2012 Focus NA & 2013+ Focus ST
Coilover Installation Instructions

Tooling:

- ✓ Jack, jack stands or lift and jack pole
- ✓ Ratchet wrench
- ✓ 5mm allen wrench
- ✓ 8mm, 10mm 13mm, 15mm sockets
- ✓ 13mm & 15mm wrench
- ✓ Scribe or punch with sharp point
- ✓ Hammer (larger the better)
- ✓ Large nosed chisel

Included:

- ✓ 2 Front coilovers with camber plates
- ✓ 2 Rear shocks with upper mounts
- ✓ 2 Rear springs
- ✓ 2 Adjustable rear spring perches
- ✓ 4 adjuster keys
- ✓ 2 Spanner wrenches

**Please be sure to read and understand the instructions thoroughly before beginning. Professional installation is strongly recommended. Adjusting the front and rear coilovers is found at the end of these instruction

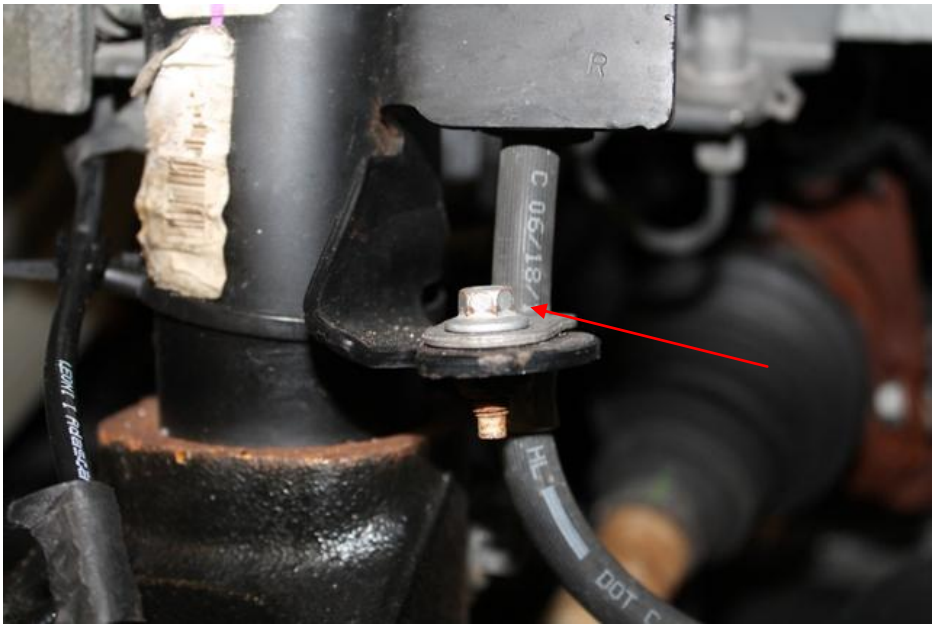
Front Installation

- **Begin by parking on a smooth level surface with the emergency brake engaged. Jack up the front of the vehicle and position jack stands underneath both sides.**

  Refer to your vehicle's owner's manual for proper jack placement and supporting procedures.
  <u>Never get under a vehicle without the proper support in place.</u>

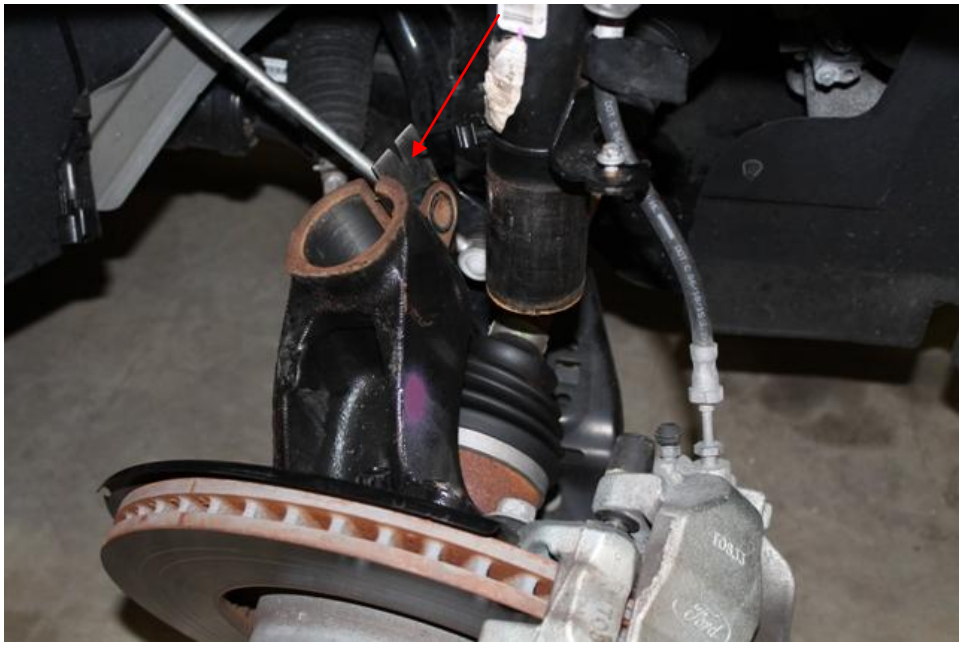
1. Remove both front wheels then, using a 15mm closed ended wrench and a 5mm allen wrench, remove **<u>both</u>** end links. Remove the ABS sensor wire from the bracket and discard the weight.

2. Using an 8mm socket remove the brake line.



3. Use a 15mm socket to remove the nut securing the strut in the spindle

4. Using a large nosed chisel to spread the ears of the spindle and a large hammer if needed, push the spindle down and remove the strut from the spindle.



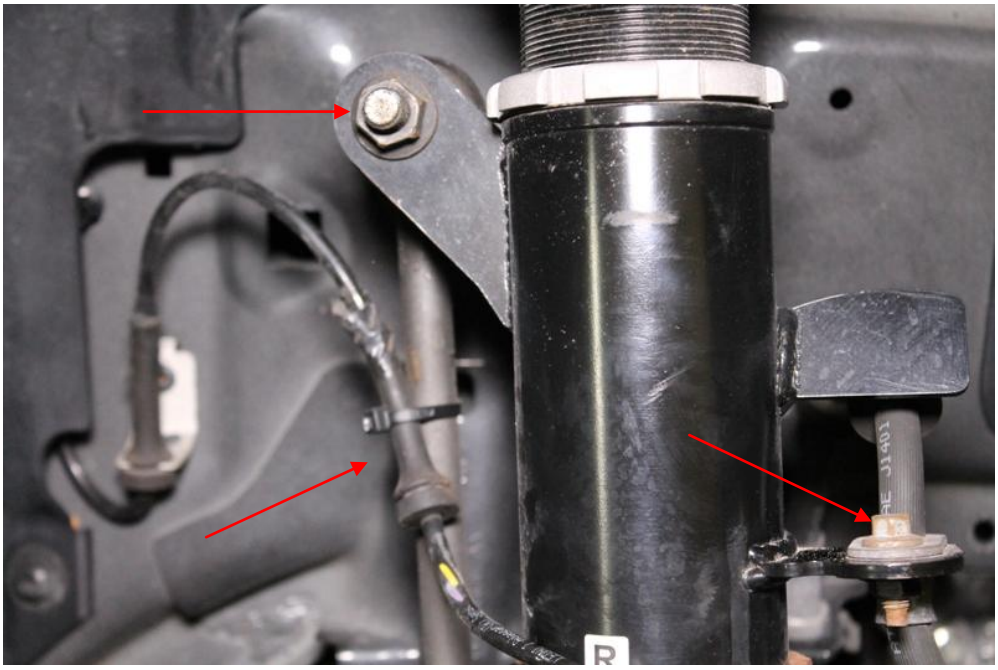
5. Using a T-20 torx remove the screws securing the outer cowl, use a 10mm socket to remove the bolts securing the inner cowl then the weather stripping and vent covers. While holding up the outer cowl remove the inner cowl from the vehicle.

6. Use a 13mm socket to remove the 3 bolts holding the strut in the strut tower. Remove the strut/spring assembly from the vehicle.

7. To remove the strut tower brace it will also be necessary to remove the 2, 10 mm nuts in the center of the engine bay as well as one at each wipe assembly.

8. Install your new JBR coilover (Labeled with a R or L) for the side you're working on into the vehicle and secure the upper mount with the 3 nuts provided. Tighten to 30-35 ft/lbs using a 13mm socket.

9. Repeat all previous steps for the opposite side of the vehicle. Once both sides are complete, re-install both end links and tighten to 25 ft/lbs using a 15mm wrench and 5mm allen wrench. Re-install the break line and zip tie the ABS sensor wire to the end link.

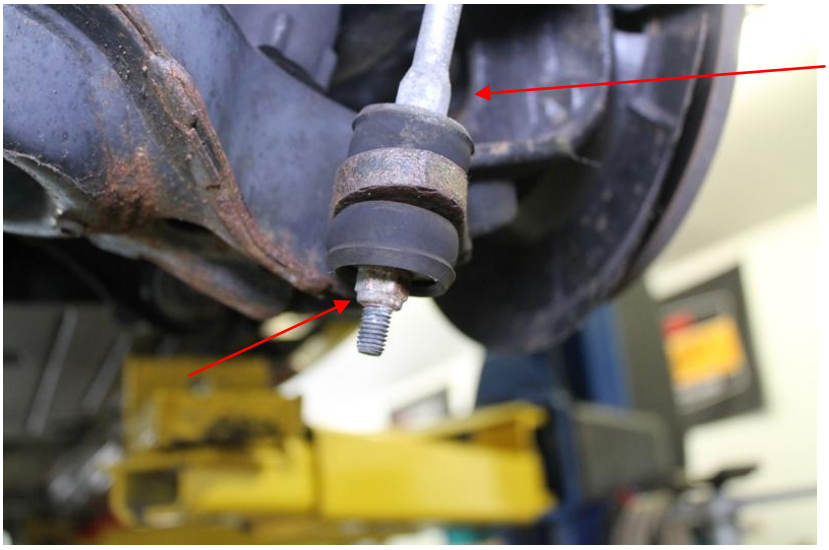


Rear Installation

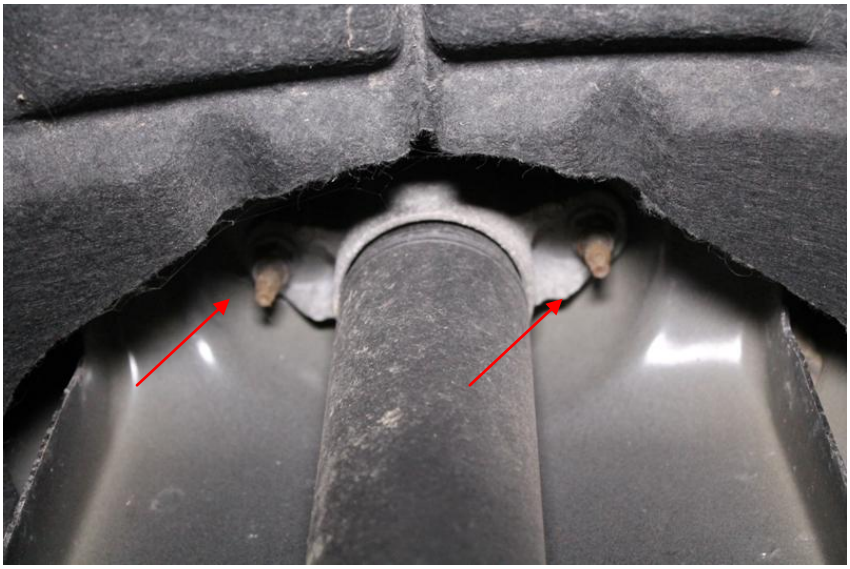
- **Begin by parking on a smooth level surface with the emergency brake engaged. Jack up the rear of the vehicle and position jack stands underneath both sides.**

Refer to your vehicle's owner's manual for proper jack placement and supporting procedures.
Never get under a vehicle without the proper support in place.

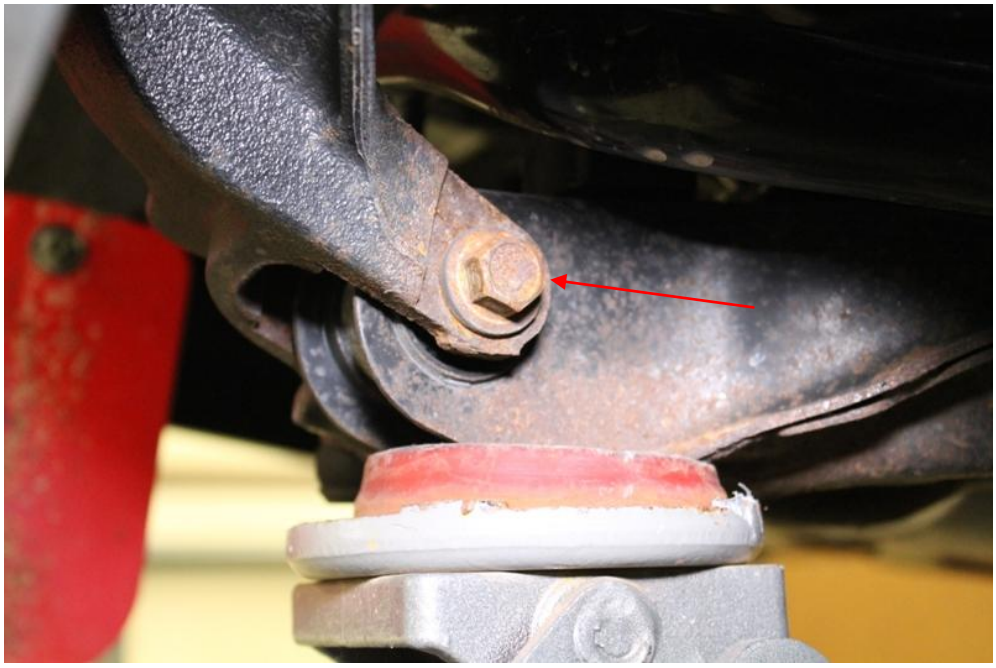
1. Remove both rear wheels and both rear end links using a 13mm socket and 13mm wrench.



2. Use a 13mm socket and remove both nuts securing the upper shock mount and a 15mm socket to remove the lower shock mount.



3. Support the rear lower control arm with a jack. Use a 17mm socket to remove the bolt securing the control arm to the spindle. Lower the jack slowly and remove the OEM spring.



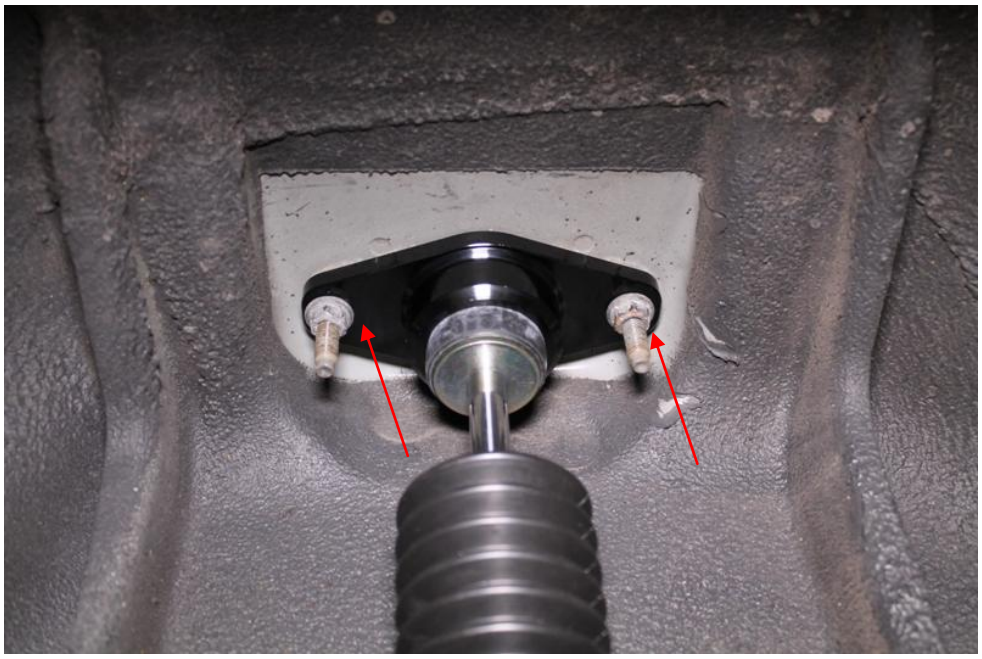
4. Install the rear spring perch as shown into the lower control arm. Thread the bolt and thick washer in from the bottom side and tighten to 70 ft/lbs.

3. Transfer the rubber spring cover from the OEM spring over to your new JBR rear spring.

4. Re-install the spring into the vehicle, raise the lower control arm using a jack and reconnect the lower control arm to the spindle. Tighten the 15mm bolt to 45-50 ft/lbs.

5. Use a scribe or punch to make a small hole in the interior panel, center of where the top of the shock mount will be located. This will allow for you to insert the adjustment key in through the hatch compartment.

6. Install the rear shock using the two 13mm nuts removed in step 2 and tighten to 15-20 ft/lbs.



7. Using a jack, raise the lower control arm enough to put some pressure on the rear spring and to keep the rear spring seated if it's a bit loose. Adjust the rear shock until the lower bolt lines up. Tighten the lower shock bolt to 45-50 ft/lbs.

8. Now that the shock is secured both top and bottom, tighten the locking collar with the spanner wrench.

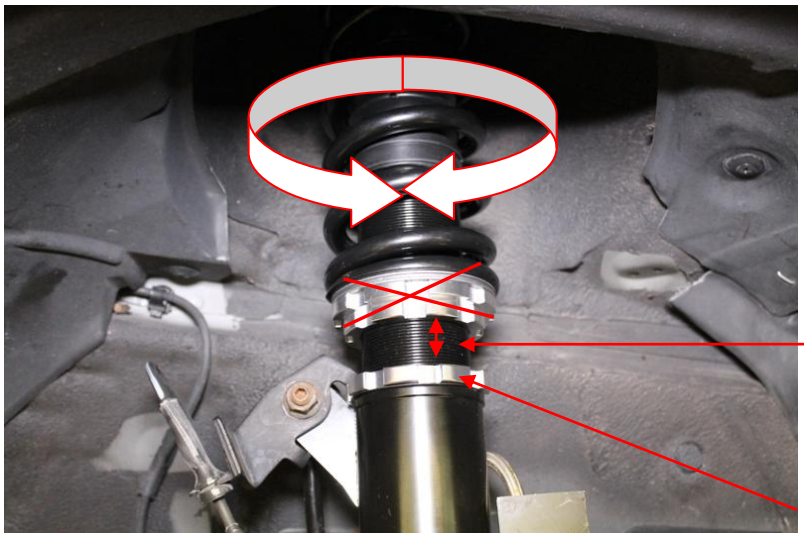
Adjusting your new JBR coilovers.

**Leave the camber set at 0 until ride height is complete.

Front Ride height:

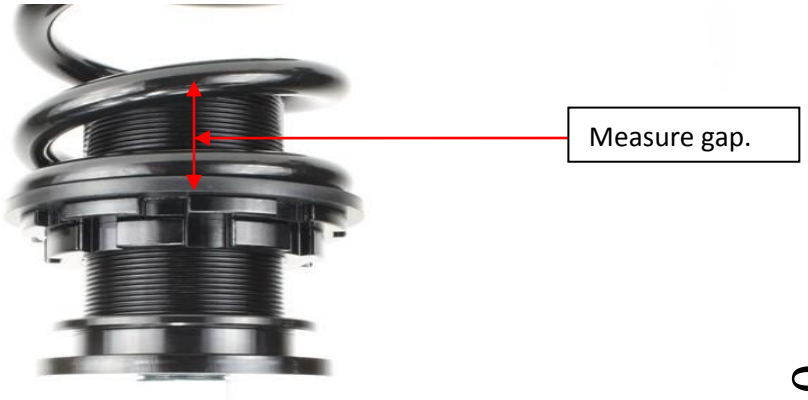
Loosen the lower locking collar and rotate the upper spring potion by hand to raise or lower the vehicle. Take measurements between the locking collars and set to the same on both sides. Once set, tighten the lowest locking collar with the spanner wrench.

NEVER LOOSEN OR ADJUST THE UPPER LOCKING COLLARS SECURING THE SPRING.



Rear ride height:

Using a spanner wrench, adjust the upper locking collar of the rear spring perch to raise or lower the vehicle. Measure from the top of the threaded portion of the spring perch to the top of the upper locking collar and match on both sides. Tighten the lower locking collar against the upper locking collar using two spanner wrenches. If the vehicle is lowered to the lowest ride height possible, it may be necessary to use a hammer and a flat head screw driver to access, adjust and tighten the collars.



Adjusting the Dampers:
You should have received all for corners with the damper settings turned all the way counter clockwise (Full Soft). Turn the knob clockwise until it clicks ONCE. This is position #1. From there you have 32 more settings. Once you have turned the knob and reached the very end. Turn it back until it clicks ONCE. This is position #32.

Suggested starting points:
Front – 12
Rear – 18

Front Camber:
Front camber is adjusted by loosening the 4, 5mm socket head bolts and moving the assembly in our out. Moving the assembly in, increases negative camber. Moving the assembly out, increases positive camber.

**It is recommend to set initial ride height first. Then, put a few hundred miles on the vehicle to allow everything to settle in before setting final ride height, performing a full alignment and corner balancing.