



## 792100 – COBB Tuning 3" Intake System

2013+ Ford Focus ST



Congratulations on your purchase of the COBB Tuning 3" Intake System 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 3" Intake Tube
- COBB Sticker (Color Coded)
- 3" Silicone Reducer Coupler
- 3" Silicone Elbow
- 4 x Worm Clamps
- 6mm Socket Head Cap Screw

**Tools Needed**

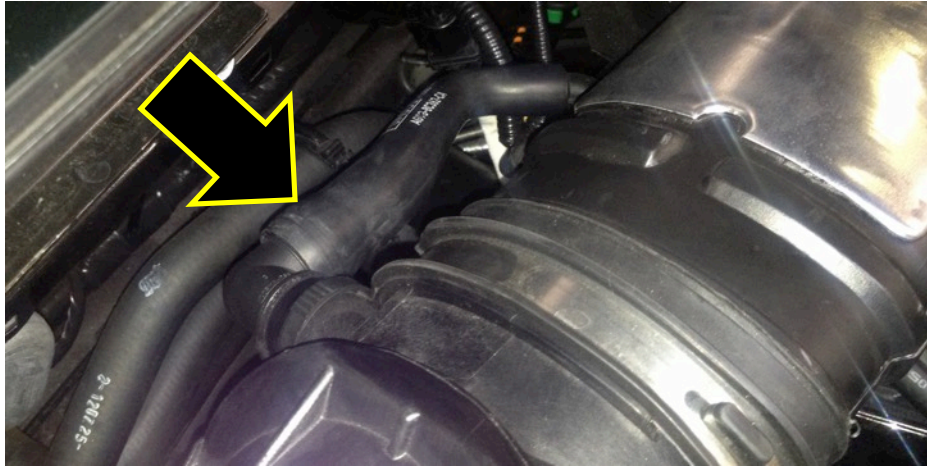
- Ratchet
- 6-Point Sockets: 7mm, 8mm, 10mm
- Socket Extensions
- Swivel Adapter (recommended)
- T-30 Torx Bit
- 5mm Allen/Hex Wrench
- Box Wrenches: 7mm, 8mm, 10mm
- Silicone Spray (Recommended)
- Pliers

## Removal of Factory Intake Tract

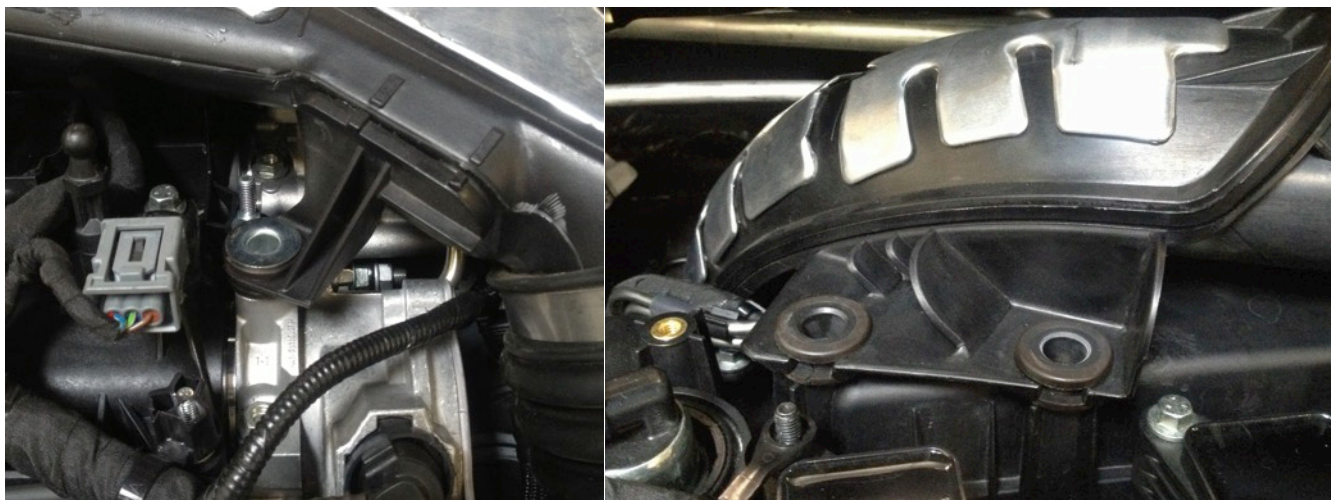
1. Remove the engine cover by pulling up. Set it aside.
2. Remove the rubber cover off of each windshield wiper to access the 15mm nut underneath. Remove each wiper. Remember which side is which for reinstallation later.
3. Remove the two (2) Torx and four (4) plastic fasteners on the top of the cowl. There is a small lip on the plastic fastener. If you insert a small flathead screwdriver into the lip and rotate the screwdriver, it should pop up and make it easier to remove. Remove the upper portion of the cowl and set aside.



4. Underneath there are two (2) 10mm fasteners holding the next layer of cowl in place. Remove them and remove the cowl.
5. Using pliers remove the clamp and then remove the hose from the barbed fitting that goes into the back of the intake.



6. Using an 8mm socket or wrench, loosen the clamp that attaches the corrugated tubing of the intake tract to the elbow coming out of the airbox.
7. Using a 7mm socket or wrench, loosen the clamp that attaches the intake tube to the top of the turbo. Follow the intake tract across the engine and down behind the motor to locate the turbo/connection.
8. Using deep sockets or wrench, remove the three fasteners that hold the intake tract to the top of the motor. On the motor cover mounting stud, remove it from the rubber grommet for reinstallation later.



9. 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.

## Installing COBB Full 3" Intake and Filter

1. Loosely place a worm clamp over the small end of the silicone reducer and install it onto the turbo, behind the motor. Make sure the silicone is fully seated on the turbo and tighten the clamp. Spraying the inside of the silicone with a small amount of silicone spray will make installation that much easier.
2. Loosely drop another worm gear around the larger end of the silicone you just installed onto the turbo. It can lay down at the bottom of the silicone for now. It just needs to be in place before you install the intake tube.
3. Install the COBB 3" Intake down into the turbo silicone. Applying some silicone spray to either the outside of the tube or inside of the silicone will make it that much easier.
4. Spray some silicone spray into the inside of the 3" silicone elbow and install it with the top of the letter point towards the tube.
5. Loosely install two worm clamps onto the silicone and then install the other end of the silicone down onto the plastic elbow coming out of the airbox.



6. Adjust and turn the silicone elbow as well as pull up or push down on the tube going into the turbo silicone to get everything to line up and fit best.
7. Once it is all in place and nothing is rubbing or touching any other components (check behind the tube where the bracket mounts to make sure the tube has clearance between the hard fuel line connecting to the high-pressure fuel pump), install the supplied fastener into the mounting location under the mounting bracket hole. Tighten it down while ensuring the tube maintains good clearance between that hard fuel line.
8. OPTIONAL: If you are having clearance issues with the intake touching the fuel line on the back side of the intake, near the sticker, you may want to use the factory rubber bushing→washer→bolt that held the stock intake to the mounting point to help raise the intake up and away from the fuel line. This should only be necessary on for a small amount of installations so do your best to make Step 7 work for your install.
9. Now go back and snug down all the worm clamps into place
10. Push the valve cover hose over the barbed fitting at the back of the tube. Reinstall the clamp or use a zip tie to keep it secure.
11. Reinstall the engine cover mounting post into its appropriate hole and reinstall your engine cover.
12. Using a 10mm socket and extension, loosen the four (4) fasteners on the top of the airbox to remove the lid. Pull out the factory filter element and replace with the supplied dual-cone element. There is no need to use the worm clamp that come with the filter. Reinstall the lid.
13. Close the hood and load up the best fitting map onto your COBB AccessPORT and enjoy the improved driving experience from your COBB 3" Intake!