

COBB®

591202 – COBB Tuning Downpipe



COBB

Congratulations on your purchase of the COBB Tuning Downpipe for your 2013 Ford Focus ST. The following instructions will assist you through your installation process. Please read them first **BEFORE** beginning the install and familiarize yourself with the steps and tools needed. If you feel that you cannot properly perform this installation, we **HIGHLY** recommend you take the vehicle to a qualified and experienced automotive technician.

Part List

- COBB Tuning Focus ST Downpipe
- 3" 2-Bolt Gasket
- 2.5"-3" Hybrid 2-Bolt Gasket

Tools Needed

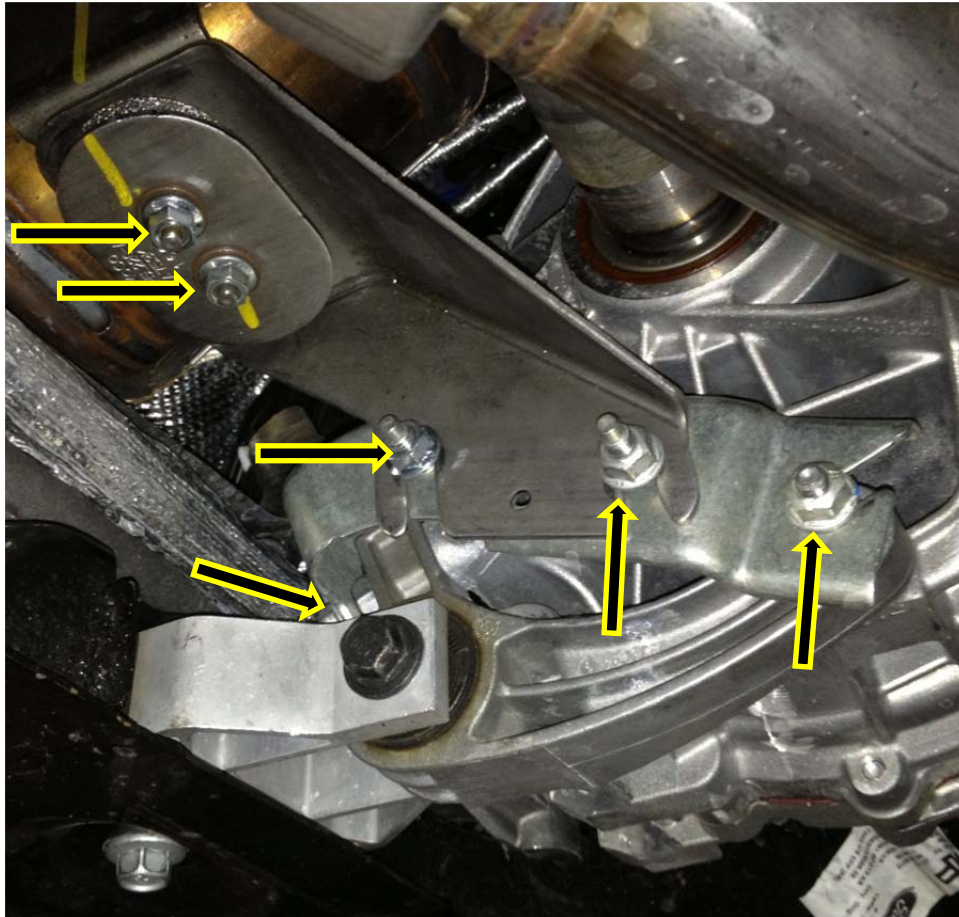
- Ratchet
- 6-Point Sockets: 8mm, 10mm, 13mm, 15mm
- Socket Extensions
- T-30 Torx Bit
- Oxygen Sensor Wrench
- Box Wrenches: 7mm, 8mm, 10mm, 13mm, 15mm

Removal of Factory Downpipe

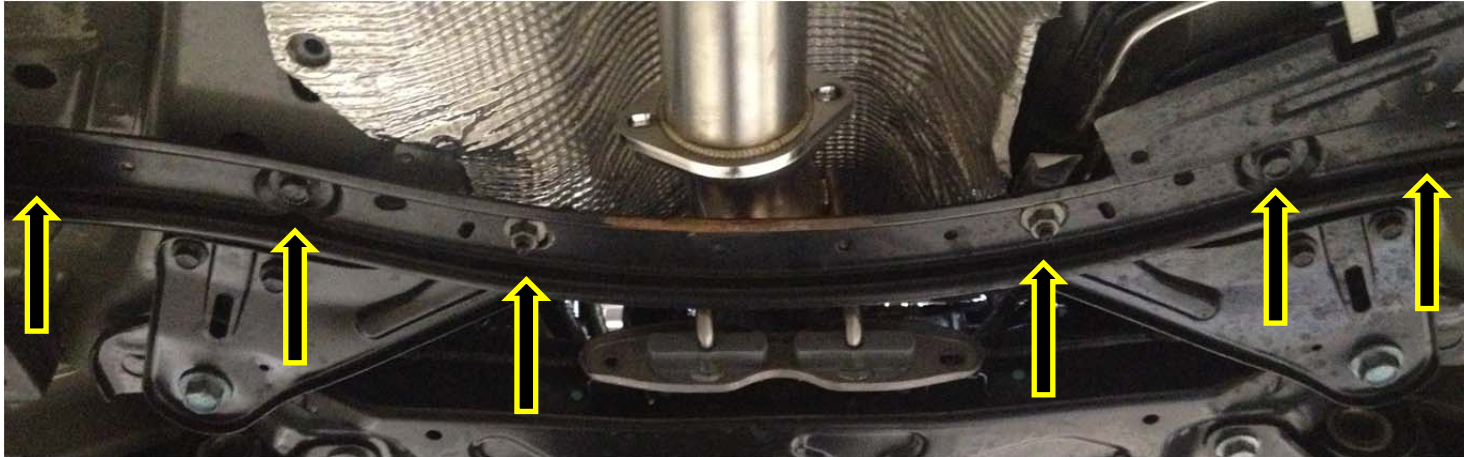
1. Start off by getting the vehicle up on a lift or placing jack stands under the front of the vehicle to get it up in the air and give you some room to work. Make sure the emergency brake is set firmly and you've blocked the rear wheels if you're using jack stands.
2. Using a T-30 Torx bit, remove the undertray by removing the screws (shown below) that hold it in place. You'll need to first remove the small lip section (top of picture, below) followed by the rest of the undertray.



3. Now that the undertray is removed, you'll have full access to the downpipe. Start off by removing the six (6) 13mm nuts that secure the downpipe brackets to the transmission (arrows, below).
Note: There is one hidden above the motor mount.



4. With all the nuts removed, you'll find that the bracket is loose but doesn't necessarily just fall off. You'll need to pull the bottom of the outside bracket towards the passenger side of the vehicle until it pops off of the lower stud. Once it gets past the lowest stud, it should come off easily.
5. Using a socket and a wrench, remove the two bolts that connect the rear of the downpipe to the rest of the exhaust system.
6. Using a 10mm socket, remove the two bolts that hold the downpipes rubber exhaust hanger grommet to car.
7. Using a 15mm socket, remove the two (2) nuts and four (4) bolts that hold the rear sub-frame cross-brace to the vehicle and set it aside.



8. Using a ratchet, long extensions, and a 13mm socket, remove the bolt on the v-band clamp that connects the downpipe to the turbo. It'll take some work but you'll need to pry the v-band clamp off of the flanges. A pry bar or screwdriver may be needed. Some tend to be harder than others to remove.

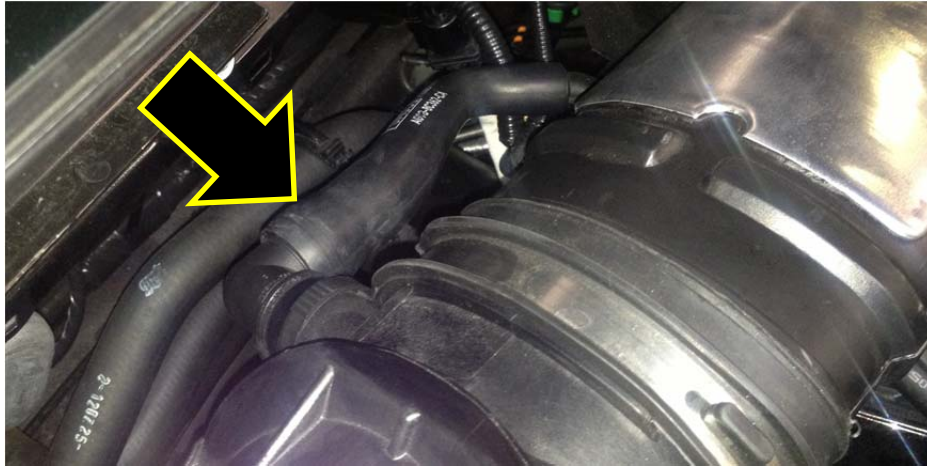


9. There are two O2 sensor plugs that need to be disconnected before you can remove the downpipe. To get to them, you'll need to remove the intake tract between the airbox and the turbo.
10. Remove the engine cover by pulling up. Set it aside.
11. Remove the rubber cover off of each windshield wiper to access the 15mm nut underneath. Remove each wiper. Remember which side is which for reinstallation later.
12. Remove the two (2) Torx and four (4) plastic fasteners on the top of the cowl. Remove the upper portion of the cowl and set aside.



13. Underneath, there are two (2) 10mm fasteners holding the next layer of cowl in place. Remove them and remove the cowl.

14. Remove the clamp and then remove the hose from the barbed fitting that goes into the back of the intake.

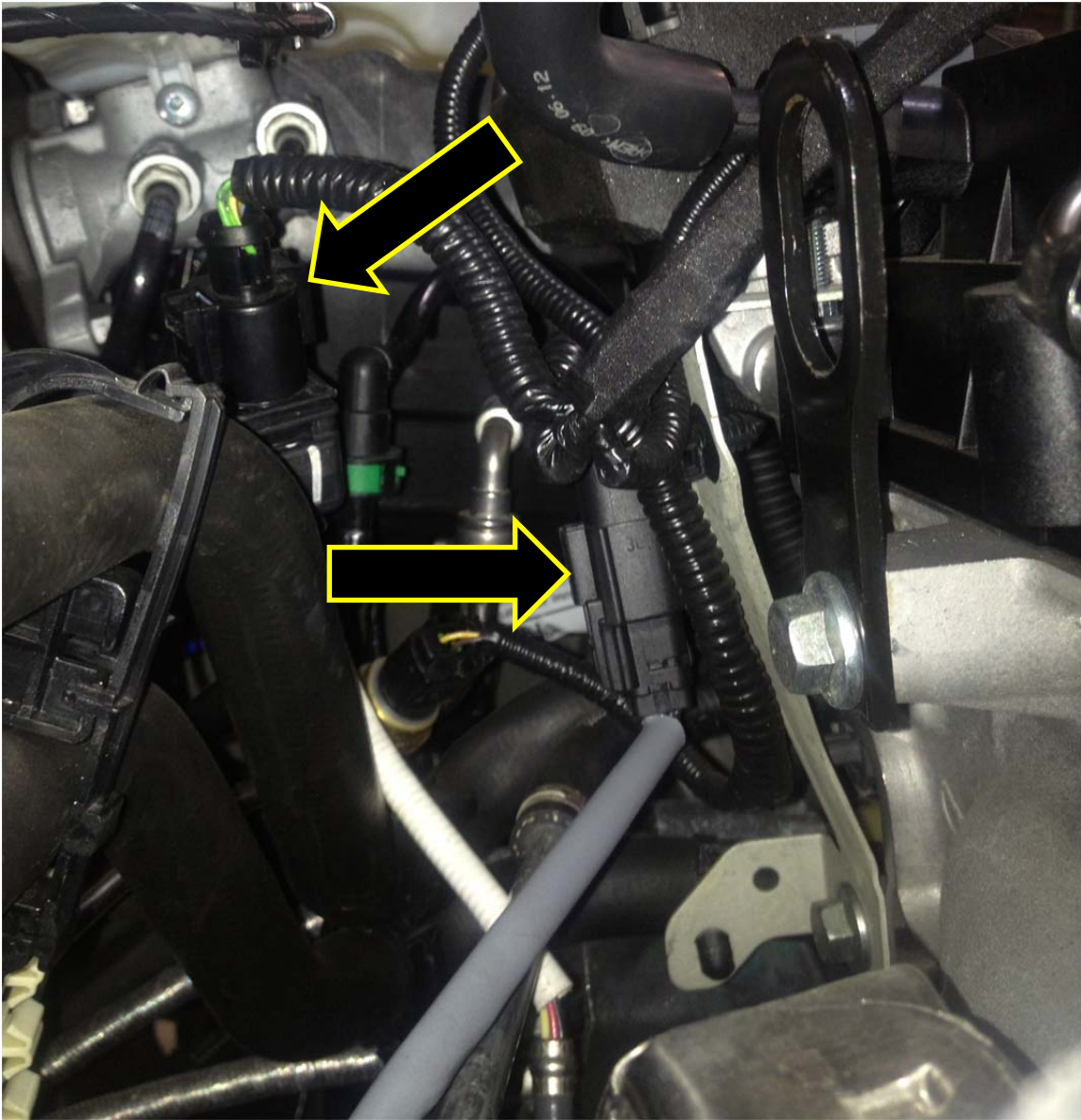


15. Using an 8mm socket or wrench, loosen the clamp that attaches the corrugated tubing to the elbow coming out of the airbox.
16. Using a 7mm socket or wrench, loosen the clamp that attaches the intake tube to the top of the turbo.
17. Using deep sockets or wrench, remove the three fasteners that hold the intake tract to the top of the motor. Then remove the motor cover mounting stud from the rubber grommet for reinstallation later.



18. With everything loose, you should now be able to remove the intake tract. It may be easier to loosen the clamp in the middle of the tract and split it into two pieces to remove.

19. With the intake tract out of the way, reach down and disconnect the O2 sensor plugs. If you can't locate them, locate the O2 sensors on the downpipe and follow the wire up to the connection.



20. With the O2 sensor plugs removed, you can now remove the downpipe.

Installing COBB Downpipe

1. Using an oxygen sensor wrench, remove the two O2 sensors from the factory downpipe. Put a small amount of anti-seize onto the threads and install them into the COBB downpipe, keeping in mind which one goes where.



2. Complete the installation by following the previous steps in reverse order until the vehicle is back together.
3. If installing with a factory catback exhaust, use the smaller diameter supplied gasket between the downpipe and the exhaust. If installing with an aftermarket 3" exhaust, use the larger diameter gasket.
4. You won't need to reinstall the brackets that previously connected the factory downpipe to the motor mount/transmission area.
5. Use your COBB AccessPORT to load up the correct tune for your new modifications and go enjoy your new COBB Catted Downpipe!