

Focus ST Cold Air Induction System Fitting Instructions

The GGR Cold Air Induction System (CAIS) is designed as a direct replacement for the standard air filter assembly. Although fitting of this is not overly complicated, great care should be taken to follow these instructions to prevent damaging your new ST.

If you have any doubts about your abilities to fit this item, we would strongly suggest that you have this done professionally!

Familiarise yourself with the component parts and read through these instructions before starting anything.

Please take care to ensure that no foreign bodies can enter the inlet pipework etc. whilst you have hoses removed, as the delicate turbocharger compressor wheel could easily become damaged.

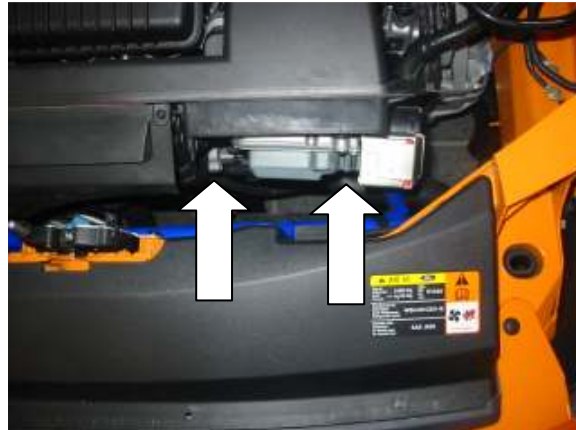
- Disconnect the battery, (making sure first that you have the security code for your sound system!) and with the car securely raised, remove both under-tray sections.



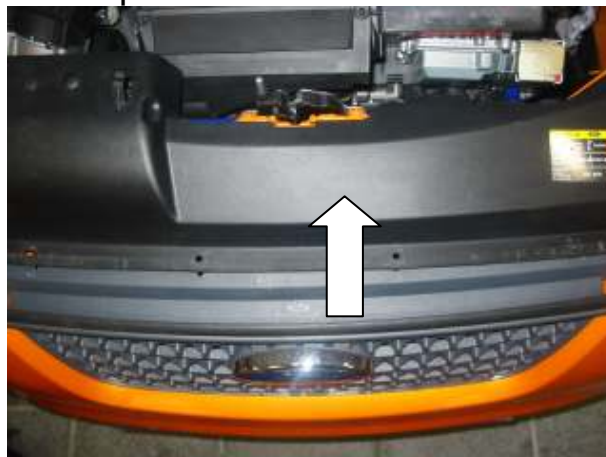
- Remove the two radiator support cradle screws in the front of the chassis legs, and carefully lower the radiator.



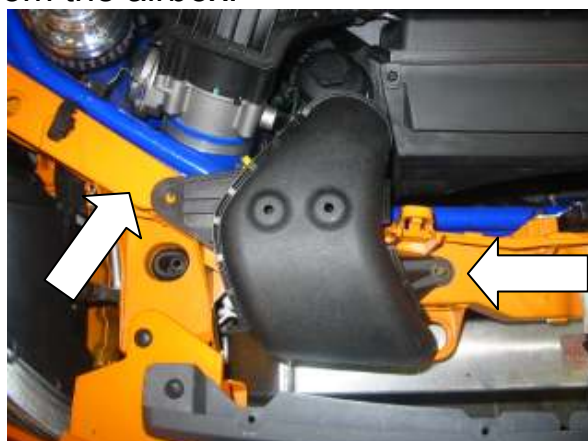
- On top of the car now, remove the 4 Torx screws that retain the ECU to the airbox, and move the ECU to one side.



- Remove the black plastic cover that seals the top of the grille to the bonnet slam panel to expose the air inlet duct.



- Remove the air inlet duct retainers from the bonnet slam panel, and lift the duct away from the airbox.



- Remove the short hose connecting the Mass Air Flow sensor to the cross-pipe, and then remove the two Torx headed screws holding the MAF sensor to the airbox. Put the MAF sensor carefully to one side.

MAF SENSOR



- You should now be able to carefully remove the original air box assembly. This sits in the engine compartment on 4 pegs in the base of the unit, which press into 4 corresponding rubber bushes. You should be able to (carefully) pull the air filter upwards to disengage the pegs from the bushes (the pegs are approximately 25mm long). Once the air filter assembly is loose, it can be carefully removed by first slightly lifting the right-hand-side whilst sliding the assembly also to the right, then lifting it free from the engine.

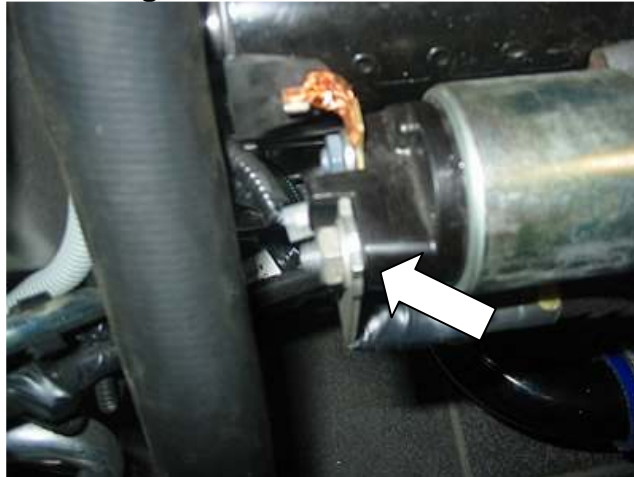


- Provision now needs to be made for mounting the new Cold Air Induction System support cradle. Using a small metal punch, drive out the locating dowel from the starter motor as shown.



[*Please check amended details on page 8.](#)

- Loosen the retaining nut, and rotate the starter solenoid power lead (if required) as shown, to give additional clearance.



- Glue the small piece of black foam supplied to the breather system tank as shown.



- Assemble the support saddle as shown, passing the large cap head bolt through the saddle bracket, and slide the sleeve supplied over the shank of the bolt as shown.



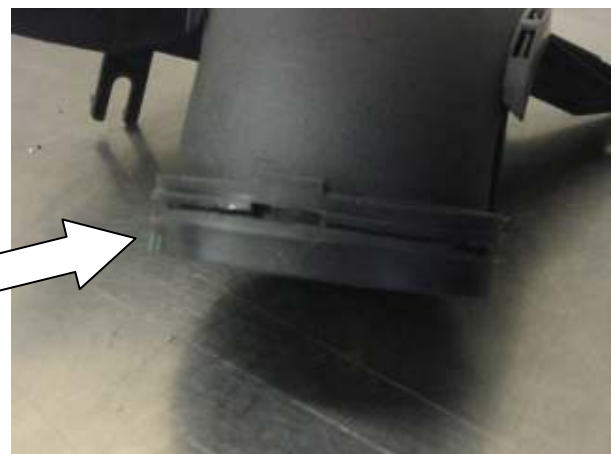
- Pass the threaded section of the bolt through the hole vacated by the dowel and tighten into position using the nut provided. (The circular cut-out in the saddle bracket is shaped to locate the assembly in the correct position, to prevent any mis-alignment issues. Just makes sure that the bracket seats correctly).



- The new CAIS can now be slid into place onto the mounting saddle as shown.



- Carefully cut the top ring (as shown) from the air intake pipe and re-fit this to the air inlet duct.



- Fit the new silicone step-down hose to the air inlet duct as shown. Do not fully tighten any hose clips at this stage.



- Fit the MAF sensor inlet to the 'long' end of the large silicone 90° elbow, the short silicone hose to the MAF sensor outlet, then connect the elbow to the CAIS outlet, and the short hose to the turbo cross-pipe as shown. Do not tighten any hose clips at this point.



- Re-secure the air inlet duct using the original fixings, check and adjust the alignment of the hoses, tighten all of the hose clips and refit the black plastic slam panel cover.

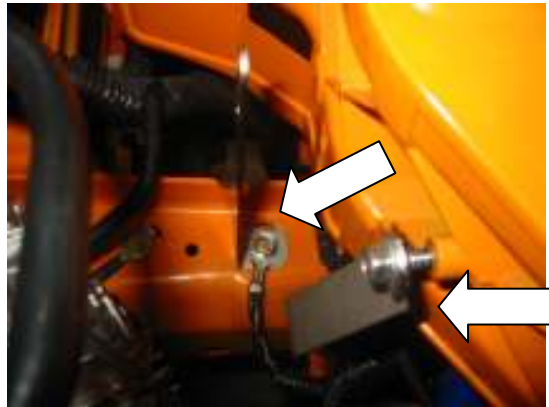


- To secure the CAIS in place the large hose clips supplied have to pass around the filter body and the mounting saddle at each end as shown. We suggest that the retaining screws are positioned below the filter, on the

retaining saddle, to prevent damage to the softer aluminium filter body.
Do not over-tighten these clips, as they are only to hold the filter in place!



- The ECU mounting brackets can now be fitted as shown. The long straight bracket uses the existing headlamp wiring earth point screw (remember to re-fit the earth wire!) and the upper, angled bracket is fixed to an un-used hole in the bonnet slam panel using the large self-tapping bolt supplied.



- The ECU can now be fixed in place using the three M6 nuts and bolts supplied. The ECU unit is completely sealed, and there should be no problems with mounting it in this new position.



- From underneath the car, carefully raise the coolant radiator back into its original position and secure in place with the cradle and screws removed in step 2.
- Re-fit the under-trays and re-connect your battery, re-enter your sound system security code, and re-set the time clock.

Amended CAIS Mounting Cradle Instructions

We have found that **some** cars **may** have a **slightly** different starter motor fitted to the one shown in these instructions.

The differences are that the starter motor flange is thicker, the 10mm dowel hole is stepped down to a smaller diameter, and the solenoid assembly is a slightly different shape.

To fit the mounting cradle in this case the following additional procedures must be carried out:

- Once the locating dowel is removed, the hole must be opened up to 10mm to allow the retaining bolt to be fitted. We suggest that you remove the starter motor from the engine to enable you to do this accurately.
- Due to the thicker flange, we have supplied an alternative (shorter) spacer to use when mounting the cradle. This will ensure that the cradle is mounted into the correct position, but please make sure that it seats correctly when tightening the retaining bolt.

All other procedures should be as described.