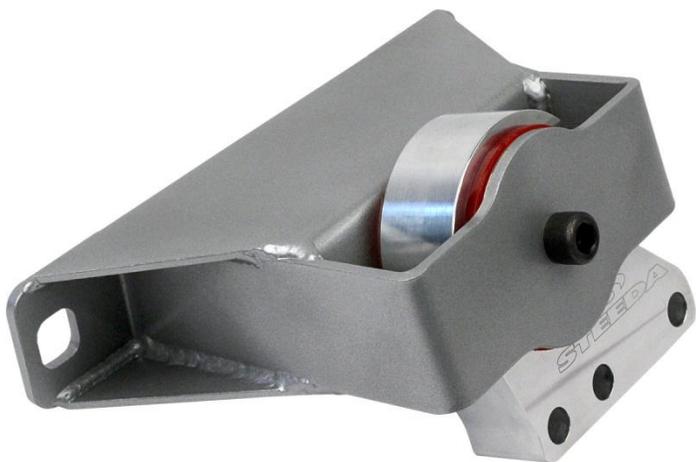


  
**MADE IN AMERICA**  
**STEEDA**  
**2013+ Ford Focus ST and RS**  
**Passenger Side Motor Mount**

Instructions for parts #555-4030

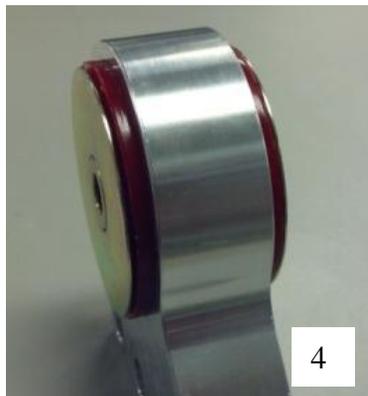
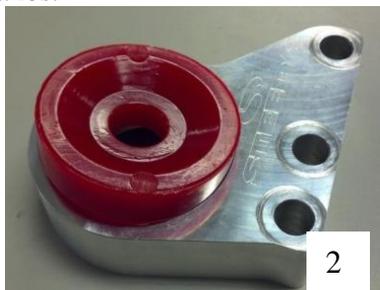


**Tools Needed:**

1. T30 Torx driver
2. 15, 18 (deep well) and 19mm sockets
3. 10mm allen wrench
4. Torque wrench

**Assembling the Steeda Passenger Side Motor Mount**

1. Decide whether the red or the black bushings are going to be used in the mount. The red ones should be used when a lower NVH is required. The black bushings should be used for racing and other track events, as they will reduce the engine rotation under performance conditions.
2. Place the bushings into the mount that bolts to the engine, as shown in pic 2, on both sides.
3. Place the bushing sleeve through the bushings so that an equal amount is sticking out of both sides, as shown in pic 3.
4. Place the bushing washers on each side of the mount as shown in pic 4. At this point, the sleeve should be even with the bushing washers or protruding evenly on both sides. If not, adjust accordingly.
5. Place the piece that was just assembled into the section of the Steeda mount that bolts to the chassis. Note the orientation of the assembly in pic 5. (Engine mount points out towards “Steeda” logo on chassis mount.)
6. Place the bolt, provided in this kit through the aligned holes and install the provided nut. Using the allen wrench and 19mm socket, torque to 38 ft. lbs.



## Disassembly

1. Jack the vehicle up and support with jack stands. Remove the belly pan, using the T30 Torx bit. This is done to give you access to safely support the engine.
2. Once the belly pan is removed, lower the car back down, and position the jack underneath the oil pan. Be sure to place a block of wood on top of the jack pad to spread the load out on the oil pan better.
3. Raise the jack to where it barely touches the oil pan.
4. Remove the plastic engine cover by pulling up from all four corners.
5. Gently remove the coolant reservoir by pulling it loose from the two tabs holding it in, as shown in pic 6.
6. Using the deep well 18mm socket, remove the three nuts slowly. Make sure the engine is firmly supported at this stage. (While removing the last nut, make sure at some point the nut comes loose from the mount and the engine is being supported by the jack. If you have the jack supporting the engine underneath the oil pan, this should not be a problem.) Note: When removing the nuts, the studs may come up out of the engine bracket. See pic 8. This will correct itself once you reinstall the stud/nut.
7. Using the 15mm socket, remove the two bolts holding the factory mount onto the chassis.
8. Install the Steeda mount onto the studs. Start all nuts (and/or studs) by hand. Torque 15mm bolts, attaching the Steeda mount to the chassis, to 35 ft. lbs. Torque the nuts, attaching the Steeda mount to the engine, to 60 ft. lbs.
9. Lower the jack, letting the engine rest on the mount. Reinstall the belly pan.

