assembly.

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Pic. 96



Pic. 97

STEP 5: Drill four trailing arm holes for spindle with 12.5mm or .500 drill bit (See Pic. 96).

STEP 6: Drill four holes in splash shield with 12.5mm or .500 drill bit, if needed (See Pic. 97).



Pic. 98



Pic. 99



Pic. 100

STEP 7: Install the RS rear splash shields on the trailing arm with 3/16" pop rivets (See Pic. 98).

STEP 8: Install the RS rear spindles on the trailing arm and torque the bolts to 108 Nm (80 lb-ft) (See Pics. 99 and 100).

STEP 9: Install rear Anti-Lock brake sensor (if vehicle is so equipped). Install sensor ring adaptor sleeve on hub, then ABS sensor ring on sleeve.

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Pic. 101



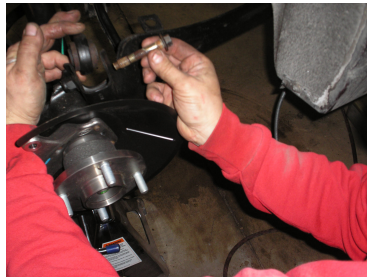
Pic. 102

STEP 10: Install the RS hub and bearing assemblies onto the spindle (See Pic. 101).

STEP 11: Install the hub retaining nuts to secure the hub and bearings assemblies, and torque nuts to 316 Nm (233 lb-ft) (See Pic. 102).



Pic. 103



Pic. 104



Pic. 105

STEP 12: **Support** the bottom of the rear trailing arm being worked on and remove the upper control arm bolt to trailing arm (See Pic. 103). Use 15mm socket.

STEP 13: Reinstall the trailing arm bolt (add a little Anti-Seize to bolt shoulder) through the new RS hose brackets and torque the bolt to 115 Nm (85 lb-ft) (See Pics. 104 and 105). Use 15mm socket.

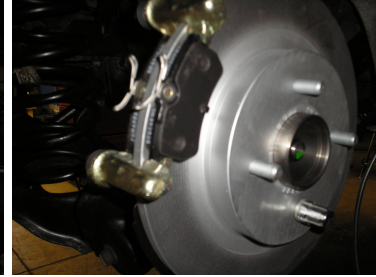
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Pic. 106



Pic. 107

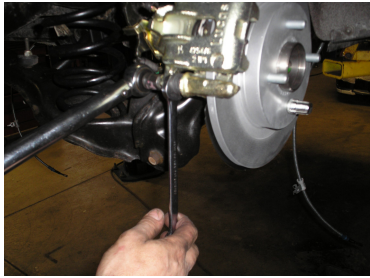


Pic. 108

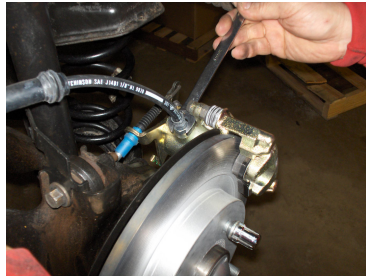
STEP 14: Install RS rear rotors onto hubs. Install one lug nut to keep rotor from falling off during assembly (See Pic. 106).

STEP 15: Install the RS rear caliper anchors onto spindles with RS rear caliper anchor-to-spindle bolts and torque bolts to 90 Nm (66 lb-ft) (See Pic. 107). Use 13mm socket.

STEP 16: Install new brake pads into anchors (See Pic. 108).



Pic. 109



Pic. 110



Pic. 111

STEP 17: Install the RS rear calipers onto the caliper anchors and torque the 13mm bolts to 28 Nm (21 lb-ft). Use 15mm wrench to hold anchor sleeve nut when tightening (See Pic. 109).

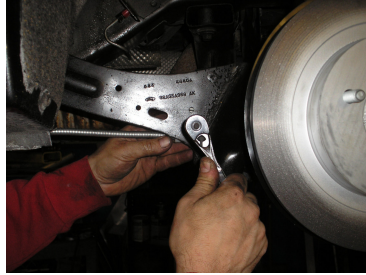
STEP 18: Remove hex plug from RS caliper and install the RS rear brake hose onto the calipers. Torque to 15 Nm (11 lb-ft) (See Pic. 110).

STEP 19: Connect the brake rubber hoses to the brake hard lines and torque to 15 Nm (11 lb-ft) (See Pic. 111).

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Pic. 112



Pic. 113



Pic. 114

STEP 20: Install parking brake cables to floor lever (See Pic. 112) and route to trailing arms.

STEP 21: Secure the parking brake cables to trailing arms using existing pair of small, vertically aligned holes. Use the retaining screw from the original parking brake cable and torque to 9 Nm (80 lb-in) with 7mm socket (See Pic. 113).

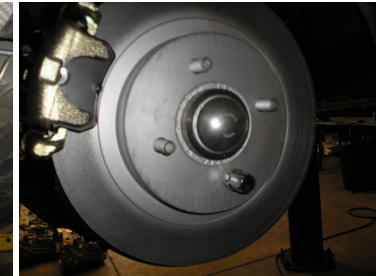
STEP 22: Connect parking brake cables to calipers (See Pic. 114).



Pic. 115



Pic. 116



Pic. 117

STEP 23: Reinstall exhaust heat shield and tighten the nuts (See Pics. 115 and 116). Reinstall fuel line to floor retainer.

STEP 24: Install grease caps into rear hubs (See Pic. 117).



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Pic. 118



Pic. 119

- STEP 25:** Bleed rear brakes (See Pic. 118). Use 8mm wrench.
- STEP 26:** Install the wheels and torque the wheel nuts to 135 Nm (94 lb-ft) (See Pic. 119). Test drive vehicle.
- STEP 27:** Wheel alignment is recommended.

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TORQUE SPECIFICATIONS:

REAR:

Rear shock absorber (upper nut)	18 Nm (13 lb-ft)
Rear shock absorber (lower nut)	115 Nm (85 lb-ft)
Rear spindle to spindle mounting arm bolts	108 Nm (80 lb-ft)
Rear hub retaining nut	316 Nm (233 lb-ft)
Parking brake cable brackets	27 Nm (20 lb-ft)
Rear caliper anchor bolts	90 Nm (66 lb-ft)
Rear brake caliper bolts	28 Nm (21 lb-ft)
Rear hose to caliper bolts	40 Nm (29 lb-ft)
Rear hose to union	15 Nm (11 lb-ft)
Rear stabilizer bar bracket bolts	48 Nm (35 lb-ft)
Rear stabilizer bar links	15 Nm (11 lb-ft)
Rear upper control arm to trailing arm	115 Nm (85 lb-ft)
Rear lower control arm to trailing arm	115 Nm (85 lb-ft)

FRONT:

Strut rod to strut mounting plate nut	48 Nm (35 lb-ft)
Strut mount to tower nuts	25 Nm (18 lb-ft)
Front stabilizer link nuts	50 Nm (37 lb-ft)
Linkshaft support bolts	27 Nm (20 lb-ft)
Linkshaft support bracket nuts	25 Nm (19 lb-ft)
Front strut to knuckle bolts	90 Nm (66 lb-ft)
Lower control arm to knuckle pinch bolt	50 Nm (37 lb-ft)
Outer tie rod end nut	47 Nm (35 lb-ft)
Front hub retaining nuts	316 Nm (233 lb-ft)
Front brake caliper bolts	108 Nm (80 lb-ft)
Brake hose to front caliper banjo bolt	15 Nm (11 lb-ft)
Wheel speed sensor bolt	9 Nm (80 lb-in)
Wheel nuts	128 Nm (94 lb-ft)

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