



**891001 – COBB Tuning Rear Motor Mount**  
**2013 Ford Focus ST**



COBB

Congratulations on your purchase of the COBB Tuning Rear Motor Mount 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**

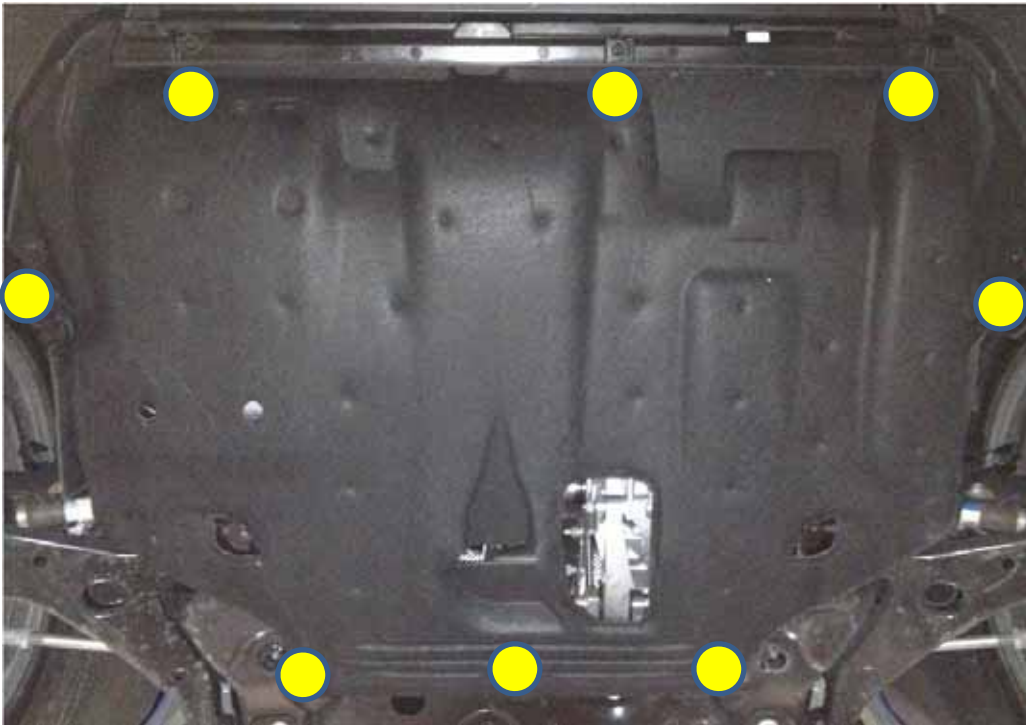
- COBB Tuning Rear Motor Mount
- M12 x 75mm Socket Head Cap Screw
- 12mm Flat Washer
- 12mm Split Lock Washer

**Tools Needed**

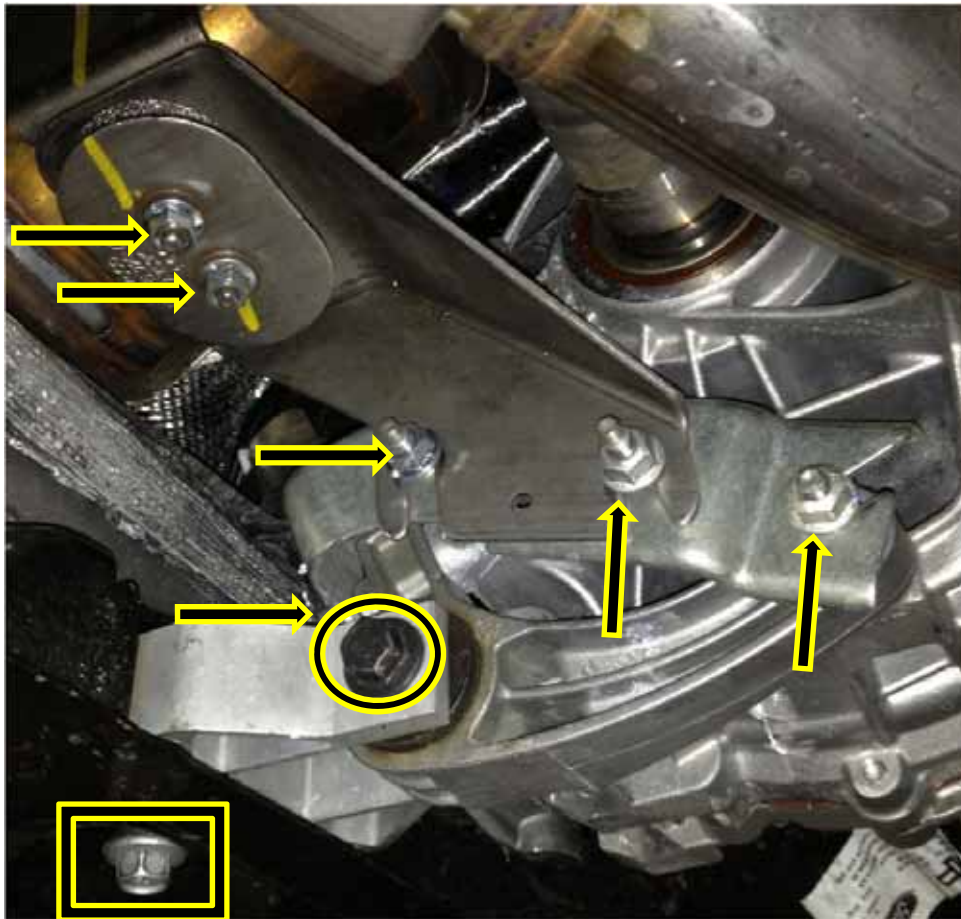
- Ratchet
- 6-Point Sockets: 13mm, 15mm
- Socket Extensions
- T-30 Torx Bit
- 10mm Hex/Allen Socket
- Torque Wrench (>90 ft/lb capacity)
- Box Wrenches: 13mm, 15mm
- Recommended: 15mm Ratcheting Wrench

## Removal of Motor Mount

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.

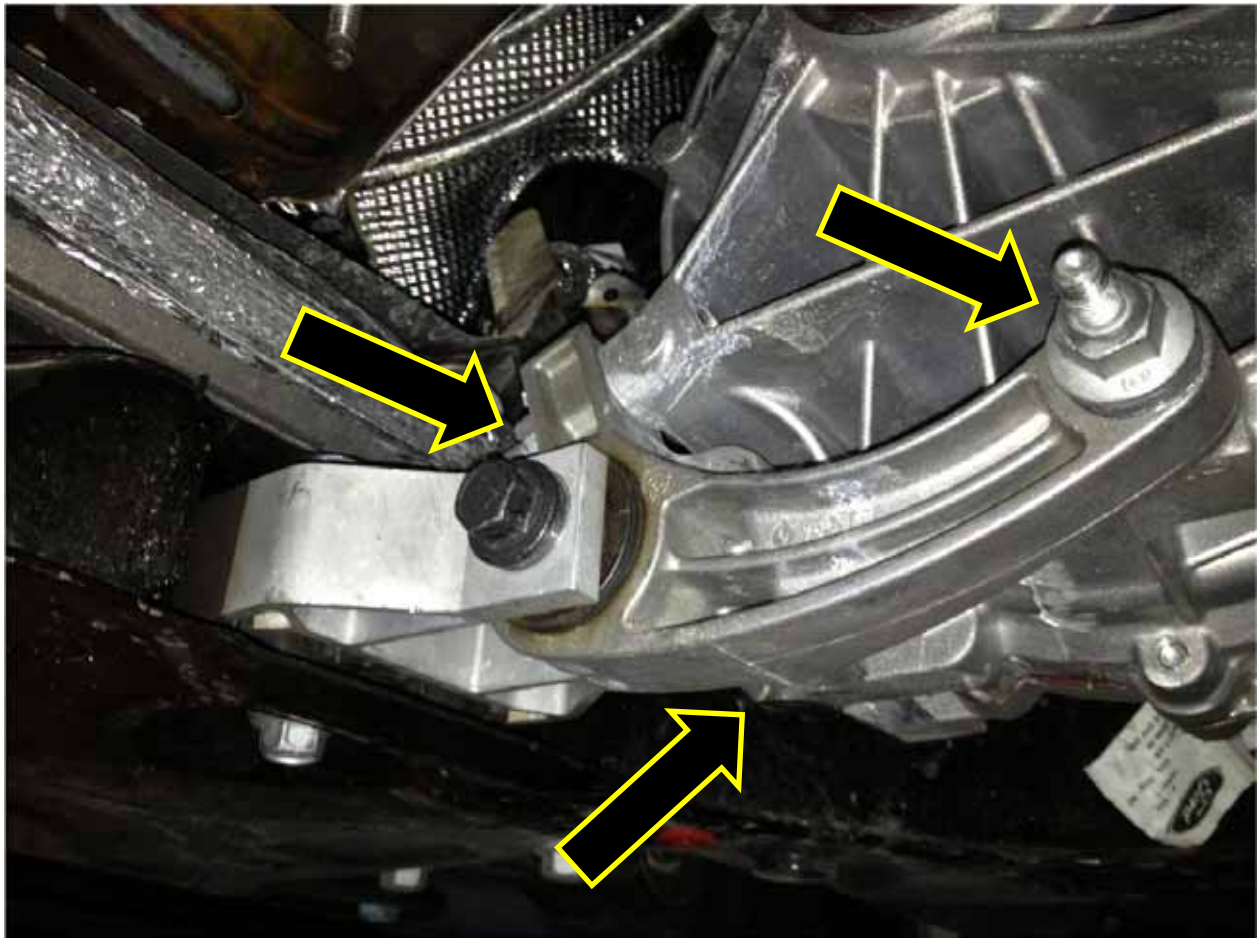


3. Now that the undertray is removed, you'll have full access to the rear motor mount. Start off by removing the six (6) 13mm nuts that secure the downpipe brackets to the transmission (arrows, below). There is one right above the motor mount on the back of one of the brackets as well.



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. Now, use a 15mm socket or ratcheting wrench to remove the horizontal bolt that secures the rear motor mount to the transmission. (Circled Above) You will see now that the motor can pivot easily forward and backward.

6. Using the same 15mm socket, remove the vertical bolt (Squared In Above Picture) that holds the rear motor mount into the subframe. Once removed, the mount is loose but still captured in place by the transmission bracket. Keep track of which one is the vertical bolt, as it will be reused.
7. Using a 15mm wrench (ratcheting works great here), remove the final three 15mm studs that secure the transmission bracket to the transmission. Once loose, push the bottom of the motor towards the front of the car to allow the transmission bracket and rear motor mount to come out of the car.





## Installation of COBB Motor Mount

1. With the factory mount out of the way, install your COBB RMM into the same location as the factory mount like shown below. It will more than likely be a tighter fit than the factory mount. Just work it back and forth until the vertical bolt hole is close to lining up. Very loosely install the vertical bolt.



2. Install the factory transmission bracket into place using the 15mm studs that were previously removed. Torque them to 45 ft/lbs.
3. Now, install the included Socket Head Cap Screw with a lock washer and flat washer into the horizontal bolt location to secure the COBB mount to the factory transmission bracket using the 10mm Hex/Allen socket. It may require some minor swinging of the motor to get the holes lined up correctly. Torque to 75 ft/lbs.



4. With the horizontal fastener fully tightened, go back and torque the vertical fastener to 70 ft/lbs with a 15mm socket.
5. Reinstall the downpipe support bracket using the six (6) 13mm nuts that you previously removed. Some force may be needed to get it all lined up and to pop over that bottom stud that gave you trouble when removing it.
6. Reinstall the undertray pieces using the T-30 Torx bit. We recommend you tighten by hand so as to not strip the plastic threads.

**NOTE:** This particular part is under huge amounts of dynamic forces while driving. Because of this, we recommend you go back and re-torque all the fasteners after the first few days of driving to ensure nothing has come loose. Visual inspection is recommended during oil changes or any other time you're under the vehicle.