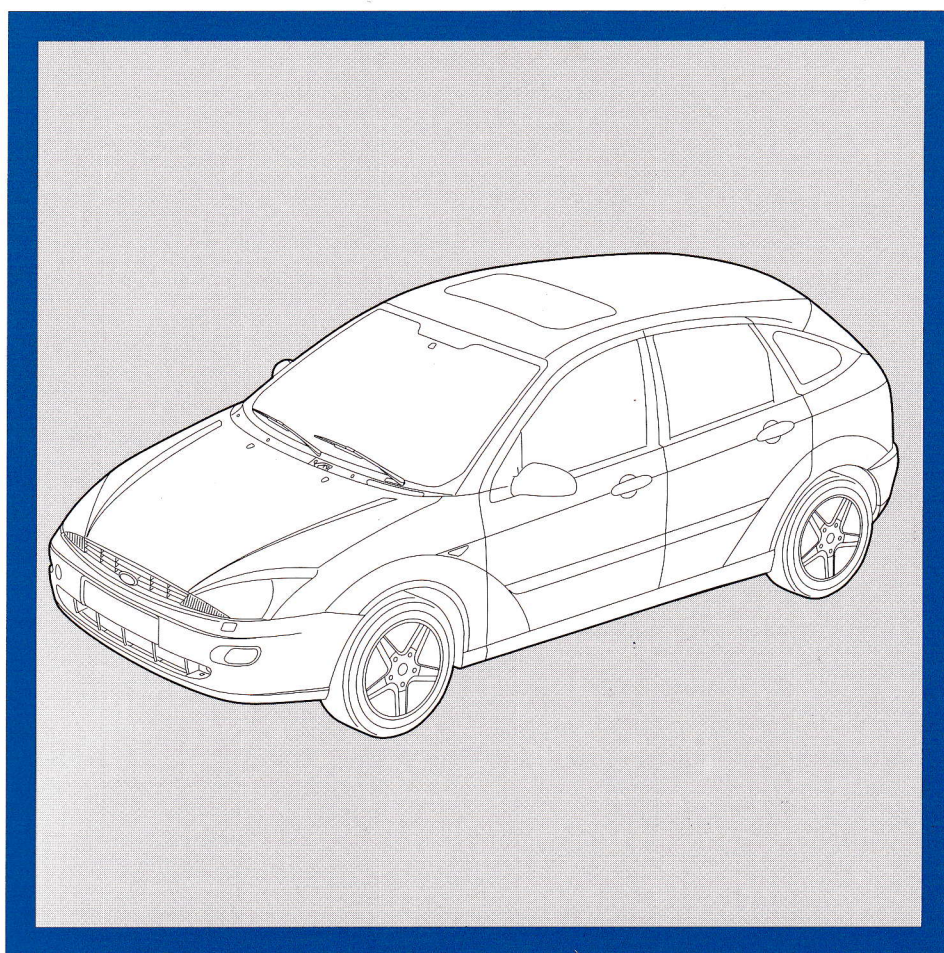


Technical Service Training

Focus

New Product Introduction 00/270

Body



Student Information



With the '99 model year the Escort is superseded by a new generation vehicle, the "FOCUS". This new innovative medium-sized vehicle incorporates the latest technical developments and modified components and systems from existing Ford vehicles.

The object of the "FOCUS" course is to present the vehicle and familiarise you with the vehicle components and systems. To this end, the training literature has been split into the following publications based on the main areas:

- New Product Introduction 00/269 "Focus", CG 7745/S
- **New Product Introduction 00/270 "Focus – Body", CG 7746/S**
- New Product Introduction 00/271 "Focus – 1.8 L Endura–DI Turbocharged Intercooled Diesel Engine", CG 7747/S
- New Product Introduction 00/272 "Focus – 4F27E Automatic Transmission", CG 7748/S
- New Product Introduction 00/273 "Focus – Overview", CG 7749/S

This New Product Introduction describes the body of the vehicle, providing information about the body design, safety features, crash performance and notes with a bearing on servicing.

Please remember that our training literature has been prepared solely for FORD TRAINING PURPOSES.

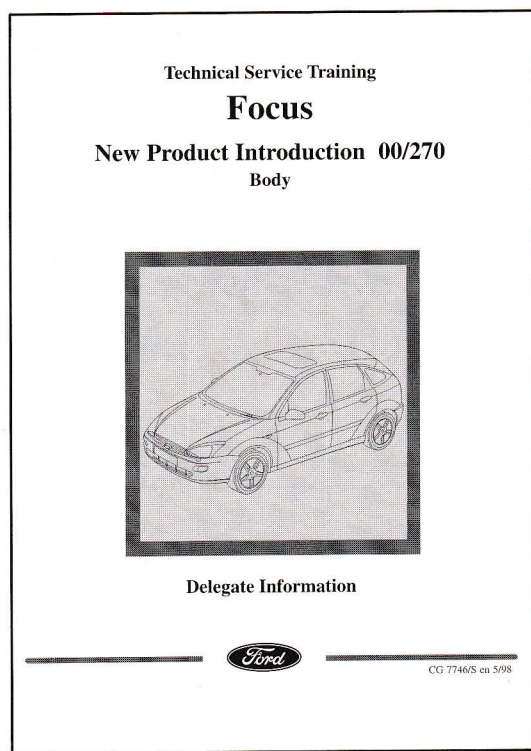
Repair and adjustment operations **MUST** always be carried out according to the instructions and specifications in the workshop literature.

Please make extensive use of the training courses offered by Ford Technical Training Centres to gain extensive knowledge in both theory and practice.

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New Product Introduction 00/269
“Focus”, CG 7745/S

New Product Introduction 00/271
“Focus – 1.8 L Endura-DI Turbocharged
Intercooled Diesel Engine”, CG 7747/S

New Product Introduction 00/272
“Focus – 4F27E Automatic
Transmission”, CG 7748/S

New Product Introduction 00/273
“Focus – Overview”, CG 7749/S

Video
“Focus”, CG 7751/V

General

Active body safety

- Safe handling from the torsionally rigid body design plus a high degree of driving comfort.

Passive body safety

- The projecting impact absorbers reduce the damage to the underlying body parts at impact speeds of approximately 3 mph (5 km/h) by absorbing a considerable amount of the energy in a collision.
- Energy from an impact on one side of the vehicle is transmitted to the opposite side of the vehicle through the impact absorber and body assembly.
- The vehicle can absorb a large amount of impact energy (very long deformation paths) at the front through the bulkhead to the floor assembly due to:
 - strong tapering side members which increase in cross-section towards the bulkhead;
 - additional reinforcement in the profile section of the frame side member with a material thickness of 2 mm;
 - continuation of the frame side members in the form of reinforcement profiles in the lower part of the bulkhead.
- The passenger compartment is extremely strong due to:
 - the voluminous safety crossmember connecting the A-pillars in the lower part of the windshield frame;
 - optimized panel thicknesses in the deformation areas;
 - distribution of the impact forces through the additional side members running in the floor assembly at the front;
 - use of high strength sheet steels.
- Additional reinforcements in the doors protect the vehicle occupants in a side impact.

Frontal impact at 10 mph (15 km/h) (insurance crash test)

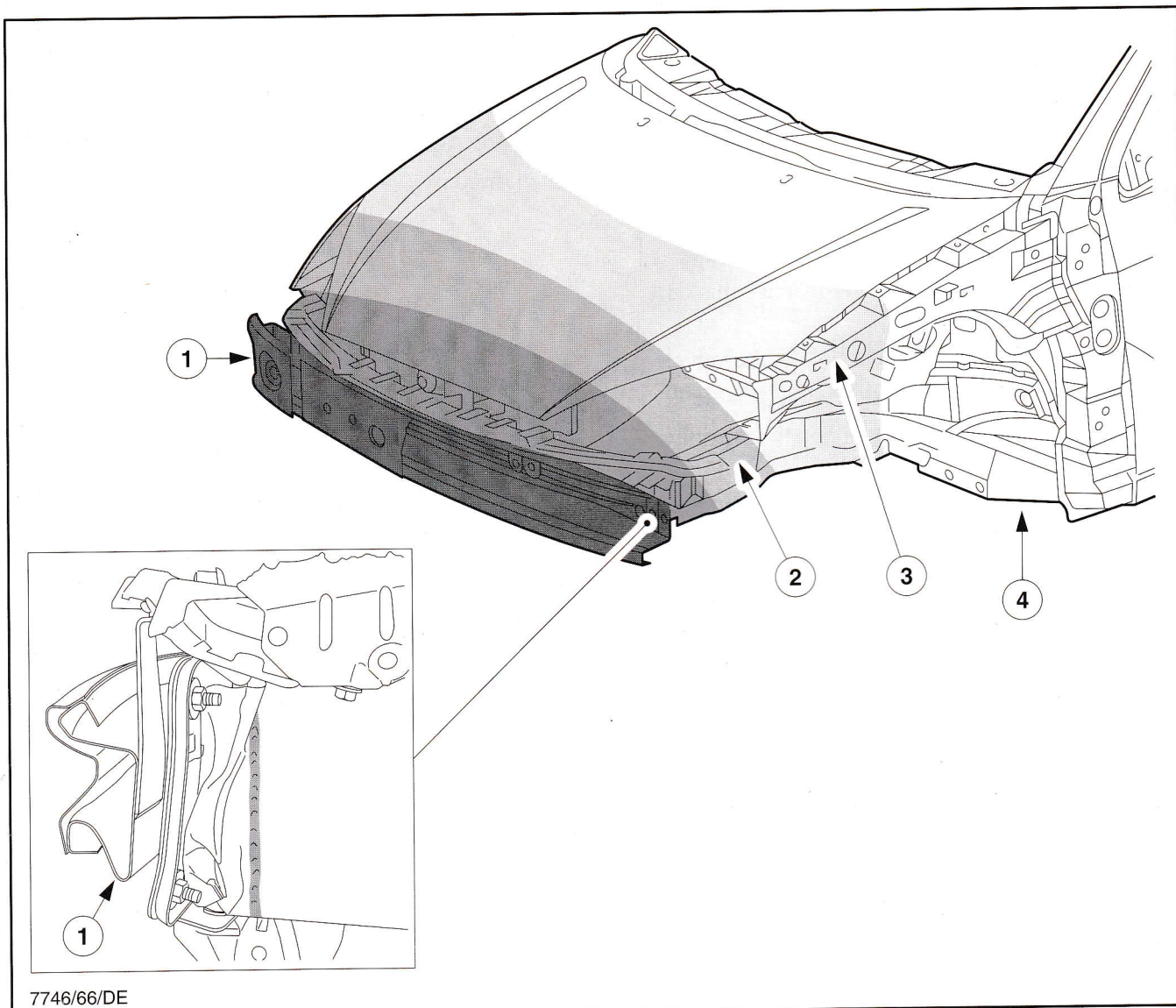
- Unavoidable damage is systematically confined to certain easily changed body components.
- A special crossmember made of ultra-high strength steel reduces the impact energy to avoid more extensive body damage.
- The front part of the side member is optimised for absorption of impact energy and designed to facilitate sectional repairs.

Rear impact at 10 mph (15 km/h) (insurance crash test)

- A modern manufacturing method (hydroforming) has been used to adapt the rear crossmember to the difficult space conditions.
- The high-strength steel of the crossmember is particularly suitable for absorbing impact energy.

Crash performance

Front of vehicle



7746/66/DE

- 1 Bolted impact absorber
- 2 Frame side member to fender apron panel

- 3 Upper frame side member
- 4 Bulkhead reinforcement

- As far as crash performance is concerned, the front of the Focus can be divided into four deformation zones of different strength.

- In minor impacts only the bolted impact absorber is deformed.
- Minor to moderate impacts are absorbed by the impact absorber and the underlying tip of the frame side member.

- When the impact energy is greater, this is absorbed by the middle portion of the frame side member and the upper frame side member.

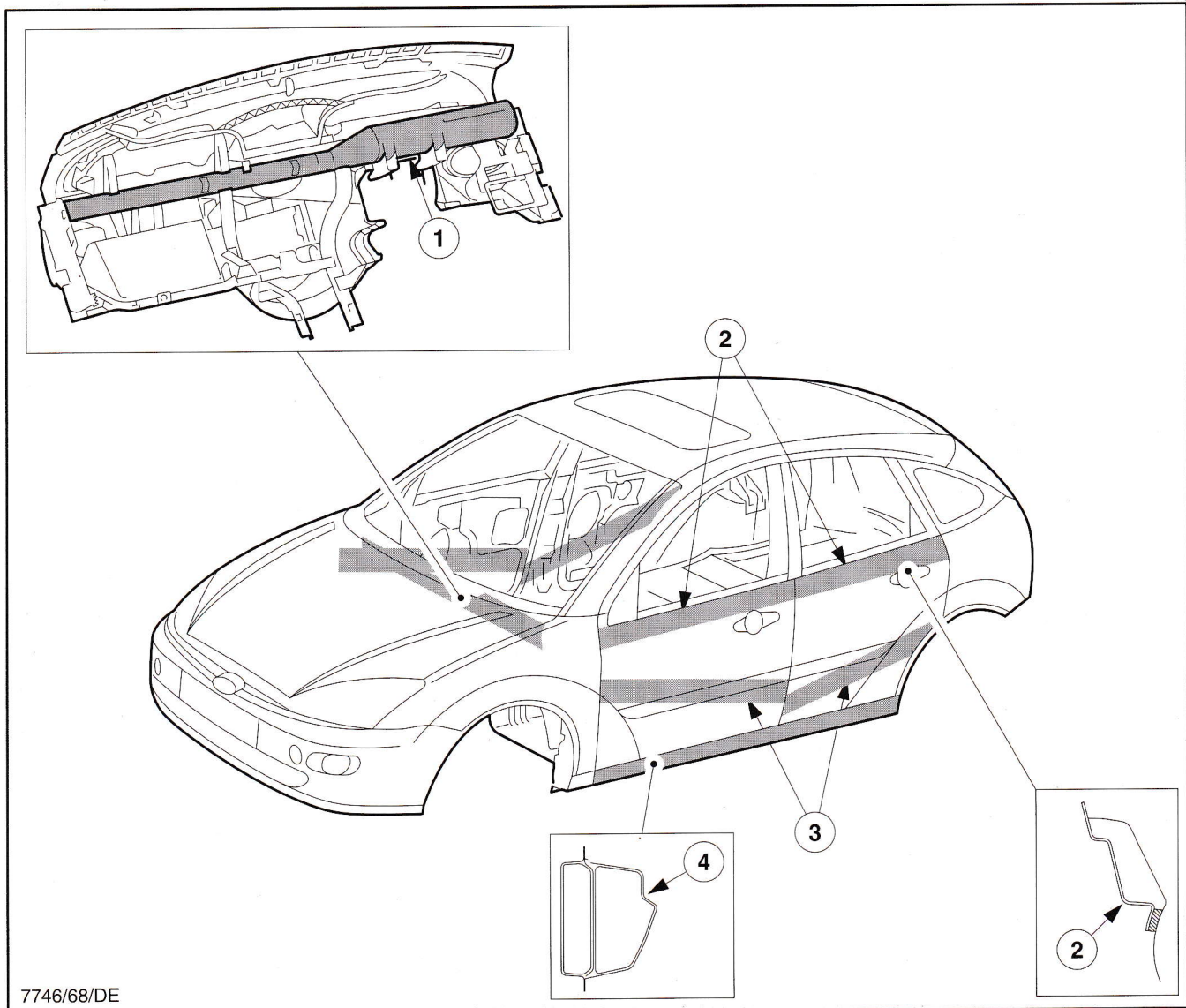
Crash performance (continued)

Passenger compartment/side area

- The Focus body is designed to be strong. The passenger compartment offers the vehicle occupants good protection even when body deformation is considerable.
- The entire concept is based on a specially designed system of members focussing on the following body areas:
 - bulkhead/bulkhead reinforcement
 - A-pillars
 - floor assembly
 - side frames
 - roof members
- An additional safety crossmember is incorporated between the A-pillars in the upper bulkhead area. In addition, the facia and instrument panel and the safety steering column are secured to this cross-member.
- The lower bulkhead area (footwell) is reinforced by additional systems of members connected to the front of the vehicle.
- The A-pillars and the floor assembly are designed to be very resistant to deformation and bending due to additional reinforcing panels, some of which are made of high strength material.
- Protection against side impacts in the door area is provided by the following body parts:
 - rocker panel assembly
 - side impact protection in the doors
 - additional upper door reinforcement
 - B-pillar with internal reinforcement and additional junction panel made of high strength material
 - floor assembly transverse brace (seat mounting)
- A very high level of stiffness is obtained through the design of the rocker panel assembly, for which large cross-sections were selected. In addition, the rocker panel is divided in two by an internal reinforcement secured in the longitudinal axis of the vehicle. This functions like a double tube with increased strength.

Crash performance (continued)

Passenger compartment/side area



1 Safety crossmember

2 Upper door reinforcement

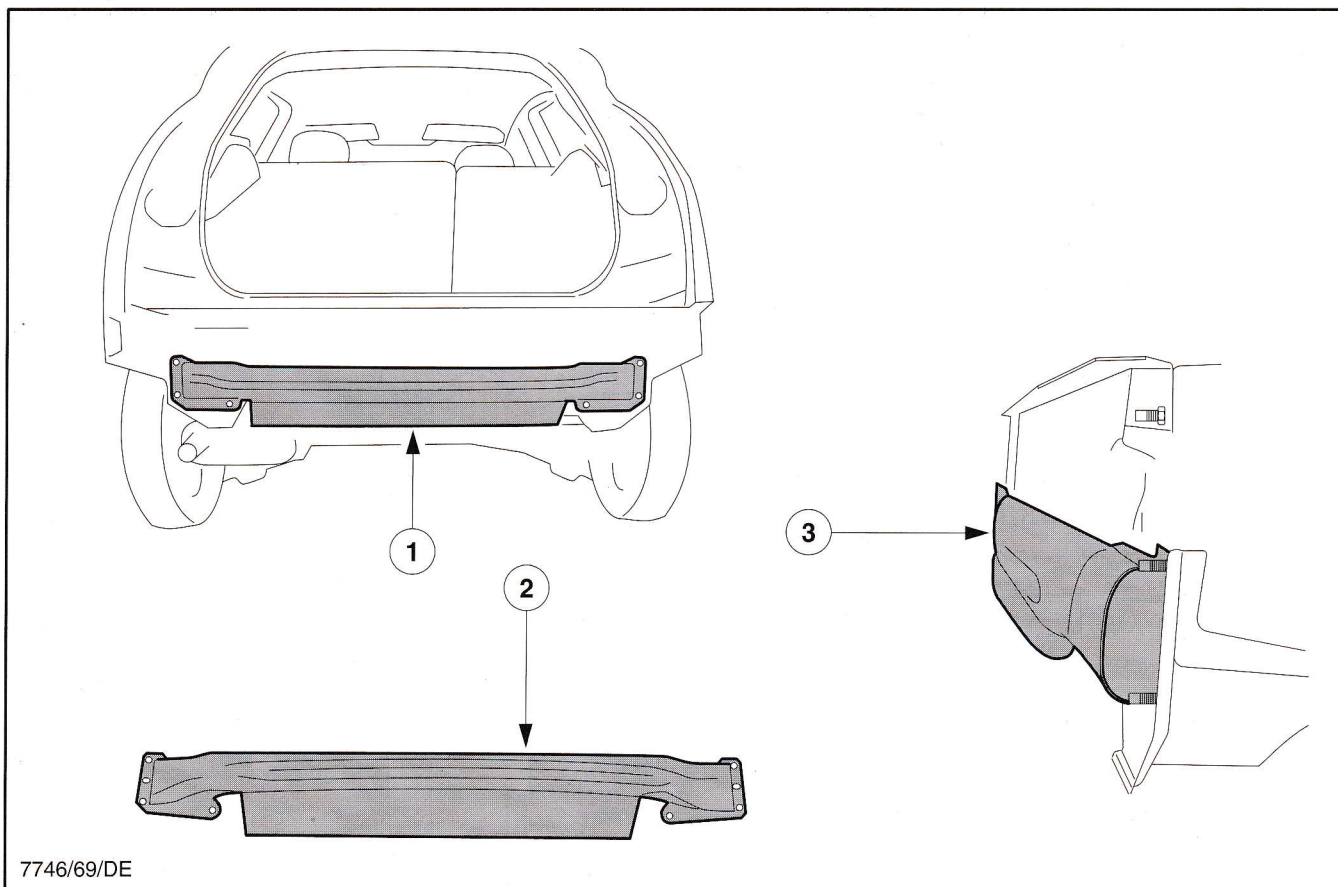
3 Side impact protection

4 Rocker panel assembly

- The door reinforcement is welded in the door well at the top and secured firmly to the door skin panel at the bottom by a glued seam.
- The side impact protection profile section is incorporated securely in the door structure at the sides and glued to the door skin panel.
- The footwell area is protected by an additional reinforcement between the bulkhead and the front of the vehicle (refer to the section on design).

Crash performance (continued)

Rear area/impact absorber



1 Rear of vehicle with impact absorber

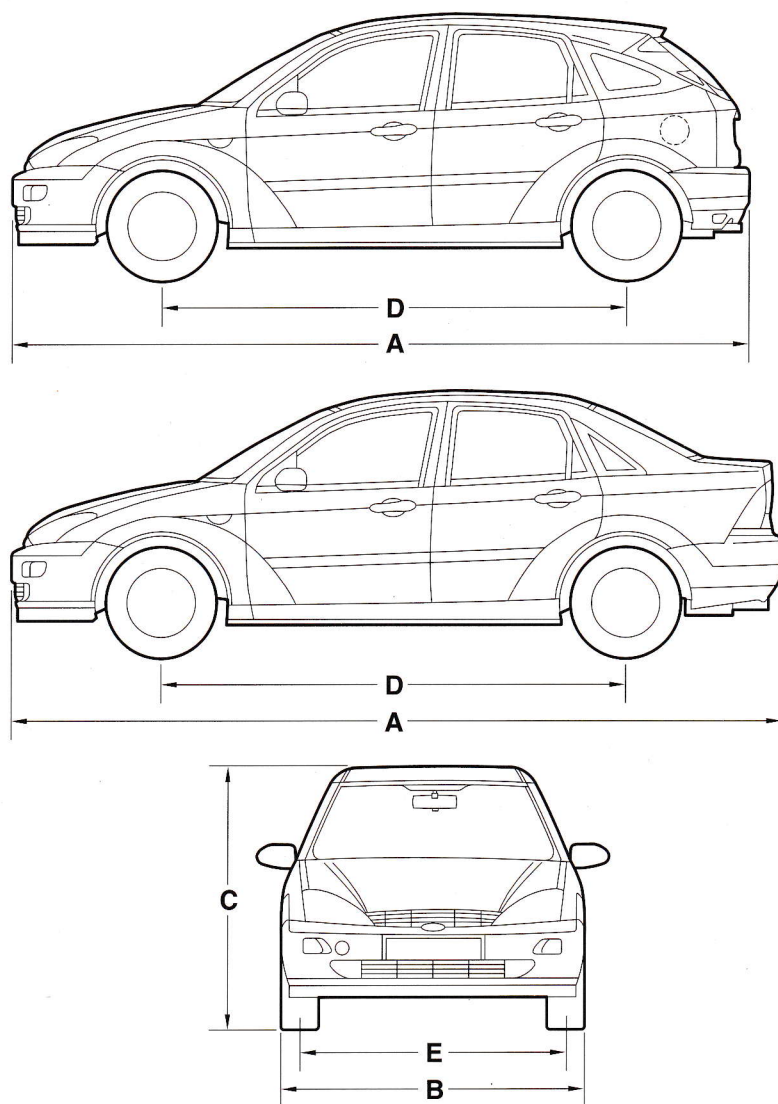
2 Impact absorber

3 Side view of impact absorber

- The rear bumpers on the 3-door, 4-door and 5-door model variants have an additional impact absorber to increase the stiffness of the body and absorb impact energy. This impact energy is then transmitted to the ends of the frame side members.
- This impact absorber consists of a round profile section with integral stiffening folds and channels.
- On the wagon variant this function is performed by a crossmember welded into the frame structure. This crossmember is located directly in front of the back panel.

General

Vehicle dimensions



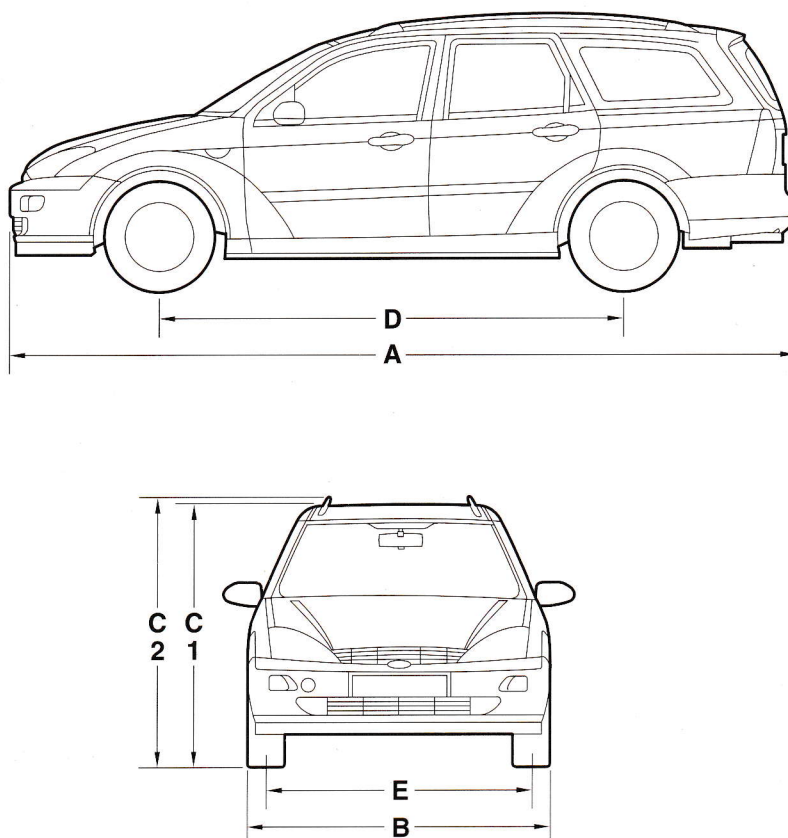
7746/01/DE

Top: Hatchback

Bottom: Notchback

Dimensions (mm)	Hatchback	Notchback
A = Max. length	4150	4362
B = Overall width (excl. exterior mirrors)	1702	1702
C = Overall height	1481	1481
D = Wheelbase	2615	2615
E = Track front	1494	1494
rear	1488	1488

Vehicle dimensions (continued)



7746/02/DE

Dimensions (mm)		Wagon
A = Max. length		4438
B = Overall width (excl. exterior mirrors)		1702
C1 / C2 = Overall height		1492 / 1532
D = Wheelbase		2615
E = Track	front	1494
	rear	1488

General

Raising vehicle

The points for raising the Focus are identified by arrow marks on the rocker panels.

Raising with a lift

- The arms of the lift should only be applied under the specified points. Major body damage may result if the vehicle is raised at other points.

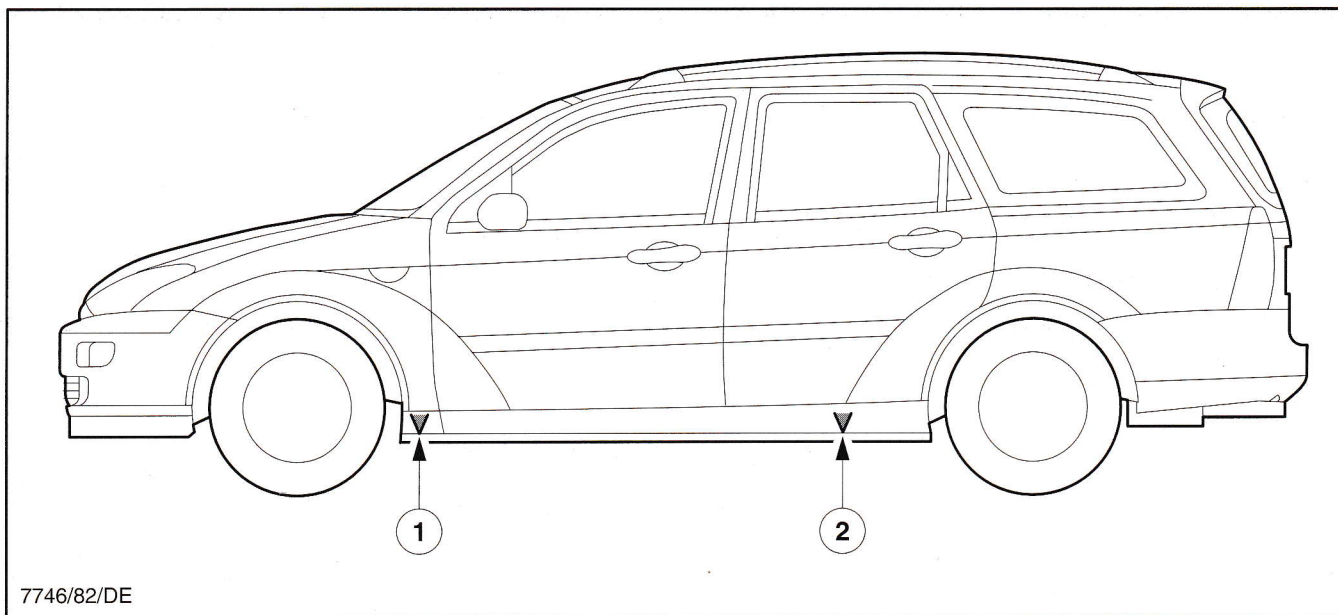
Raising with a jack

- The vehicle should only be jacked at the points marked on the rocker panel.

Supporting on axle stands

- Only use the specified supporting points.
- Do not damage the underbody corrosion protection.

NOTE: The vehicle must not be raised under the front axle crossmember or the multi-link suspension otherwise chassis damage may result.



Raising points

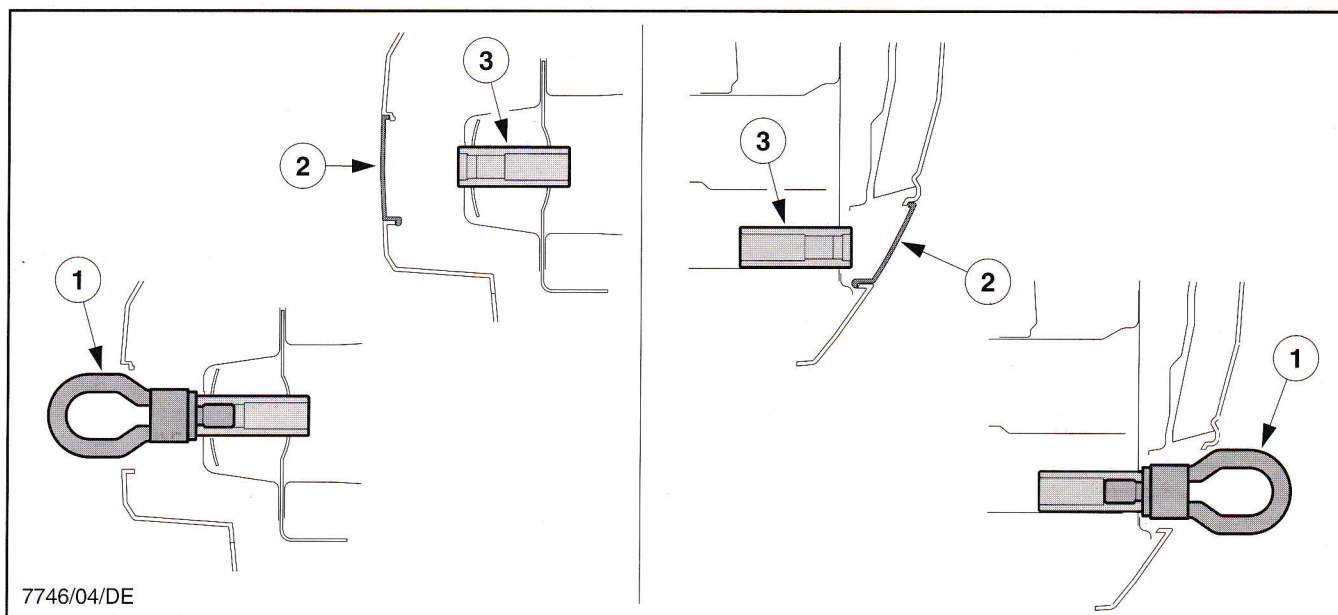
1 Front raising points

2 Rear raising points

Towing vehicle

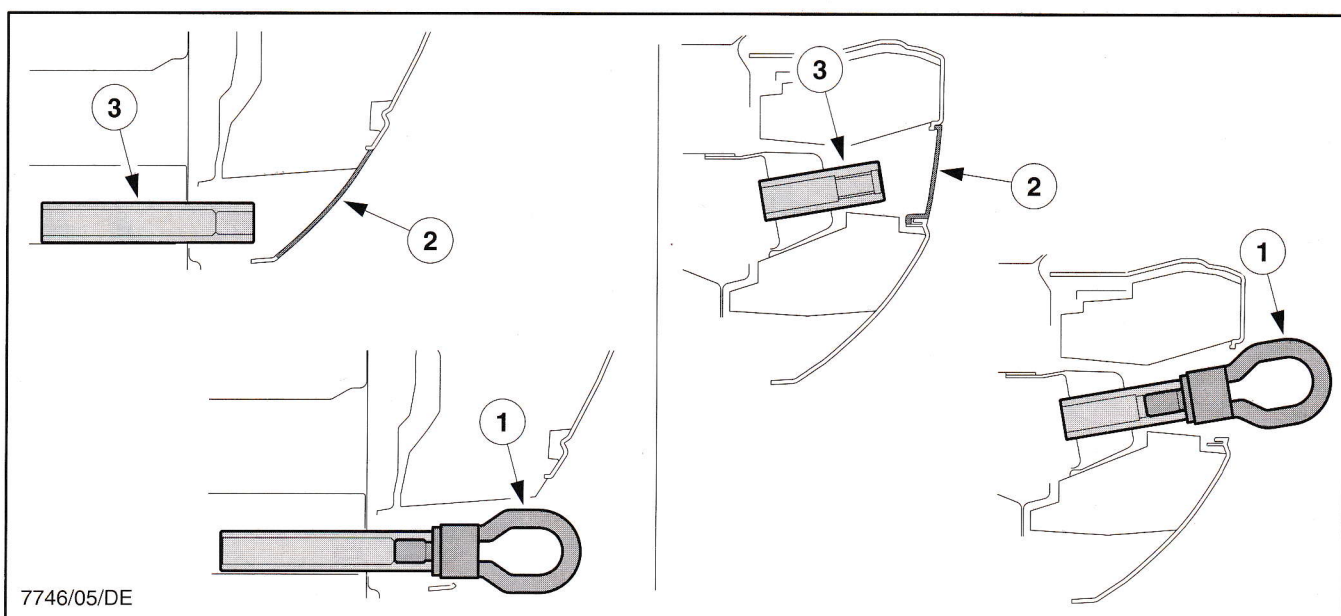
The FOCUS has a detachable towing eye as standard equipment. Mounting sockets for the towing eye are

incorporated in the front and the rear side members. The towing eye is located in the spare wheel well.



All models – front

Hatchback – rear

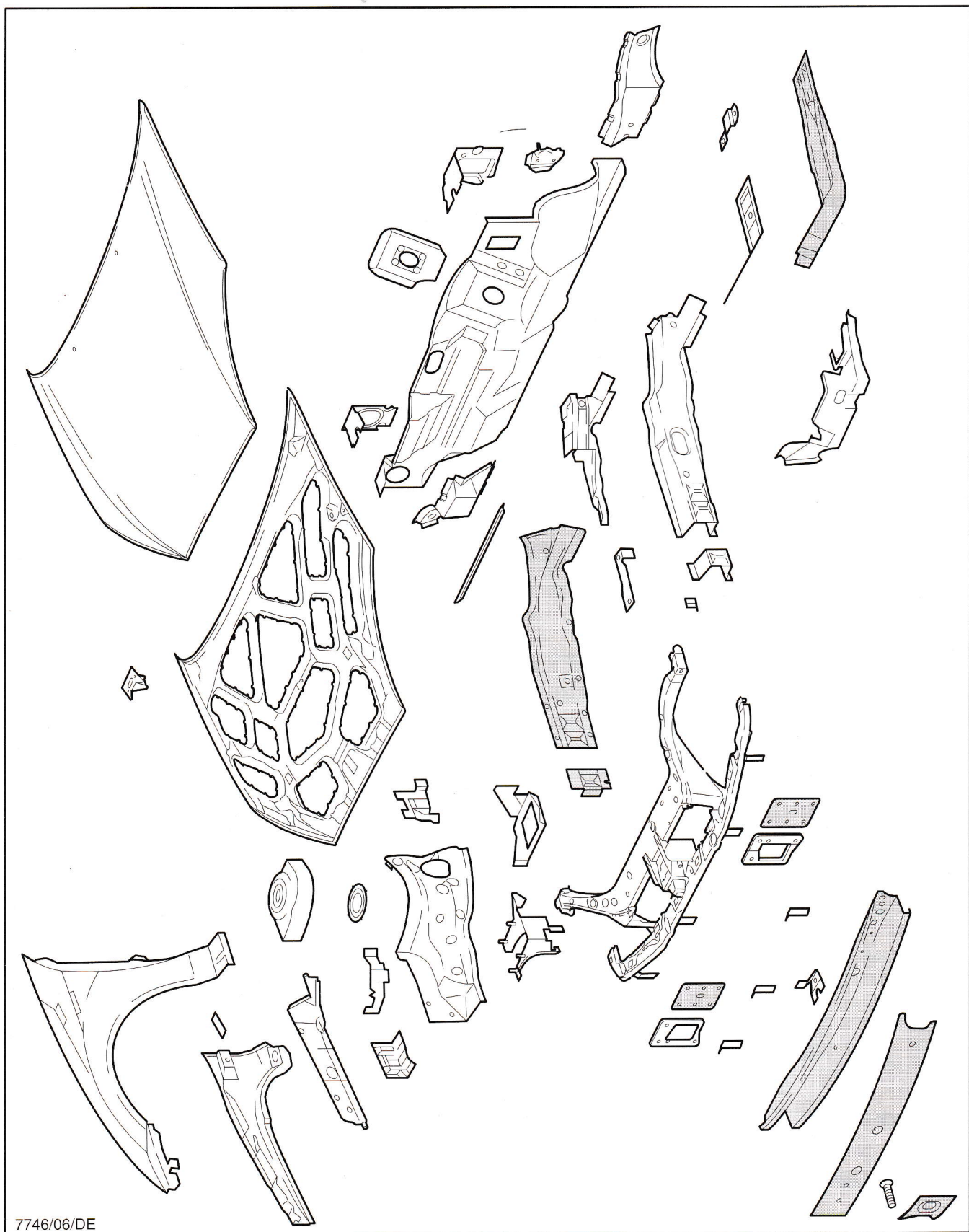


Notchback – rear

Wagon – rear

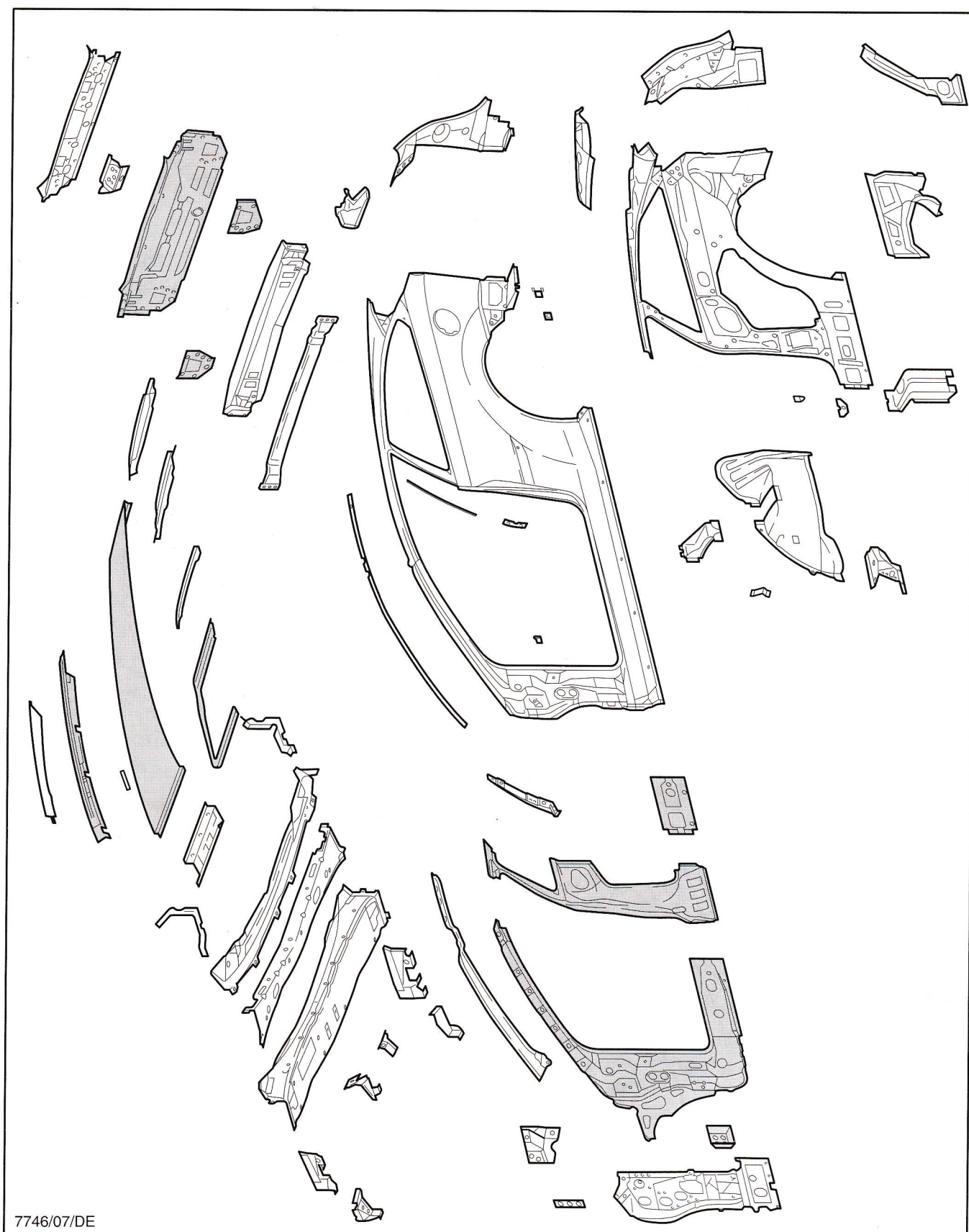
- 1 Towing eye
- 2 Cover in bumper

- 3 Threaded socket in frame side member



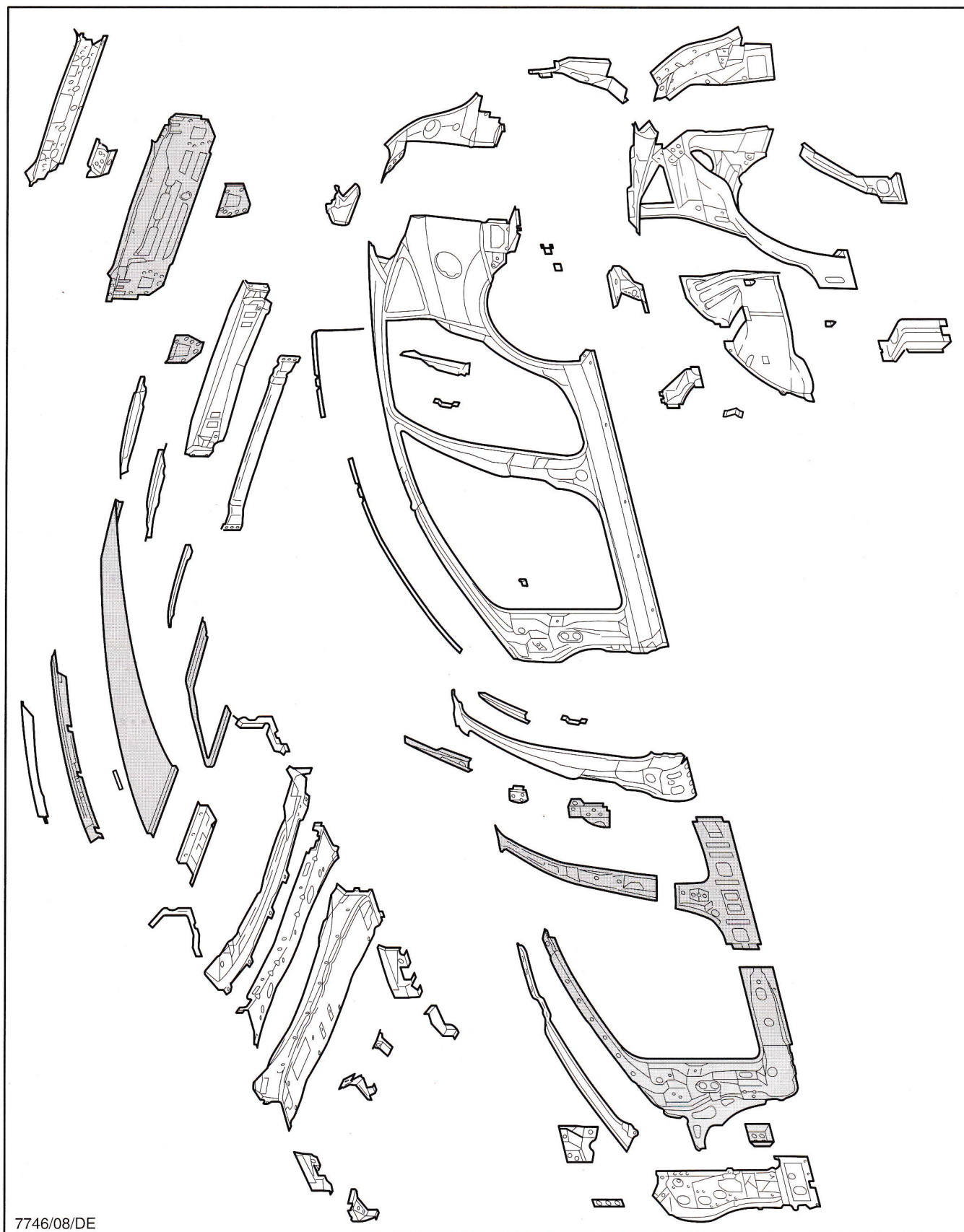
Parts overview – front of vehicle

 Parts made of high-strength sheet steel



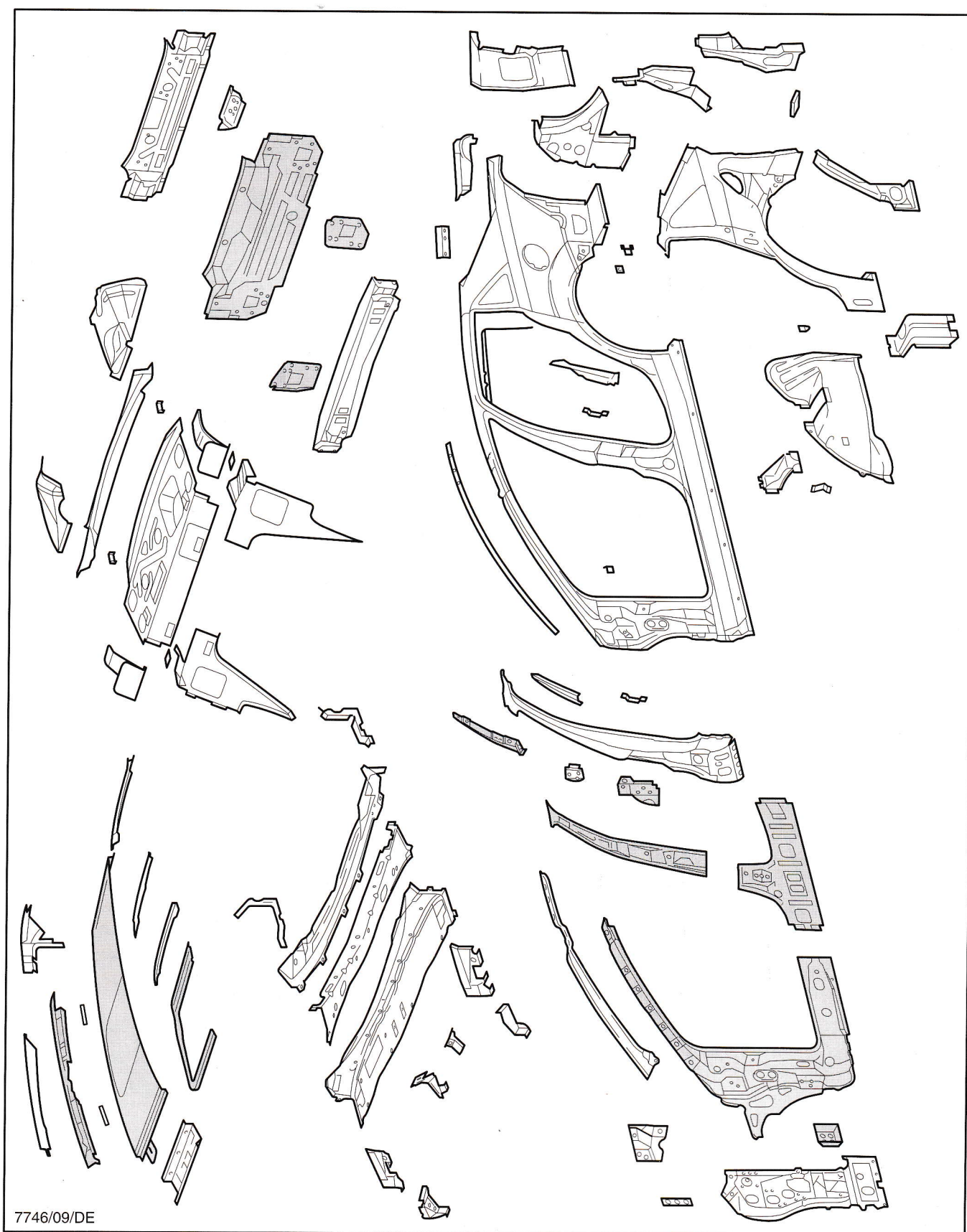
Parts overview – side view of 3-door variant

 Parts made of high-strength sheet steel



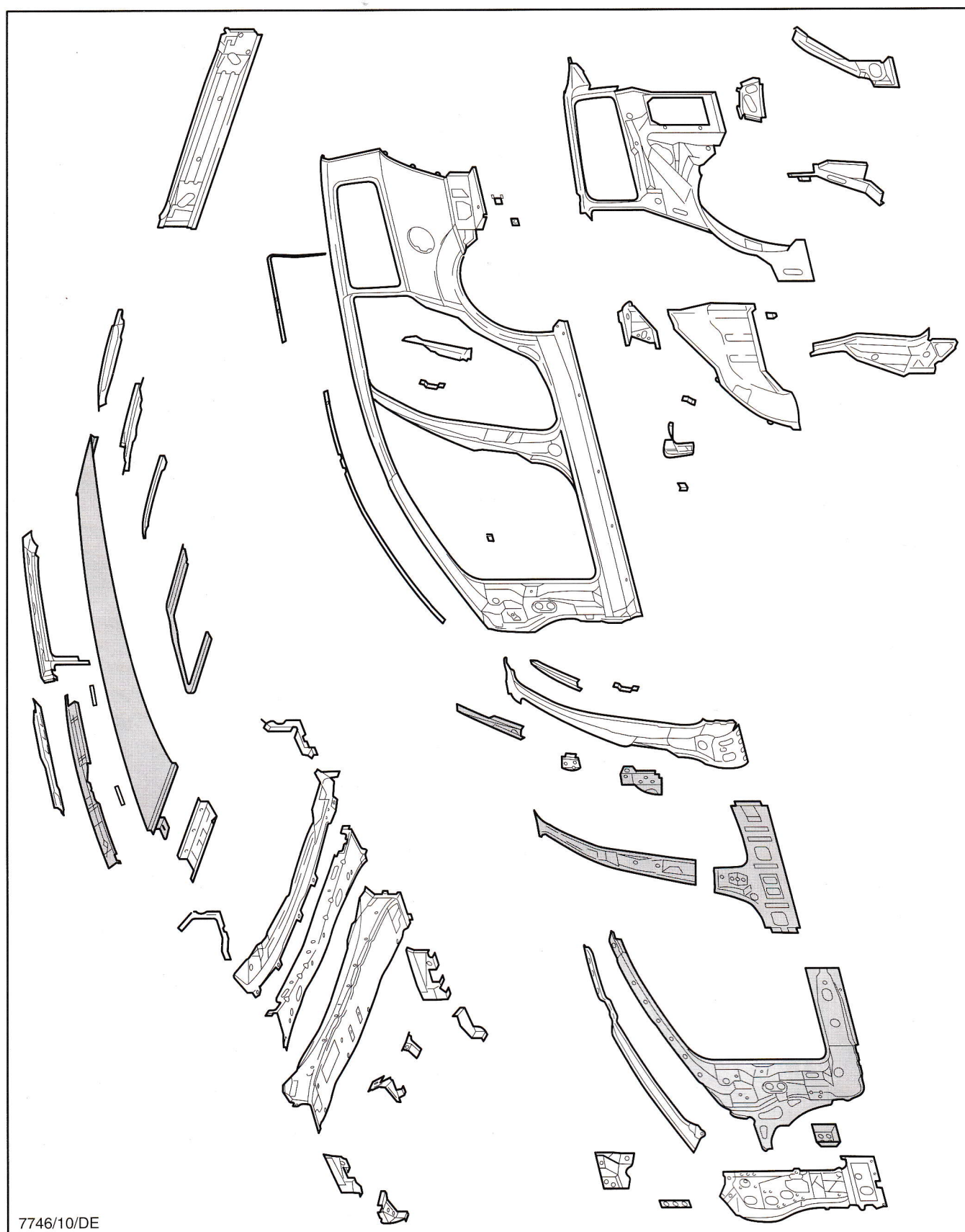
Parts overview – side view of 5-door variant

 Parts made of high-strength sheet steel



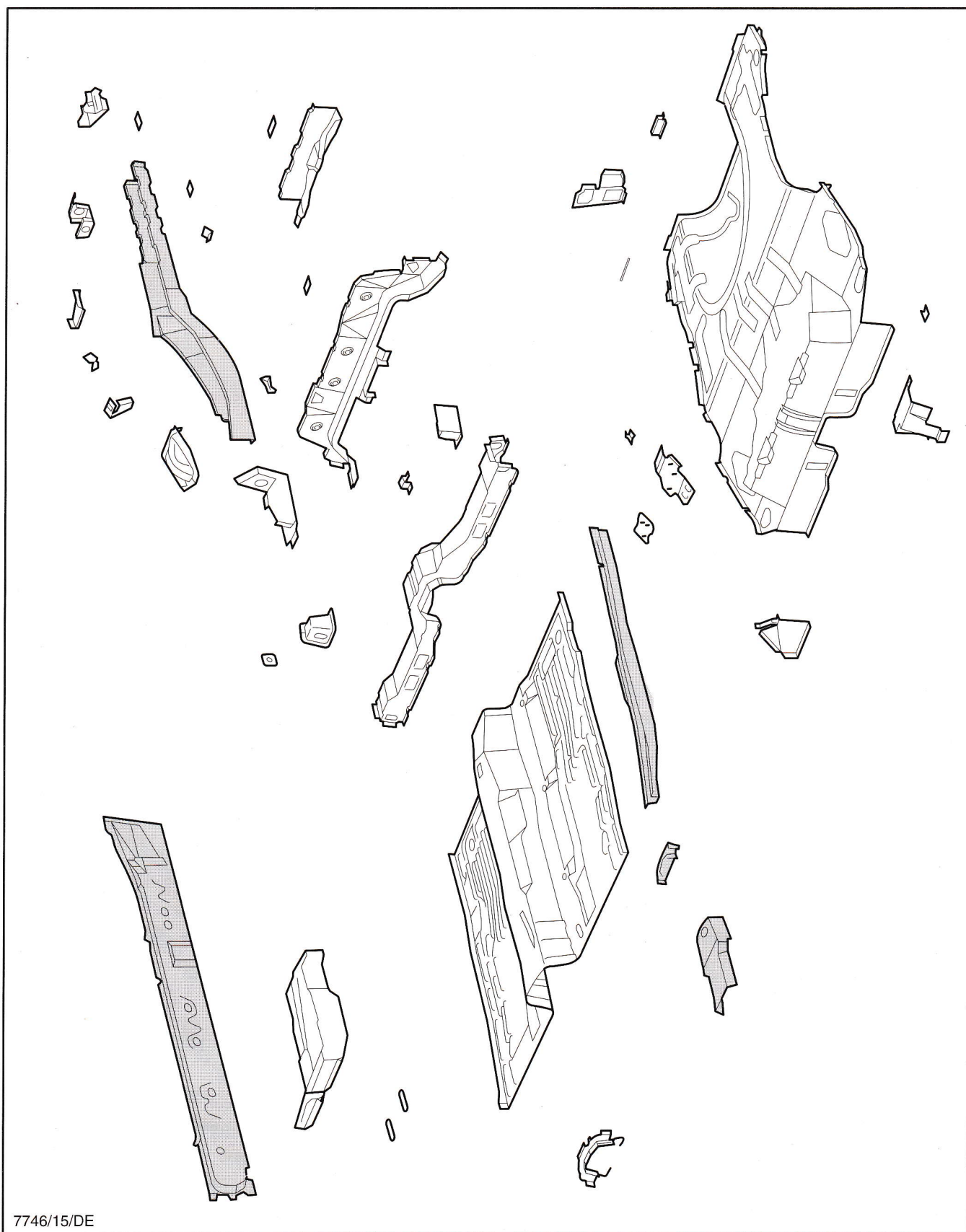
Parts overview – side view of notchback

 Parts made of high-strength sheet steel



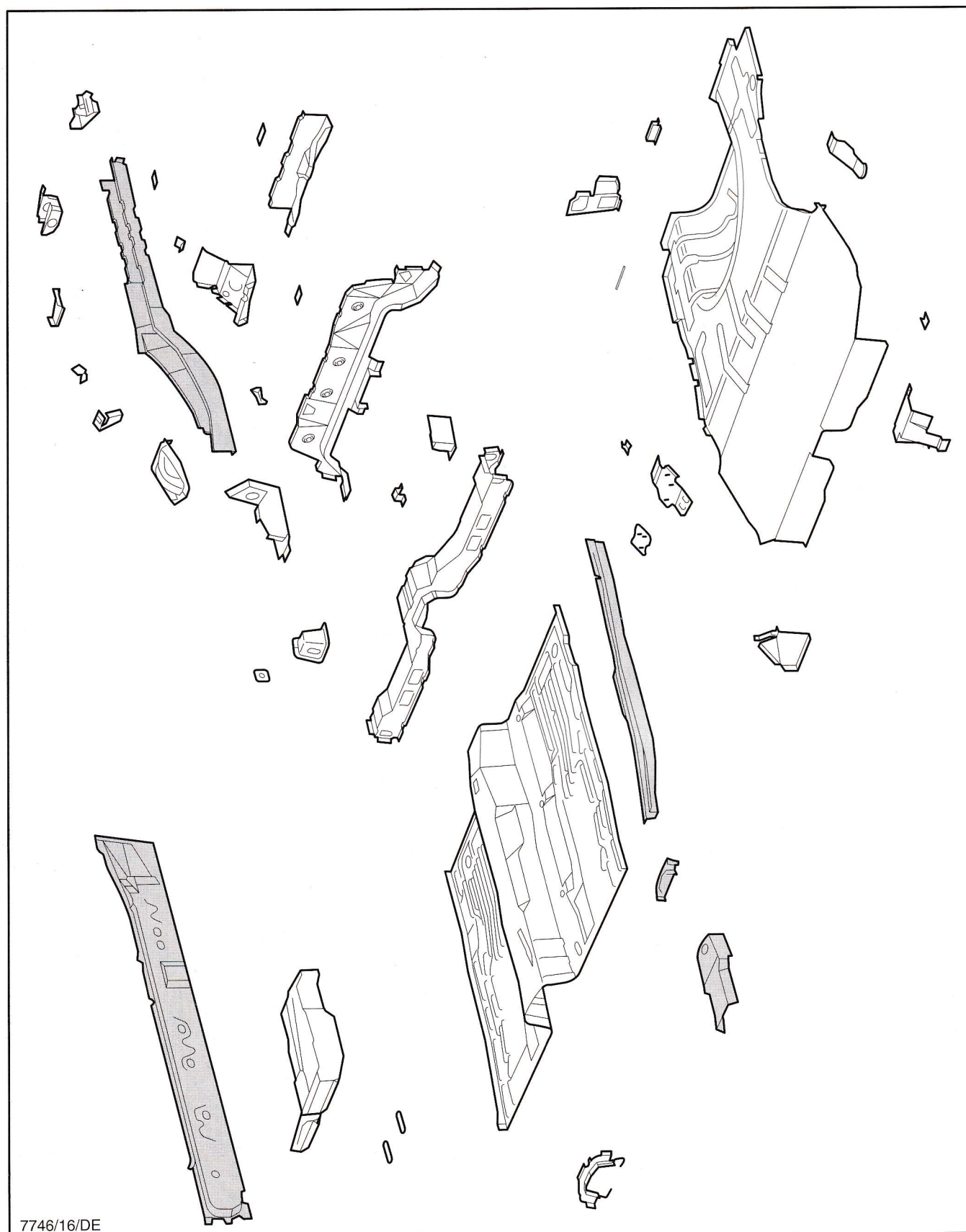
Parts overview – side view of wagon

 Parts made of high-strength sheet steel



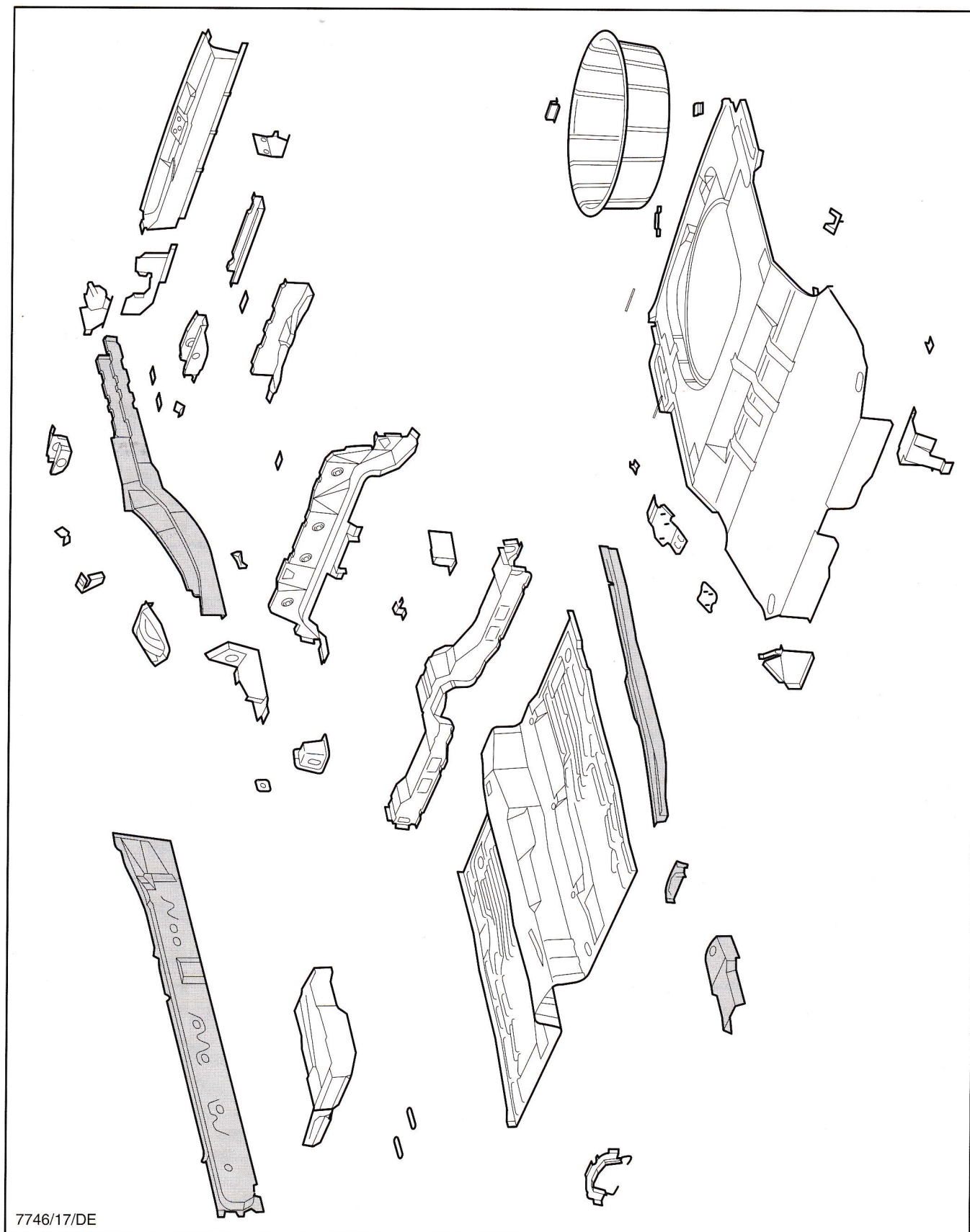
Parts overview – floor assembly of hatchback

 Parts made of high-strength sheet steel



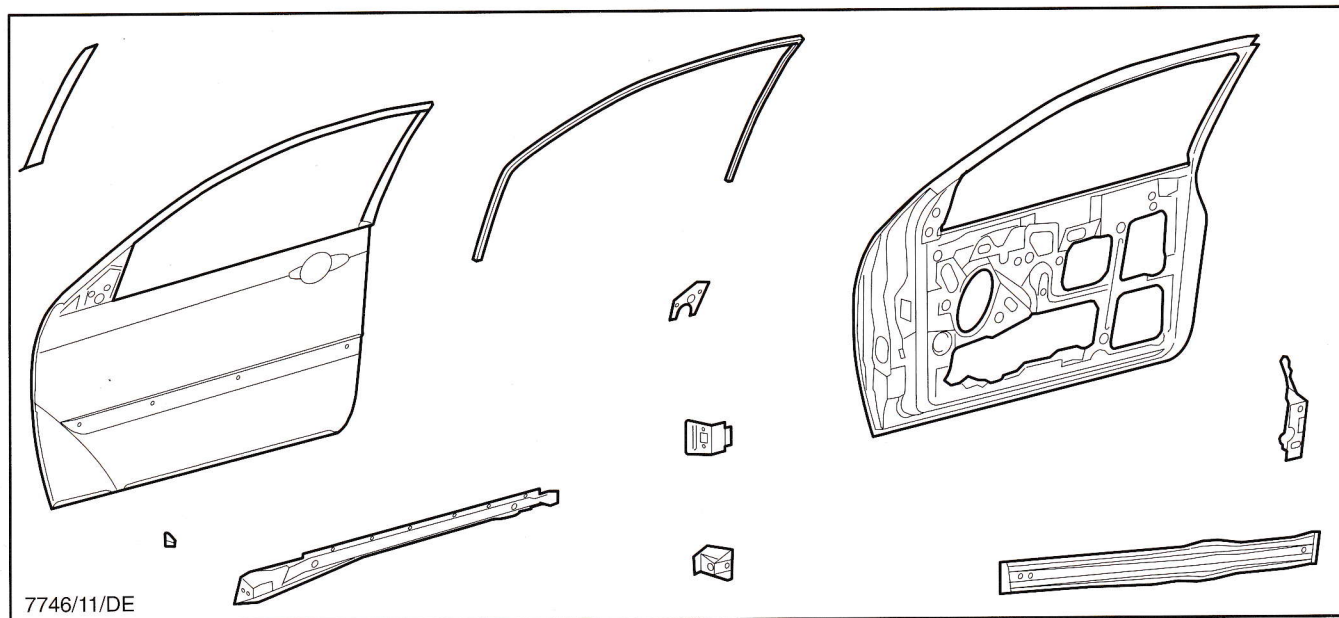
Parts overview – floor assembly of notchback

 Parts made of high-strength sheet steel

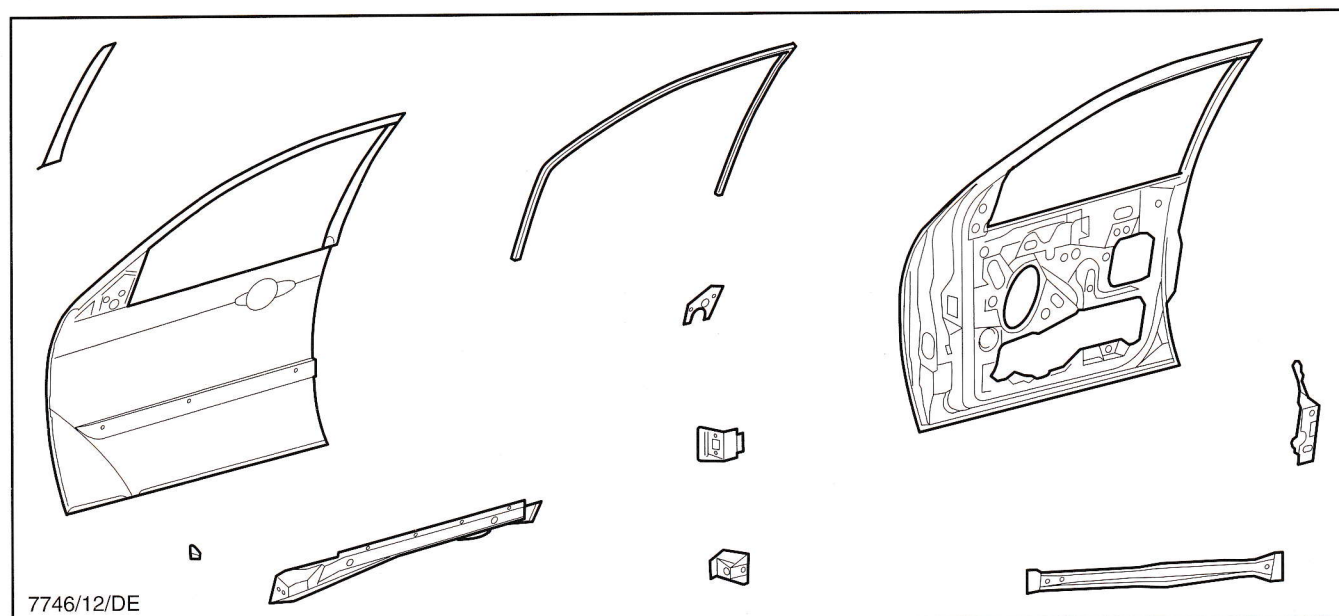


Parts overview – floor assembly of wagon

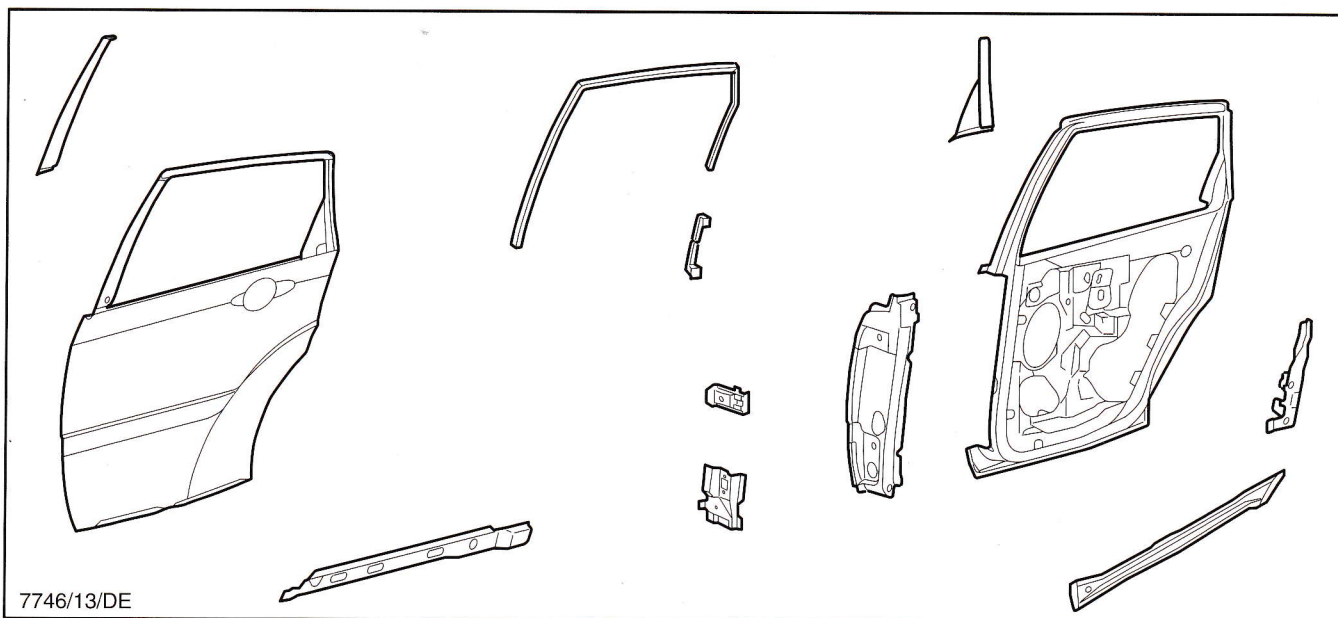
 Parts made of high-strength sheet steel



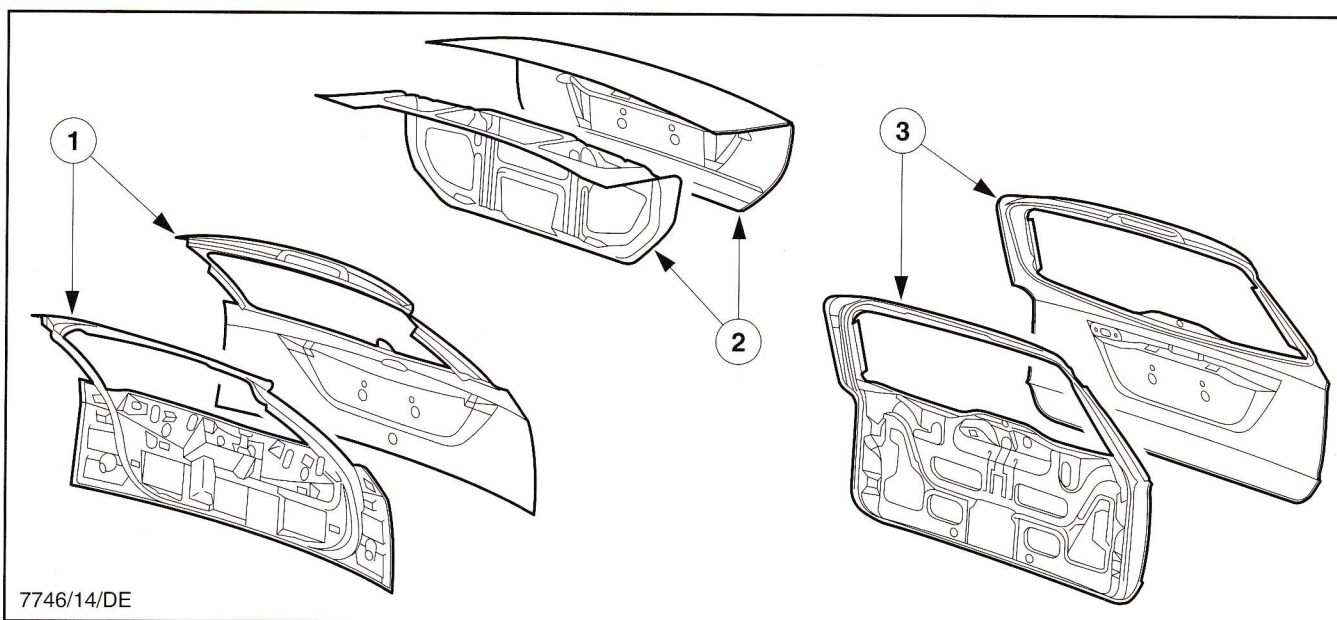
Parts overview – doors of 3-door hatchback



Parts overview – front doors of notchback/wagon



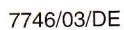
Parts overview – rear doors of notchback/wagon



Parts overview – liftgate

- 1 Hatchback
- 2 Notchback

- 3 Wagon



Corrosion protection

Corrosion protection

Various corrosion protection treatments are applied to the Focus in production. The original corrosion protection must be restored following work on the body.

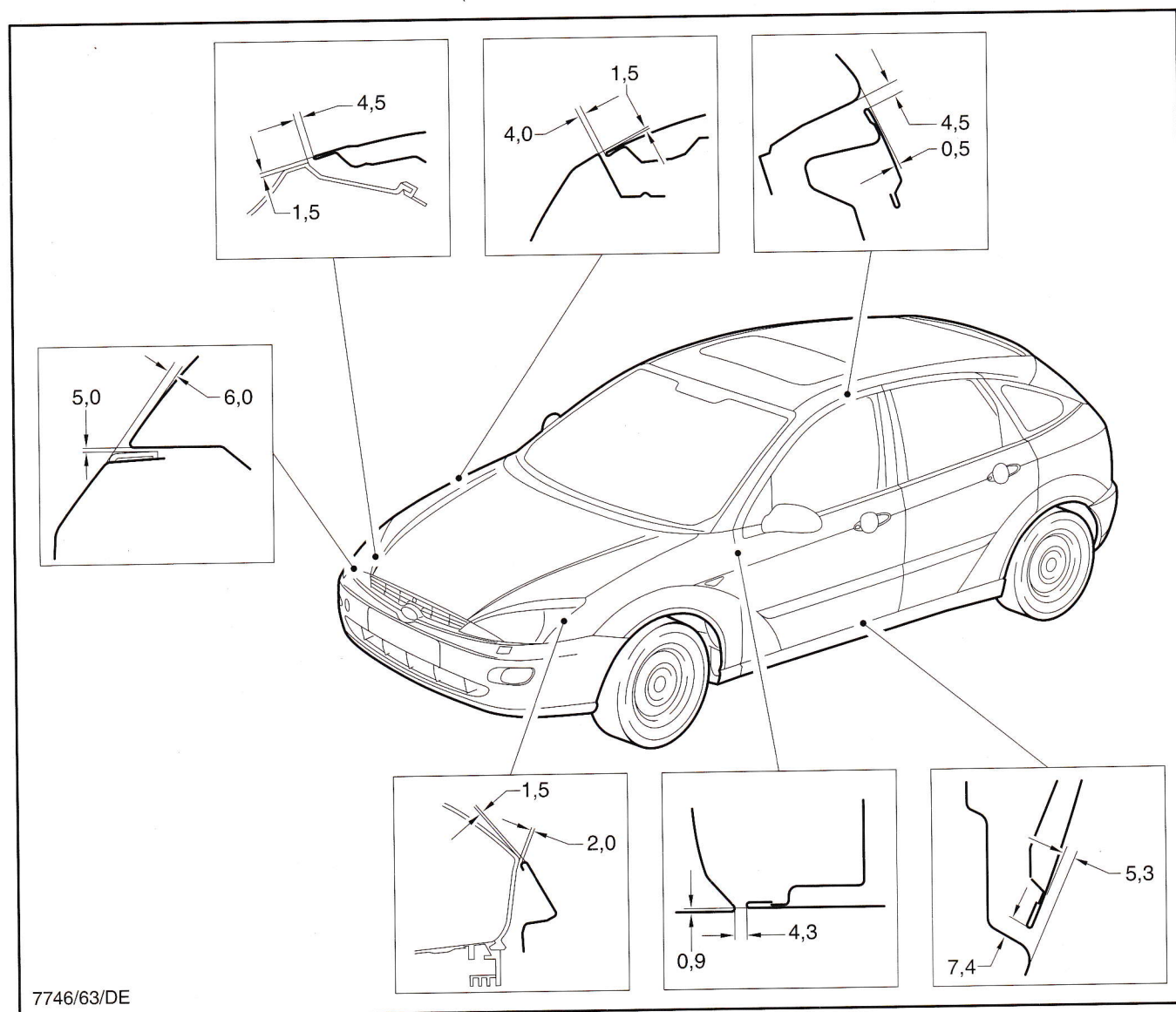
- 1 Clinched flange sealer
- 2 Zinc-coated sheet steels
- 3 Cavity rustproofing
- 4 Sheet steel (not coated with zinc)
- 5 PU stonechip protection material
- 6 PVC underbody protection material

Design features

Body clearances

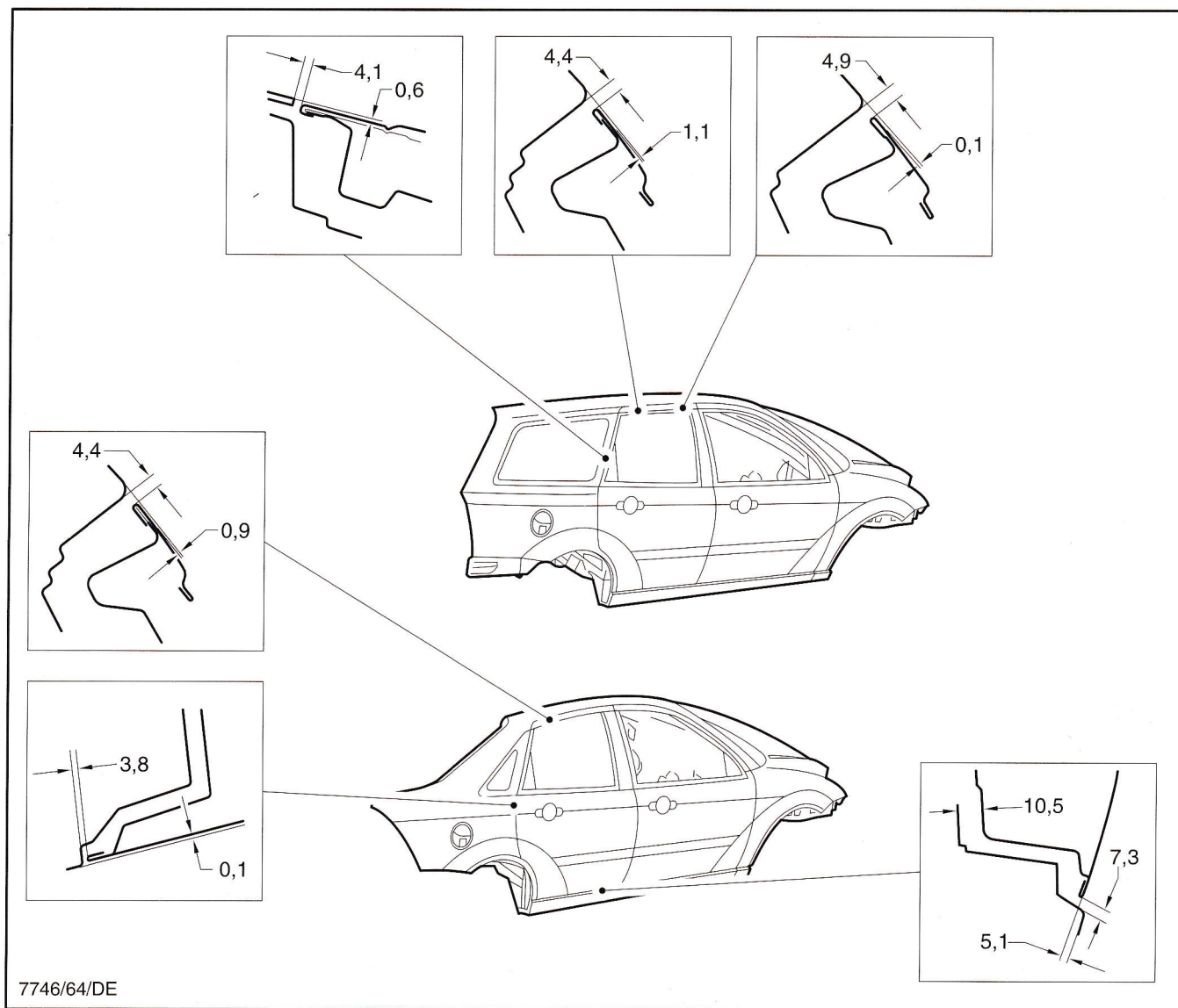
- The Focus design specifies very tiny clearances in the front and side areas. This gives the vehicle an excellent visual appearance and prevents wind noise.
- Any required corrections to clearances can be made by adjusting the bolted body parts concerned.

Front area



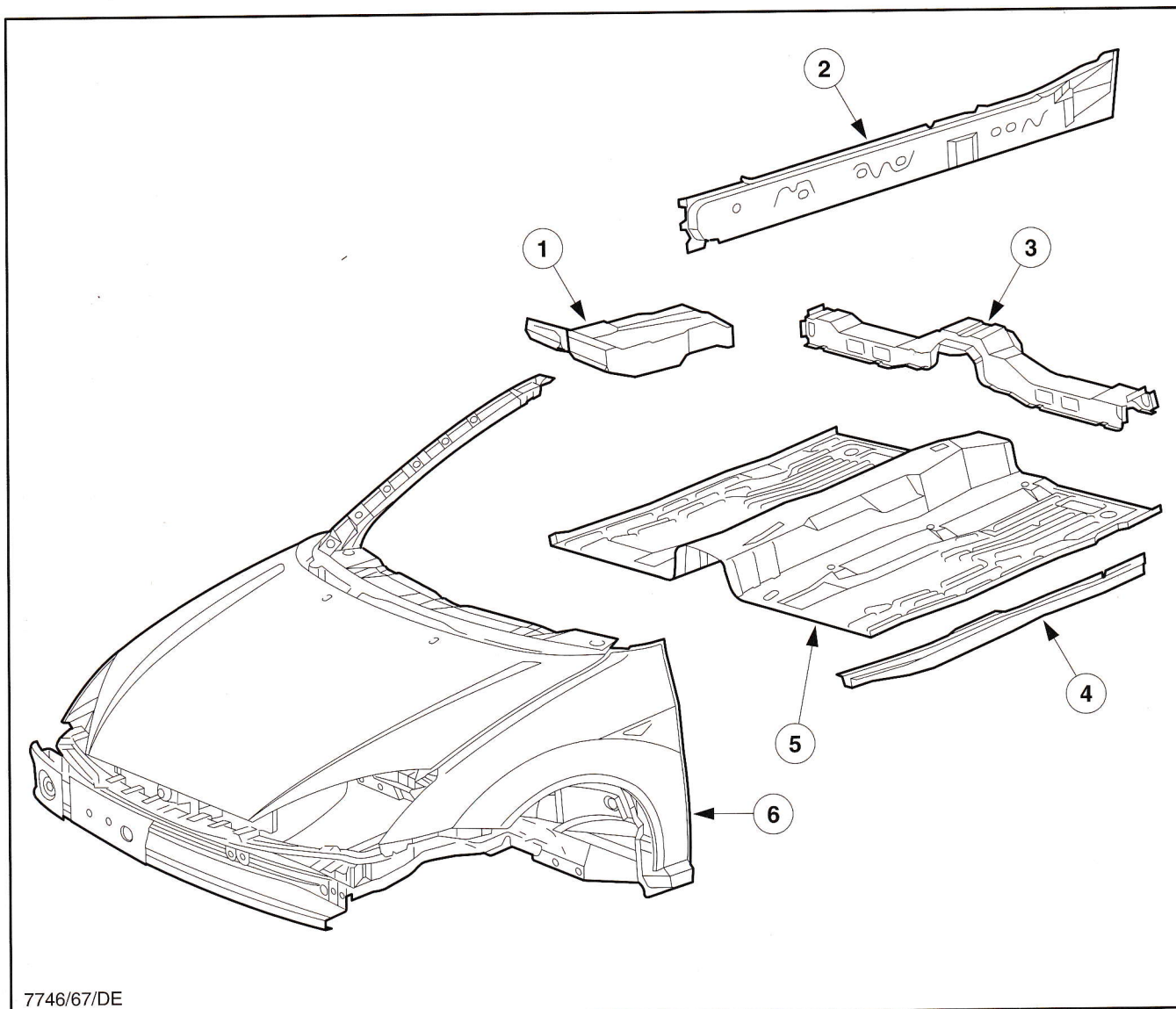
Body clearances (continued)

Side area



Design features

Identical parts on different model variants



7746/67/DE

- 1 Tunnel reinforcement
- 2 Inner rocker panel
- 3 Floor assembly crossmember

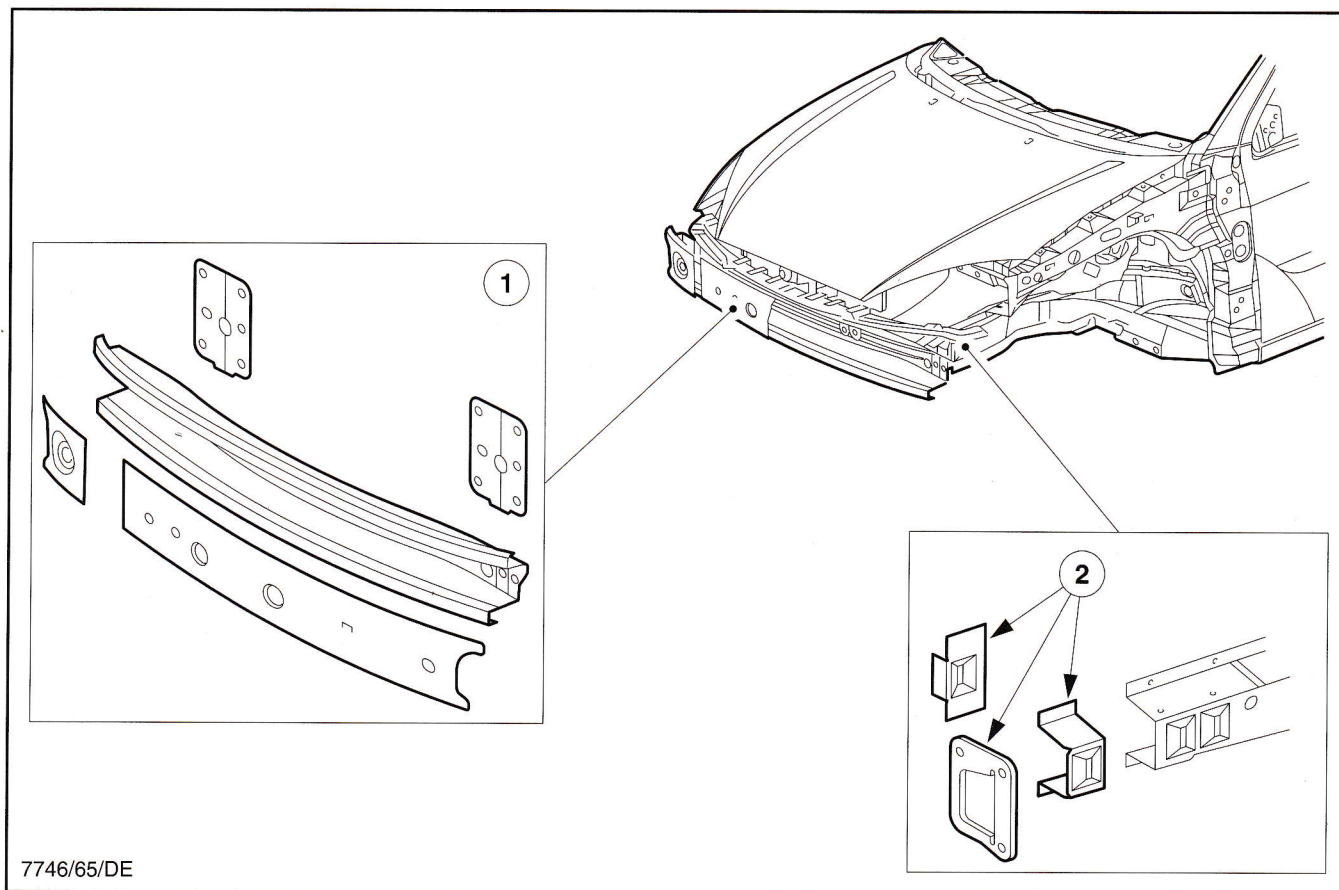
- 4 Floor assembly side member
- 5 Front floor panel
- 6 Front of vehicle

- The entire front of the vehicle and components of the floor assembly are common to all the different model variants.

- The roof, side and rear areas of the body are of different design according to the model variant.

Front of vehicle

Impact absorber and frame side members



1 Impact absorber

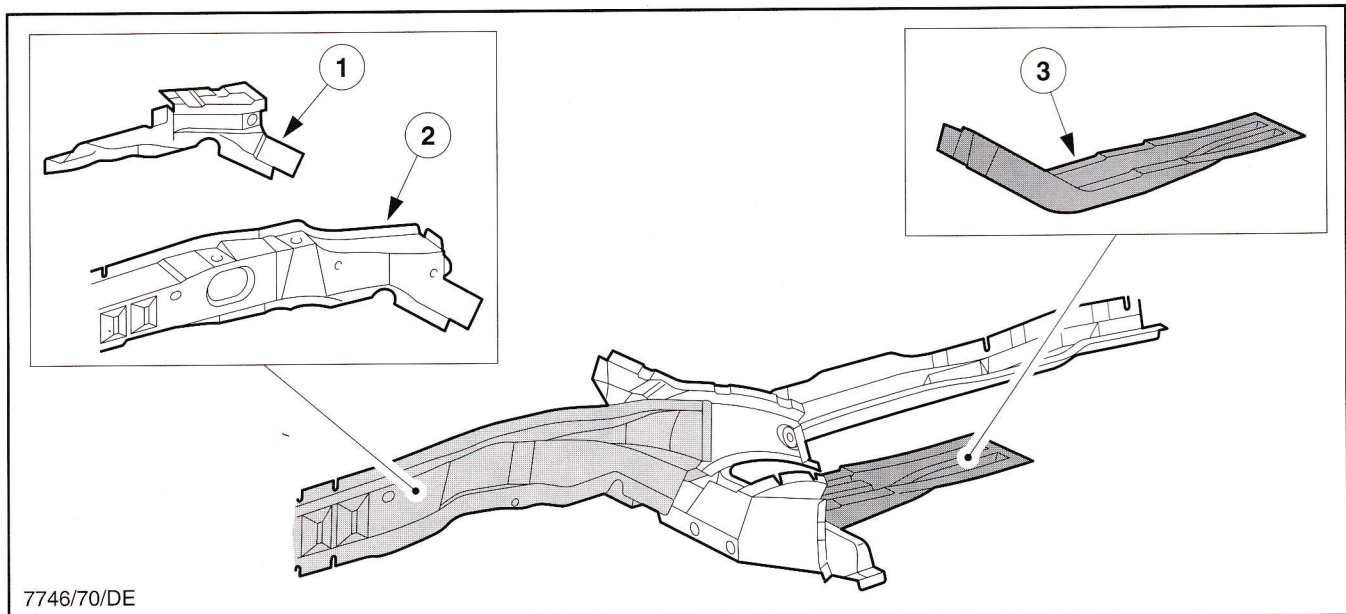
2 Sectional end part of frame side member

- The impact absorber used for the first time in the Focus takes the place of the usual lower crossmember and absorbs the impact energy in a frontal collision.
- The impact absorber is bolted to the frame side member by means of two flange plates and can be changed easily when deformed.
- The end of the frame side member is designed as a sectional part. This area is made of material of reduced thickness. This means that at impact speeds of up to approximately 10 mph (15 km/h), the entire impact energy is absorbed by the impact absorber and the following sectional part. Even with this level of damage, repairs can still be carried out inexpensively.

Design features

Front of vehicle (continued)

Frame side member/bulkhead reinforcement



1 Inner panel

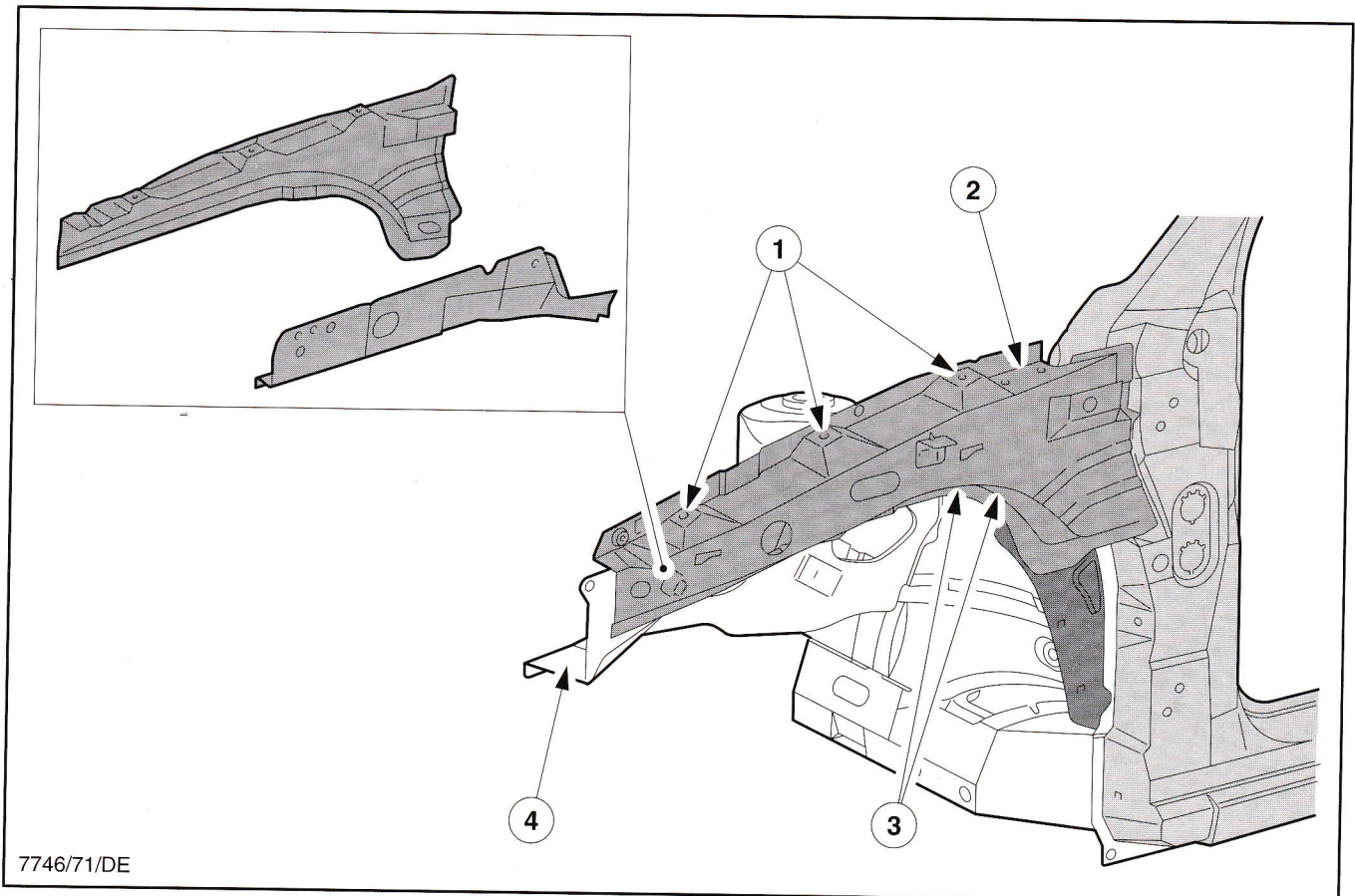
2 Frame side member

3 Floor assembly reinforcement

- The frame side member is one of the most important components in the Focus body assembly. The strong construction between the passenger compartment and the front end is guaranteed by its load bearing design. The wheelhouse with the strut tower and the engine mounting is braced on the frame side member.
- The last two thirds of the frame side member are reinforced by an additional inner panel with a material thickness of 2 mm.
- The front axle is secured to the frame side members by two bolts.
- The slightly angled shape in the rear area prevents the front axle diving along the bulkhead reinforcement. This measure has a positive effect as regards deformation of the footwell.
- The bulkhead reinforcement extends from the end of the frame side member into the floor assembly. An additional member is incorporated in the bulkhead reinforcement as a continuation of the frame side member.

Front of vehicle (continued)

Upper frame side member



1 Fender mounting points (3 off)

2 Hood hinge mounting point

3 Transition to A-pillar over large area (large radius)

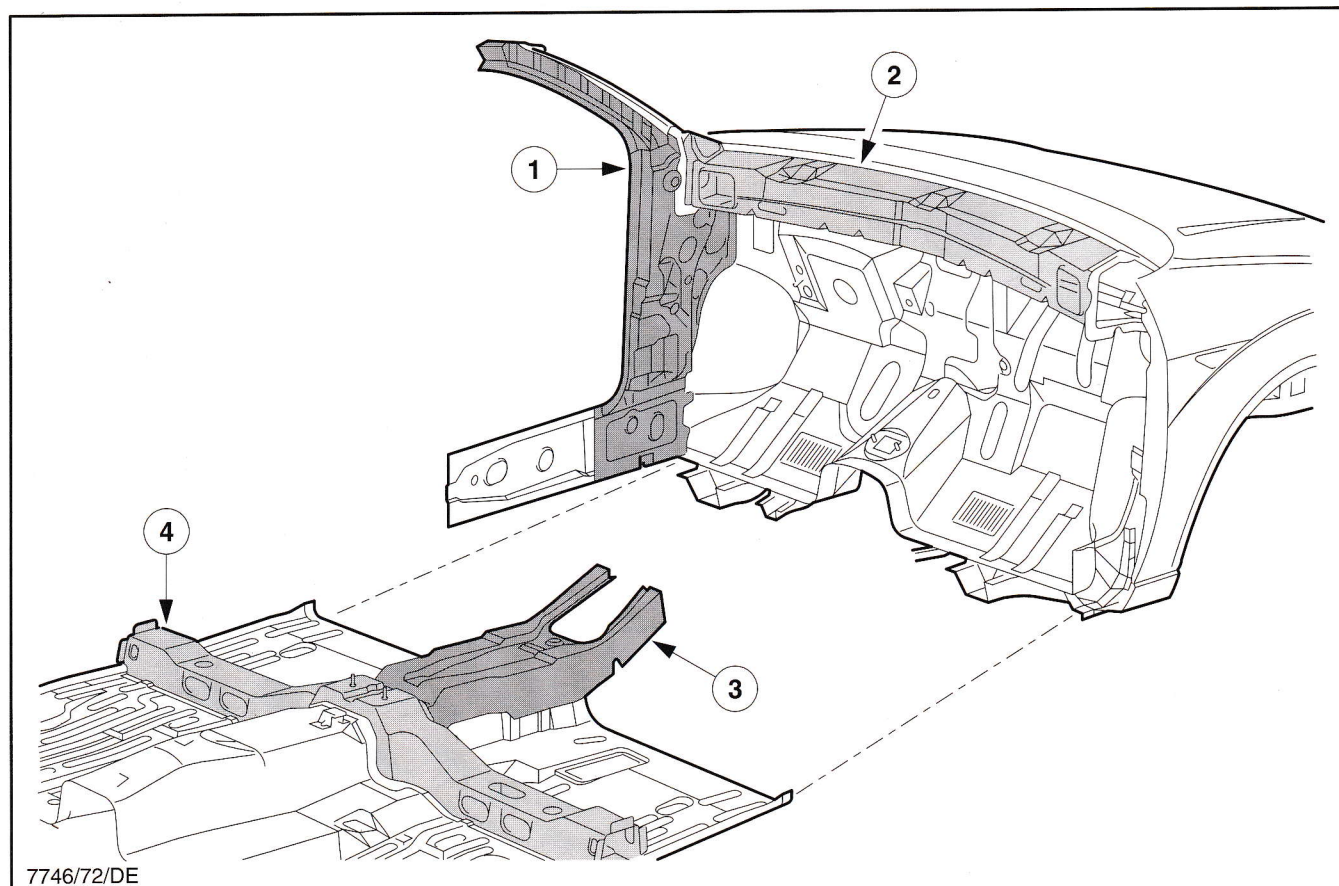
4 Fender apron panel

- The Focus body has a voluminous additional upper side member to further improve crash performance and increase resistance to bending.
- The upper side member consists of an outer U-shaped steel panel and an inner profile section. The closed profile section is spot-welded to the fender apron panel and the strut tower. The effect of all the parts in this assembly with the frame side members is to produce a strong unit.
- In minor impacts the upper frame side member and the fender apron panel are unaffected due to the shorter length (compared to the lower side member).
- In a major frontal collision this second member can also absorb impact energy. Beyond this, the impact energy can be transmitted to the A-pillar and door inner bracing over large areas without affecting the passenger cell.

Design features

Passenger cell

Crossmember between A-pillars/internal tunnel reinforcement

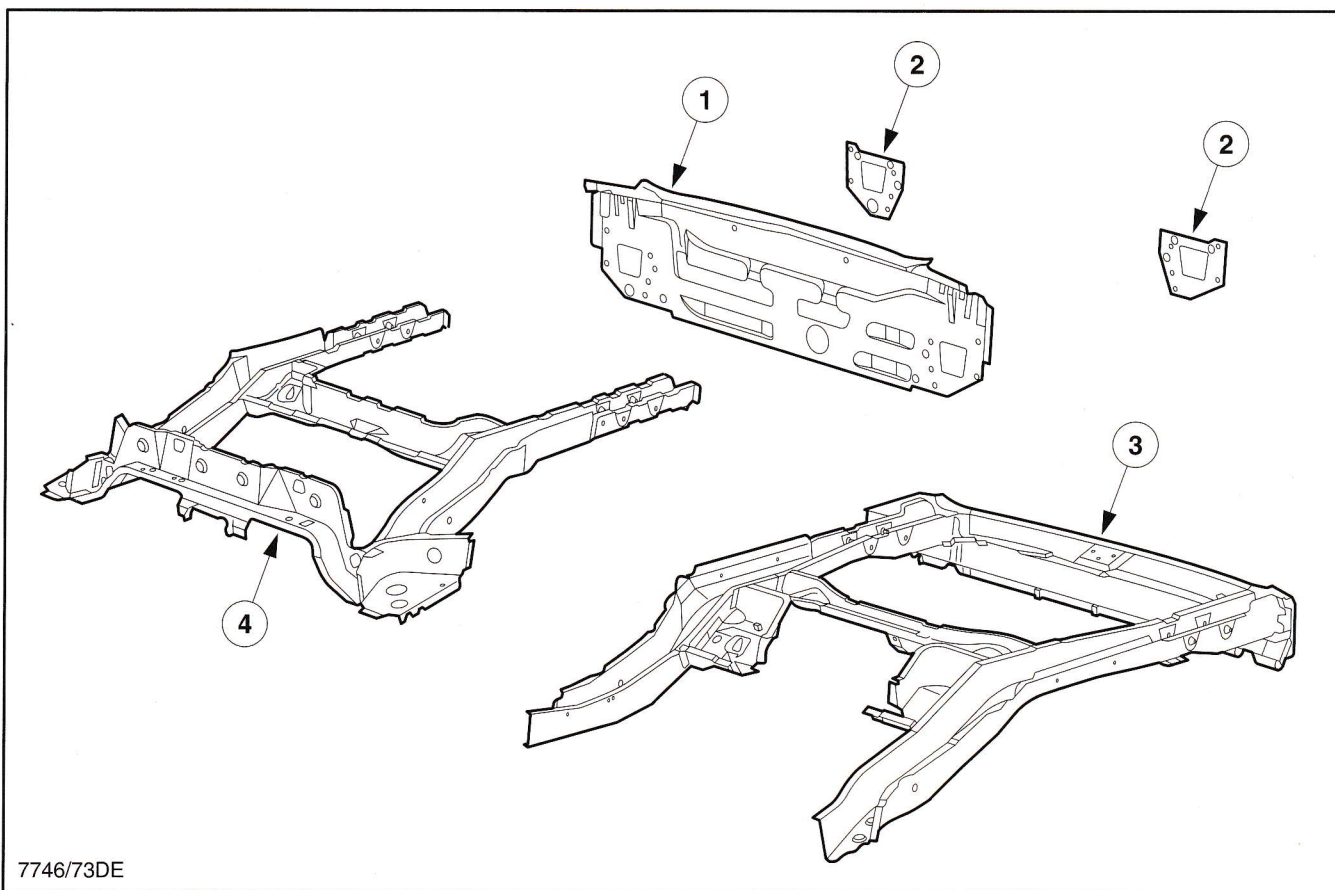


- | | |
|-----------------------------------|--|
| 1 A-pillar internal reinforcement | 3 Tunnel reinforcement |
| 2 Voluminous crossmember | 4 Floor assembly crossmember for seat mounting |

- The Focus passenger compartment was designed to provide high levels of safety and strength.
- The entire passenger compartment is designed to be very strong and torsionally rigid through the incorporation of different member systems.
- In the upper bulkhead area a voluminous crossmember is incorporated between the A-pillars to brace the body structure.
- In addition, a further safety crossmember is incorporated in front of the voluminous facia crossmember (refer to the section on safety).
- The safety crossmember is bolted to the body through the inner A-pillar reinforcement.
- The floor assembly has an additional tunnel reinforcement and a crossmember. This crossmember is designed to strengthen the floor assembly and carry the seat.

Rear area

Back panel/back frame structure



- | | |
|--------------------------|---|
| 1 Back panel | 3 Frame structure for 3/4/5-door model variants |
| 2 Bumper mounting panels | 4 Frame structure for wagon model variant |

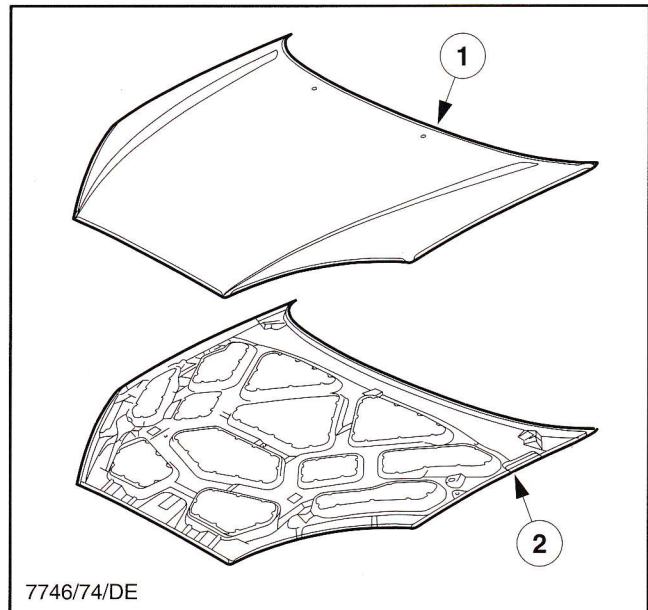
- High strength sheet steel is used for the back panel and the bumper mounting panels to ensure optimum crash performance and good occupant protection.
- For this reason the frame side member on the 3/4/5-door model variants is made of three different material thicknesses (1.6 / 2.6 / 1.4 mm).
- These frame side member design features are not necessary on the wagon variant due to its lengthened body. The material thickness of the side member is 1.9 mm throughout. However, for strength reasons an additional crossmember is provided immediately in front of the back panel.

Design features

Bolted parts

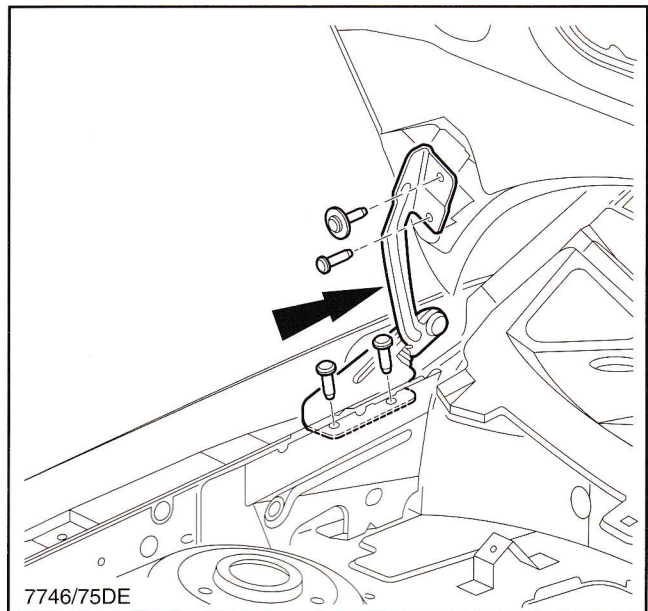
Hood

- The honeycomb construction of the hood reinforcement ensures a high level of dimensional stability and strength.
- The hood can be adjusted in the front area by means of the bump-stop rubbers on the hood lock mounting frame.
- The lock striker is incorporated in the hood.



- 1 Hood skin panel
- 2 Honeycomb construction

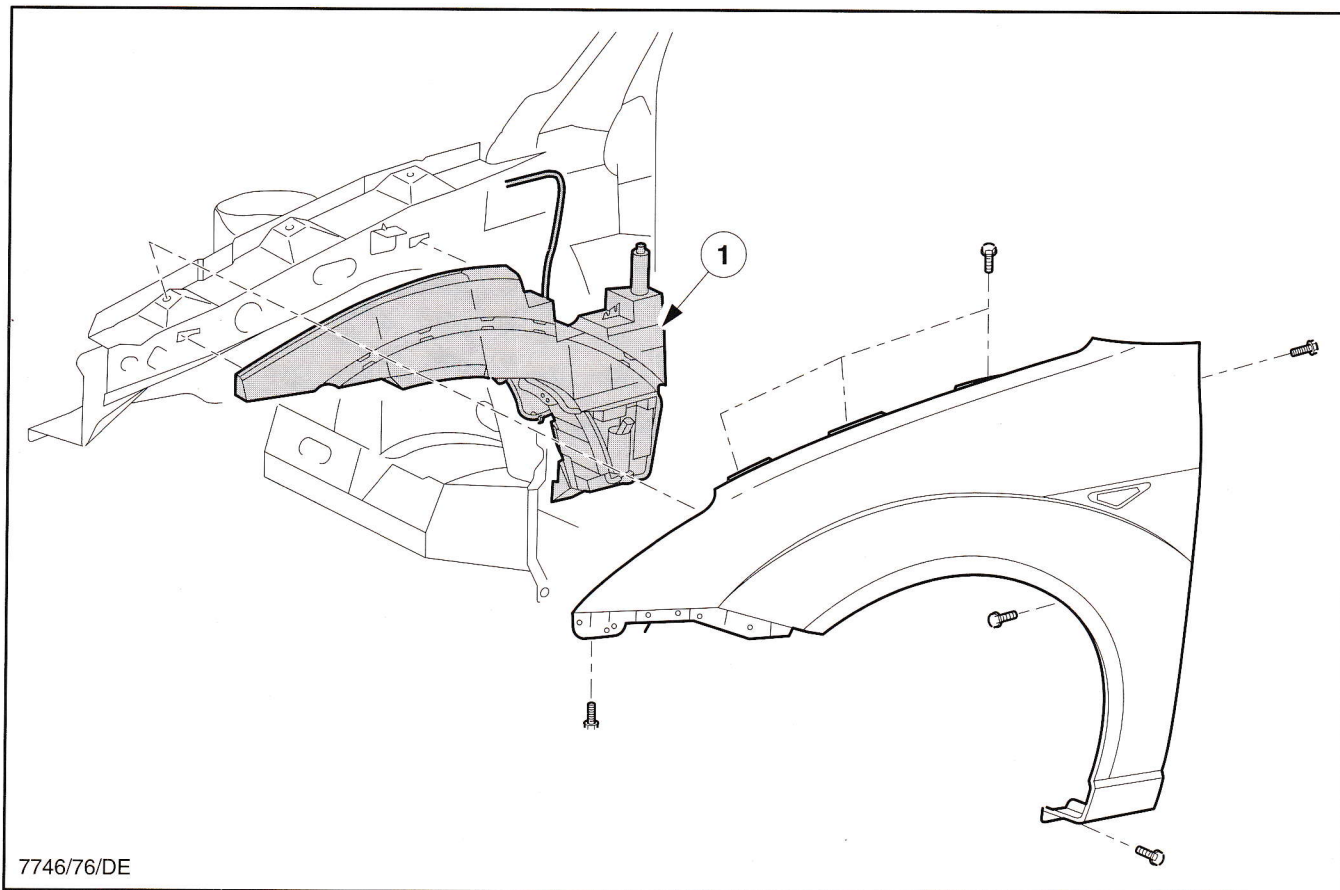
- The hood hinges can be changed easily.
- There is no provision for height adjustment by means of the hood hinges.



Hood hinge

Bolted parts (continued)

Fender



Fender fixing points

1 Washer fluid reservoir

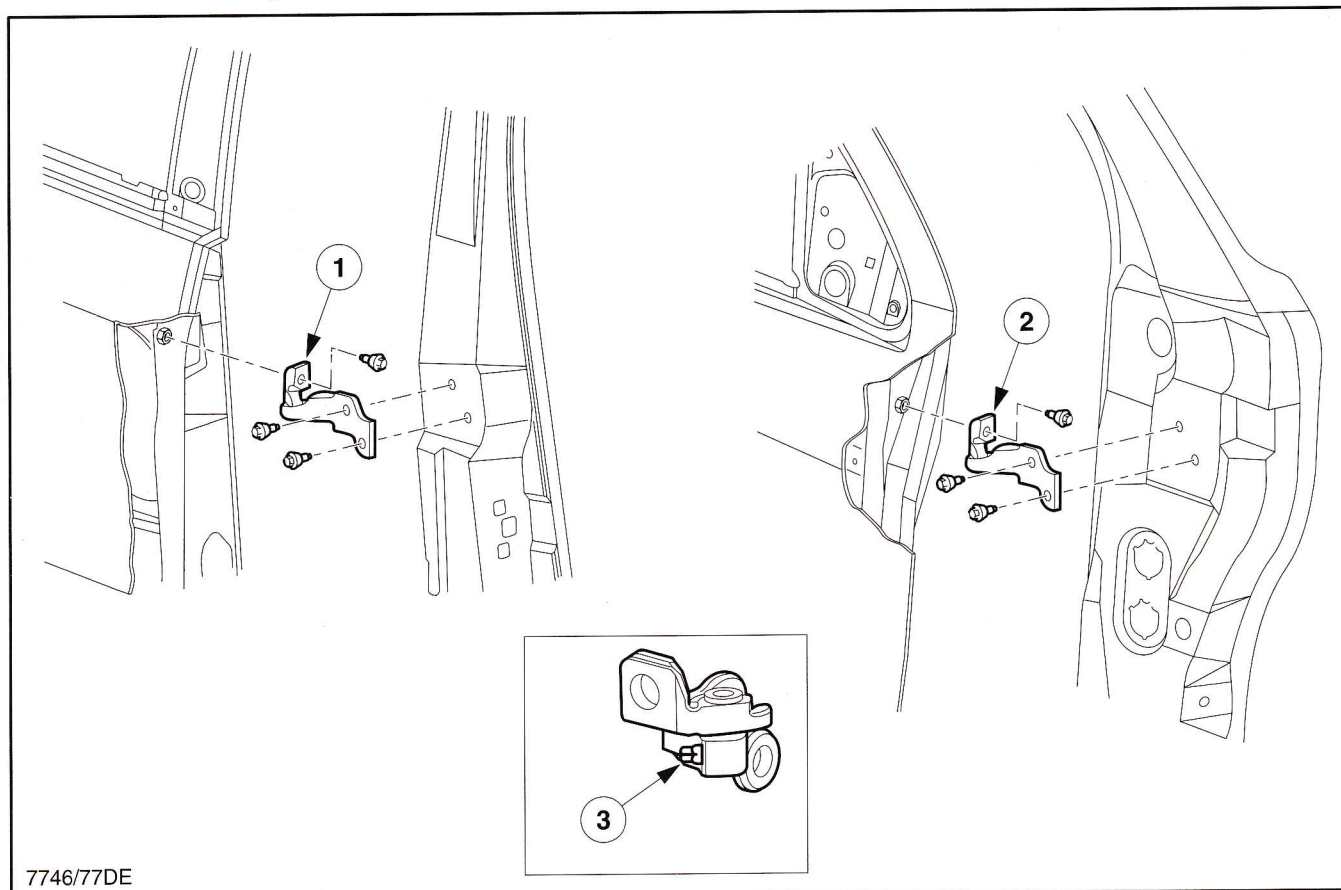
- The fenders can be removed and installed easily. The retaining bolts are readily accessible after removing the wheelhouse liners and the washer fluid reservoir (on the left-hand fender).
- The linear guidance and the large number of stiffening folds and channels give the fender considerable rigidity.

NOTE: The holes in the fender are larger than the retaining bolts allowing correction of the fender clearance. The retaining bolts are partially concealed.

Design features

Bolted parts (continued)

Door fixture/door adjustment



1 Front door hinge (A-pillar)

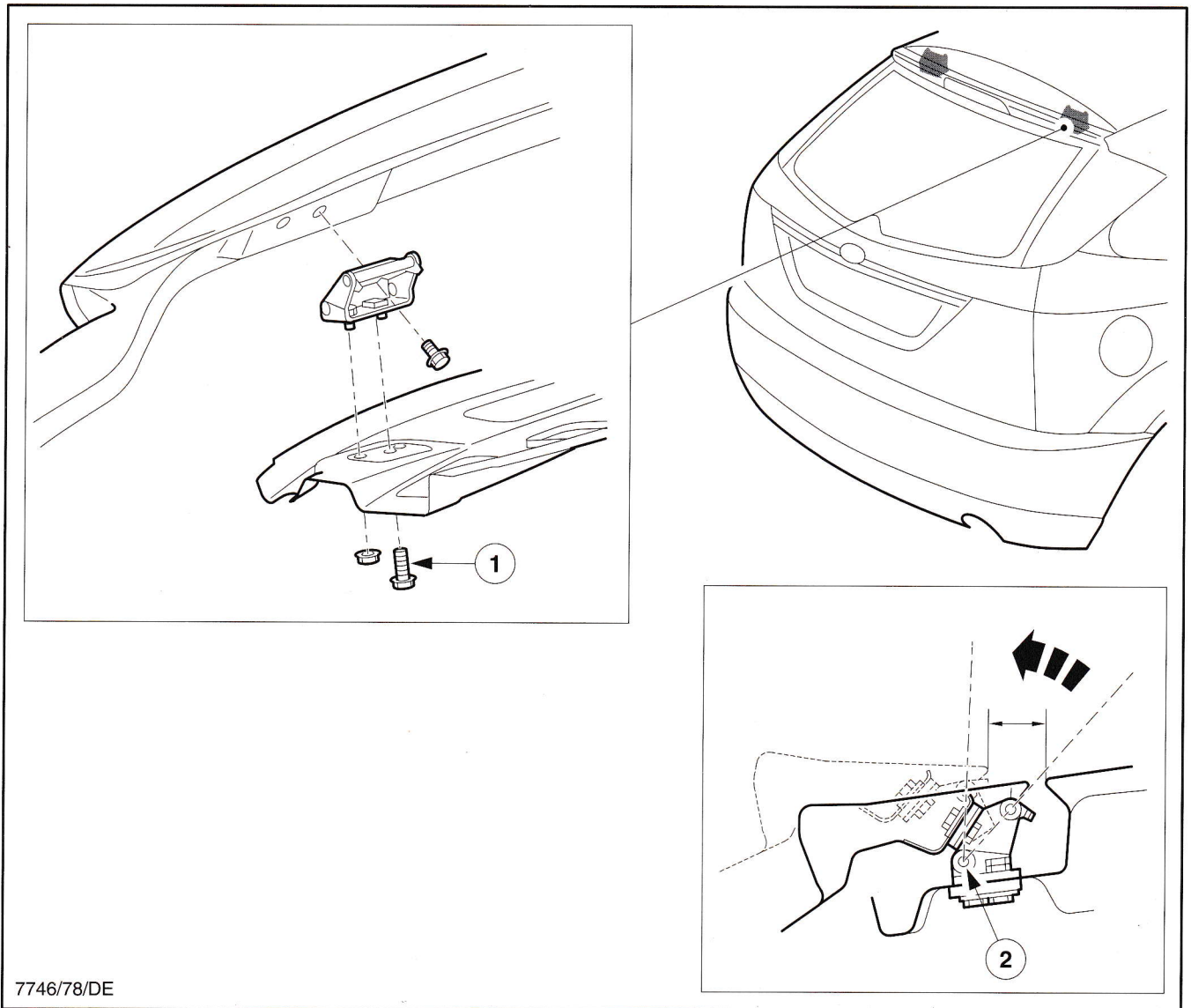
2 Rear door hinge (B-pillar)

3 Retaining bolt

- The retaining bolts of the door hinges are readily accessible when the doors are opened. The hinge holes are enlarged to allow correction of the door clearances.
- The door hinge pins are released for rapid removal and installation of doors. For this it is only necessary to slacken the retaining bolts and lift the door slightly. This does not alter the original position of the door.
- This allows rapid access to be created, particularly for work in the area of the facia.

Bolted parts (continued)

Liftgate



1 Retaining bolt

2 Pin for installation position (pivot point)

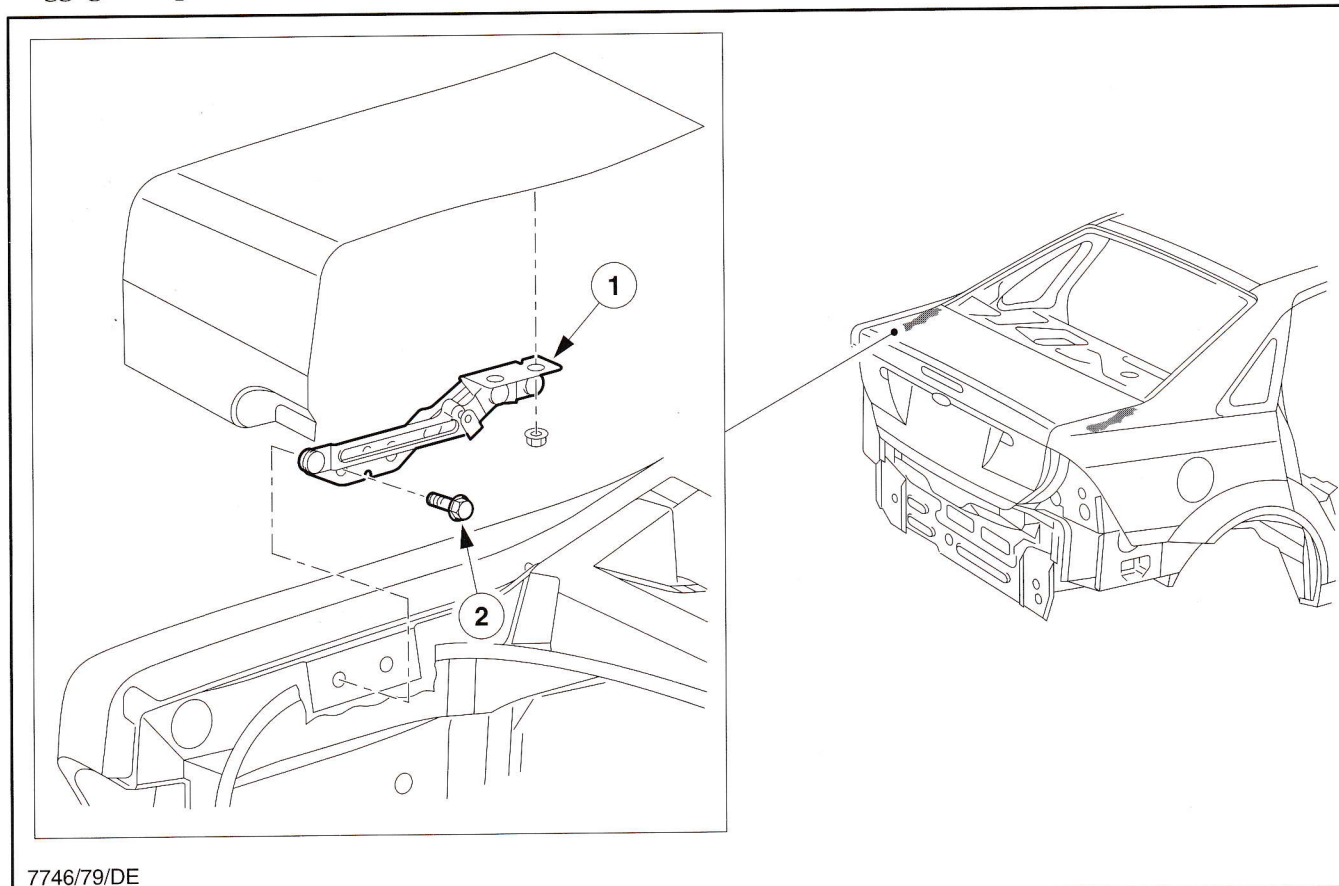
- The installation and removal of the liftgate is made easier by the use of double-jointed (two pin) hinges (except on notchback variants).
- This hinge design allows an enlarged clearance between the liftgate and the adjoining vehicle roof during installation operations.
- The installation position is established after unscrewing the retaining bolts.

NOTE: It is no longer necessary to remove the liftgate to carry out repair operations on adjoining body parts.

Design features

Bolted parts (continued)

Luggage compartment lid on notchback



1 Parallel hinge

2 Adjusting and retaining bolts

- On the 4-door model variant the luggage compartment lid opens on a parallel hinge design.

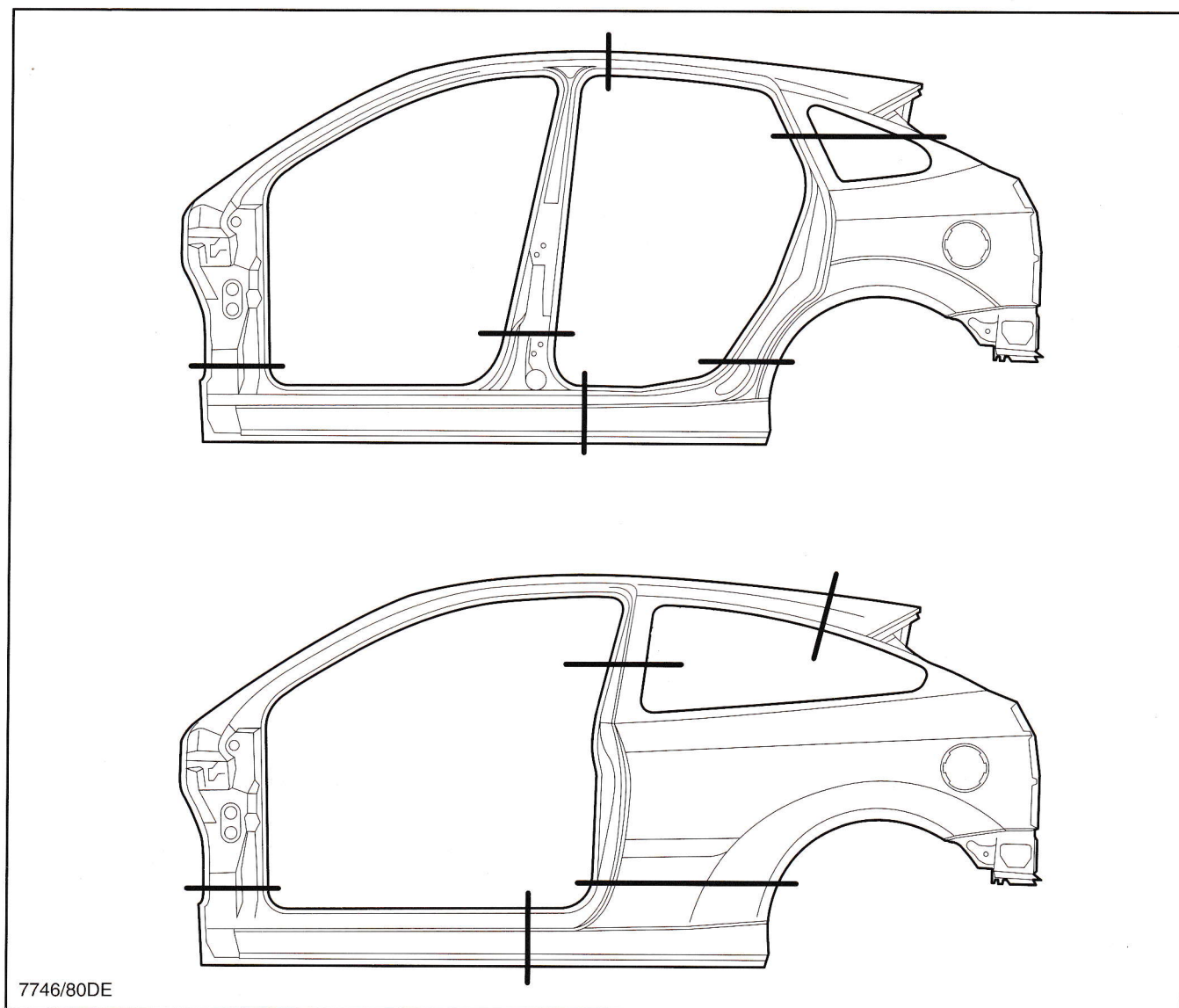
- This means that the luggage compartment lid is initially raised evenly and moved away from the rear window frame, i.e. the clearance between the luggage compartment lid and the rear window frame is enlarged.

Body parts suitable for sectional repairs

- Inexpensive sectional (part panel) repairs can be carried out provided the damage to the body panel is located in an area in which a sectional repair is possible.

NOTE: The cut lines shown in the illustration indicate the replacement body parts available for sectional (part panel) repairs. This applies to all the Focus model variants.

Side area on 3-door and 5-door variants



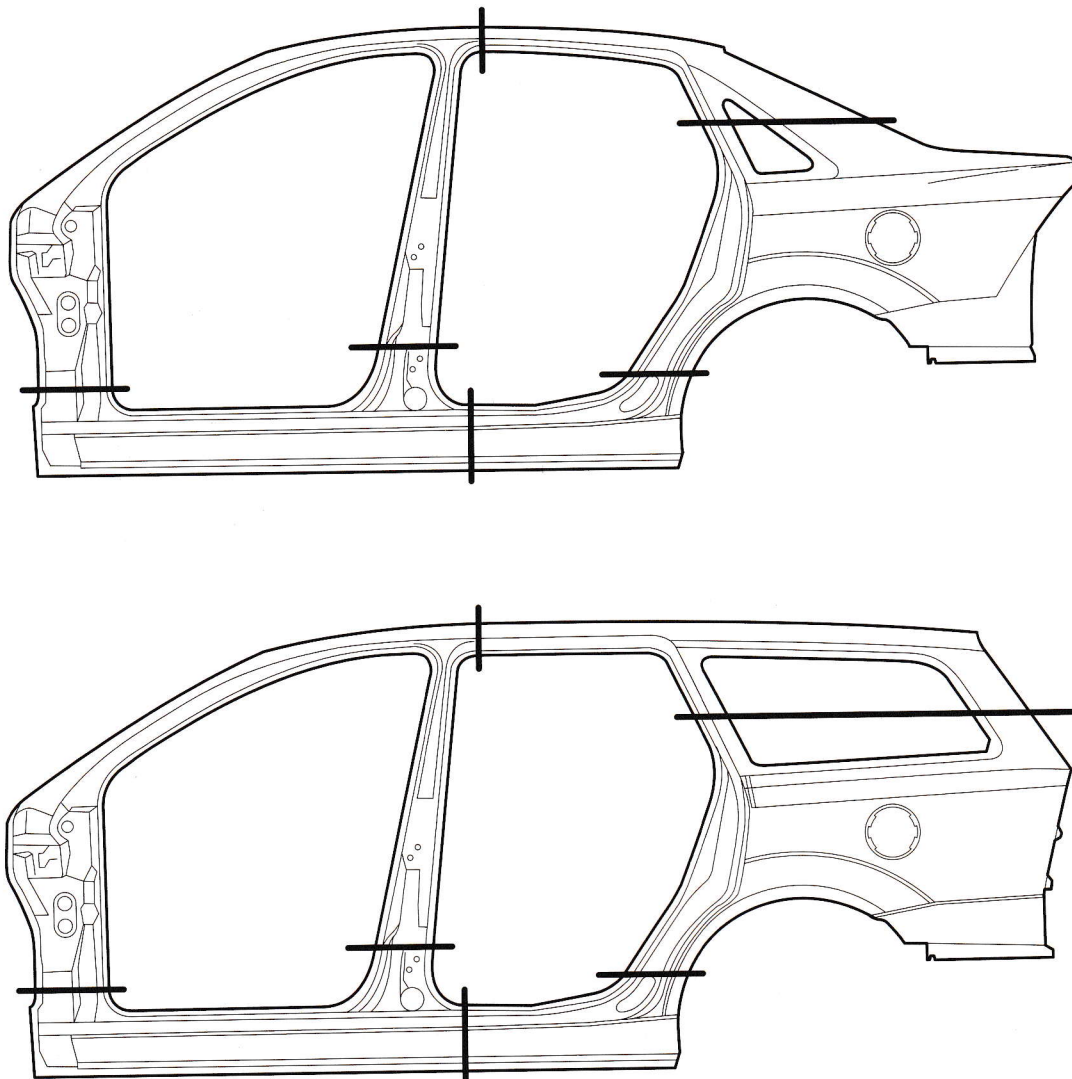
- Sectional repairs can be carried out on 3-door and 5-door variants using the sectional replacement parts approved by production.
- Sectional repairs can be made to the rear quarter panel up to the middle of the B-pillar and C-pillar

(on 3-door variants) and up to the middle of the B-pillar, C-pillar and D-pillar (on 5-door variants). This means that the sectional repairs can be carried out without damaging the roof.

Design features

Body parts suitable for sectional repairs (continued)

Side area on 4-door and wagon variants



7746/81DE

Front bumper

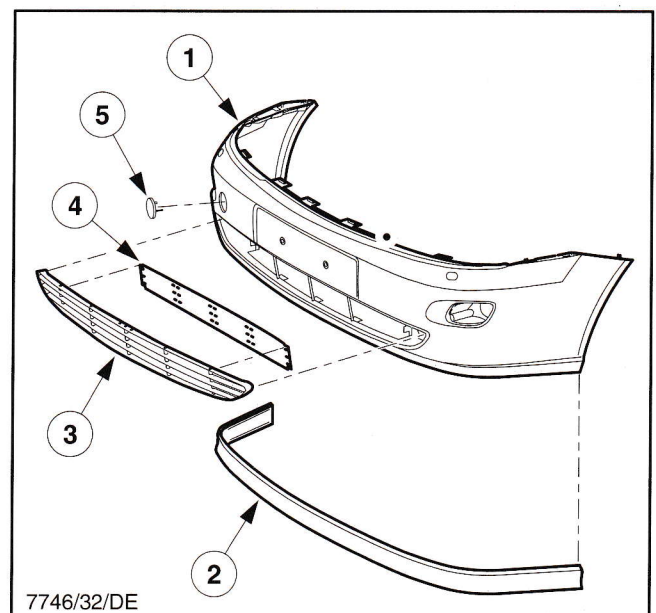
- The front bumper is made of recyclable plastic (PU) and painted the same colour as the body in production. Reinforcements are provided and secured with clips in the area of the mounting points on the fenders.
- The fixtures for the license plate, turn signal lamps

and front fog lamps are also incorporated in the front bumper. On vehicles without front fog lamps the positions are masked with inserts.

- When front fog lamps are installed later, a different radiator grille must be used.

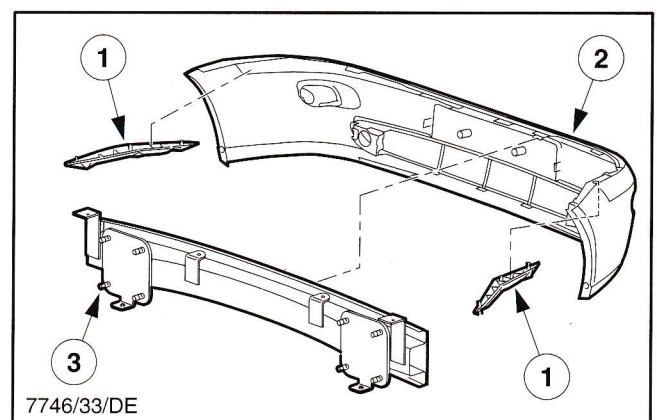
- The mounting socket for the towing eye is located behind the round cover on the right-hand side (in the direction of travel).
- An air deflecting lip made of black rubber is fitted to the lower edge of the bumper. This improves the aerodynamics in the underbody area and helps to provide additional cooling for the front brakes.

- 1 Bumper
- 2 Air deflecting lip
- 3 Radiator grille
- 4 Radiator grille insert (1.4 L models only)
- 5 Cover towing eye



- Behind the plastic part of the bumper there is an impact absorber (hollow sheet steel structure) which ensures that the underlying body parts do not have to absorb any impact energy in a collision at 9 mph (15 km/h).

- 1 Reinforcement
- 2 Bumper
- 3 Impact absorber

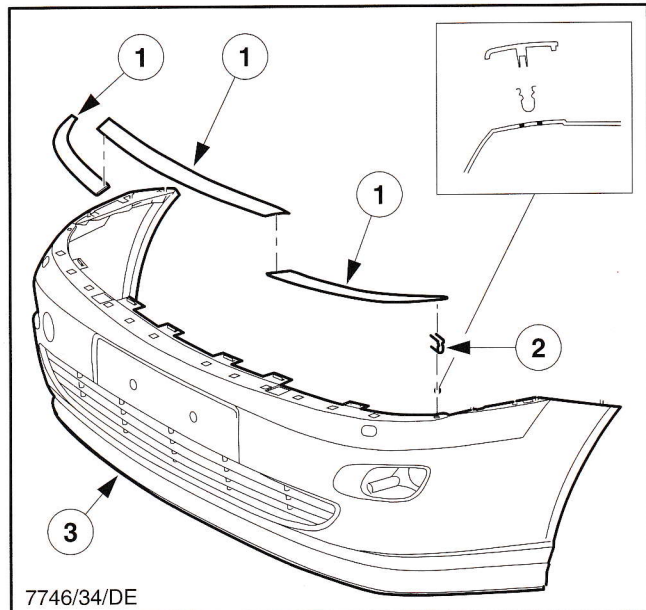


Exterior trim

Front bumper (continued)

- The bumper on the Ghia version has a three-piece chromed trim strip along the upper edge.

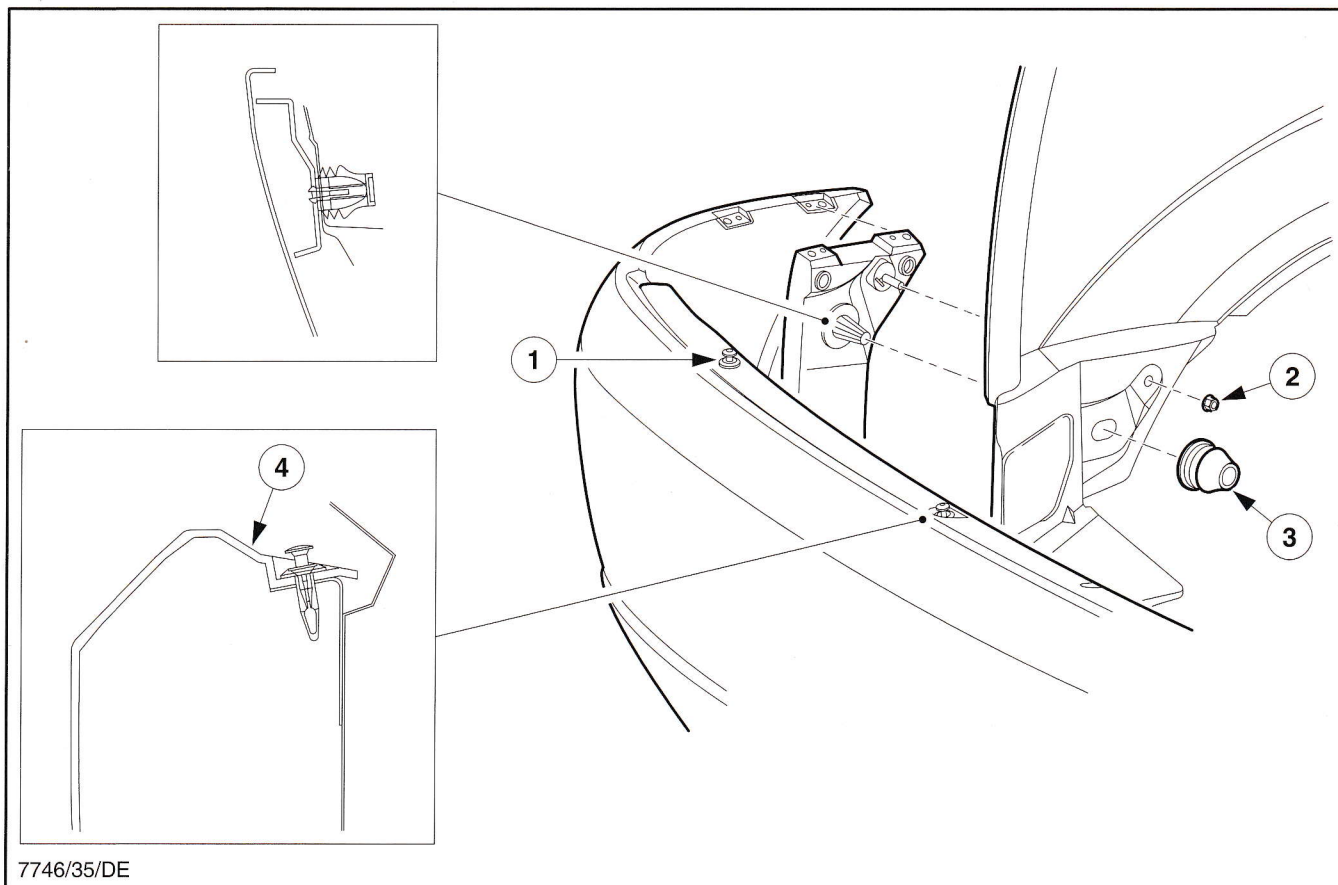
- 1 Three-piece trim strip
- 2 Retaining clip
- 3 Air deflecting lip



Headlamp washer system

- The Focus can be supplied with a headlamp washer system as optional equipment. When the washers are activated, the telescopic washer nozzles are extended.
- The telescopic washer nozzles are secured on the left and right-hand sides of the hood lock mounting frame with two screws.
- The connecting hose between the washer fluid reservoir and the telescopic washer nozzles runs under the left-hand fender to the left-hand telescopic washer nozzle and is routed along the hood lock mounting frame to the right-hand telescopic washer nozzle.

Rear bumper



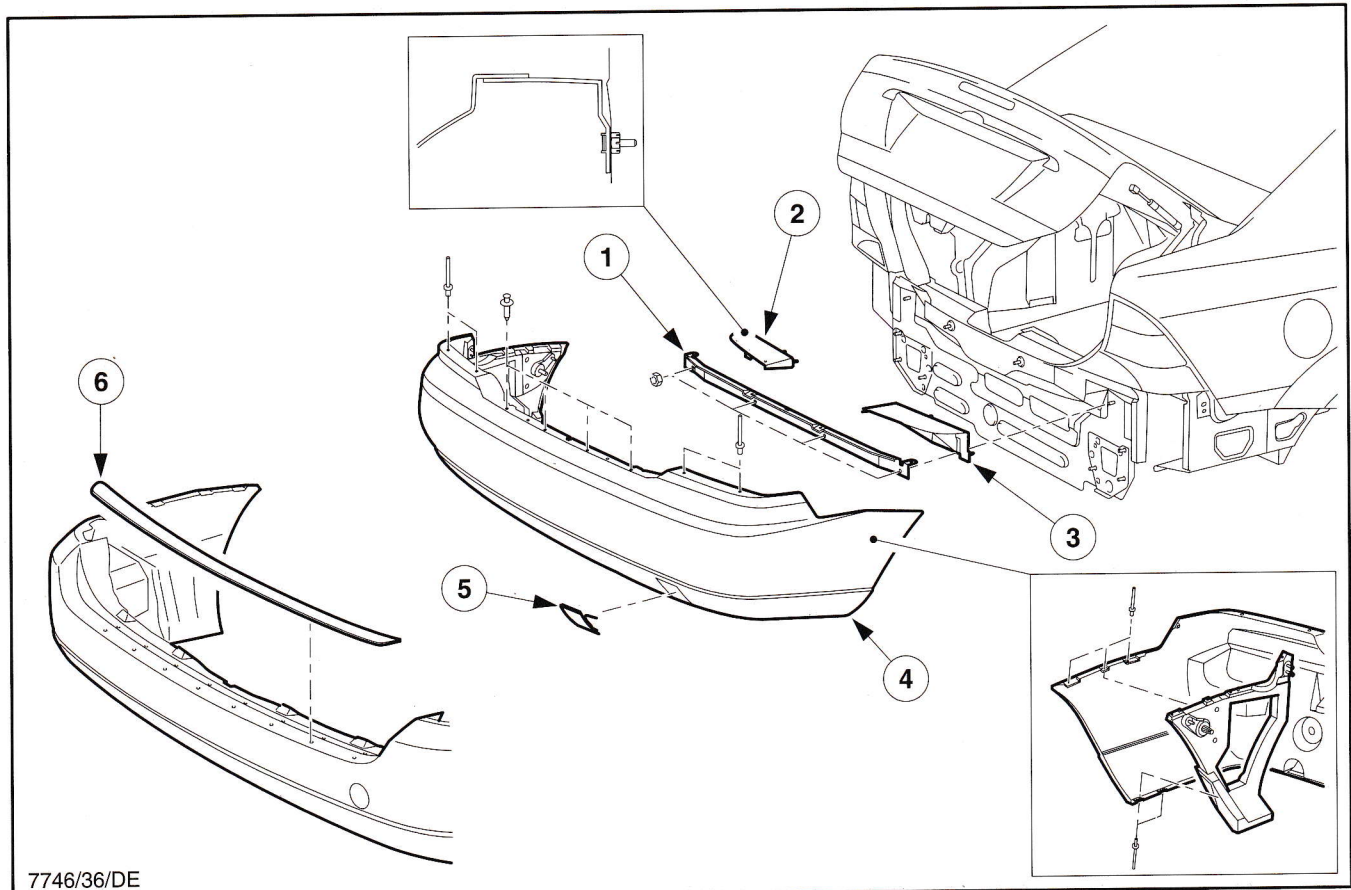
Rear bumper – hatchback

- | | |
|------------------|------------------|
| 1 Retaining clip | 3 Centering cone |
| 2 Nut | 4 Bumper |

- The rear bumper is also made of recyclable plastic (PU) and painted the same colour as the body in production. Here again, reinforcements are located in the area of the fixing points on the fenders. The middle section is secured to the back panel by a bracket. The mounting socket for the towing eye is located behind the round cover on the right-hand side (in the direction of travel).
- Behind the bumper there is an impact absorber (hollow sheet steel structure) to which a foam moulding is attached in the upper part. This ensures that the underlying body parts do not have to absorb any impact energy in a collision at 3 mph (4 km/h).
- Additional reinforcements are incorporated in the side areas (where it is attached to the quarter panel).
- To avoid possible damage while loading and unloading, the bumpers on the notchback and wagon variants have an additional protective moulding in the area of the luggage compartment lid or liftgate.
- The bumpers can be repainted after repairs.

Exterior trim

Rear bumper (continued)

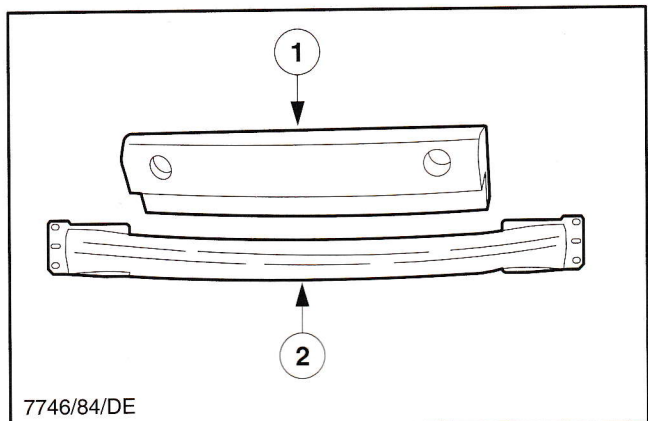


Rear bumper – notchback

- 1 Bracket
- 2 Bracket
- 3 Bracket

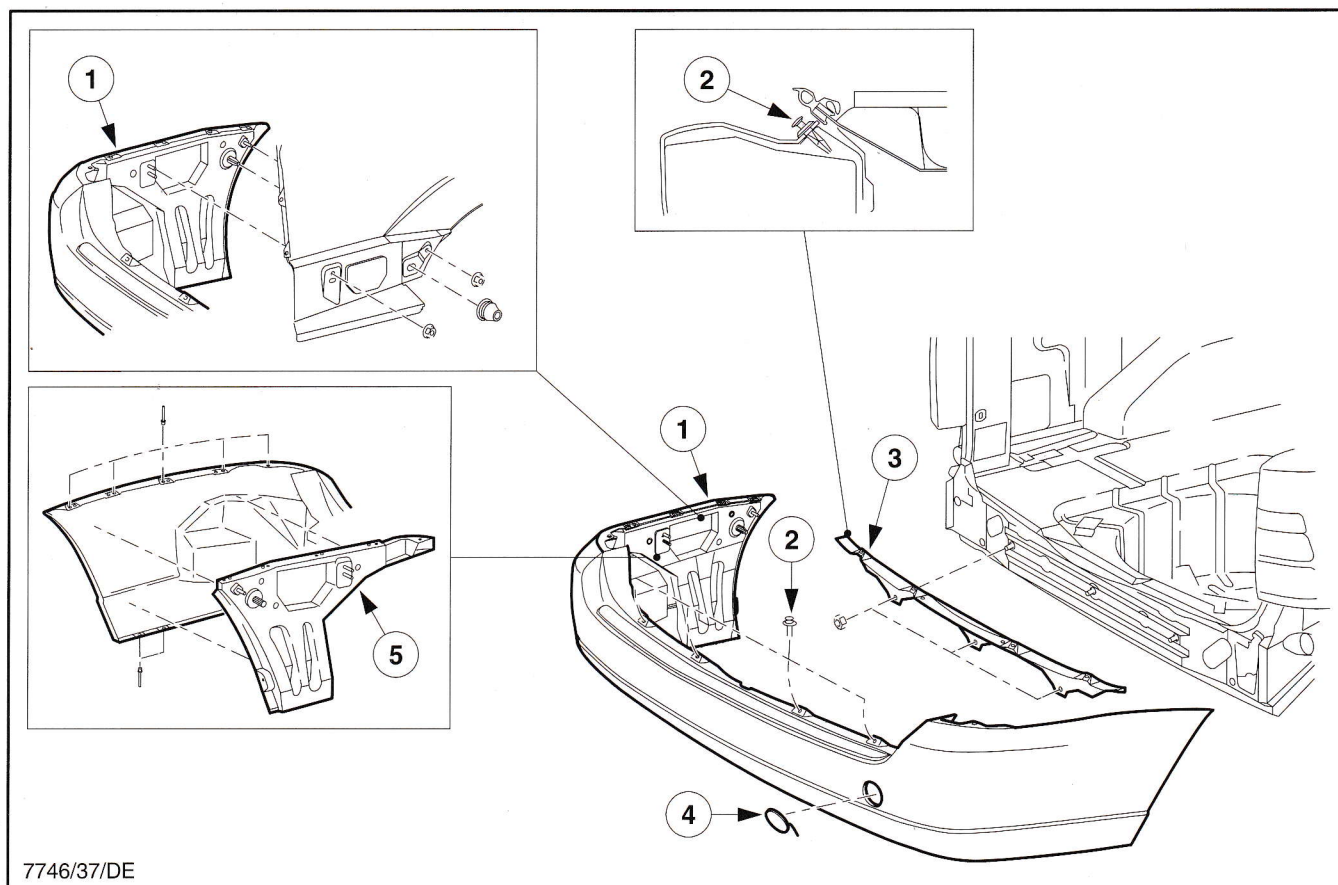
- 4 Bumper
- 5 Cover for towing eye mounting socket
- 6 Trim strip

NOTE: The impact absorber is almost identical on the hatchback and notchback variants (the notchback variant has additional crash-elements).



- 1 Foam moulding
- 2 Impact absorber

Rear bumper (continued)



Rear bumper – wagon

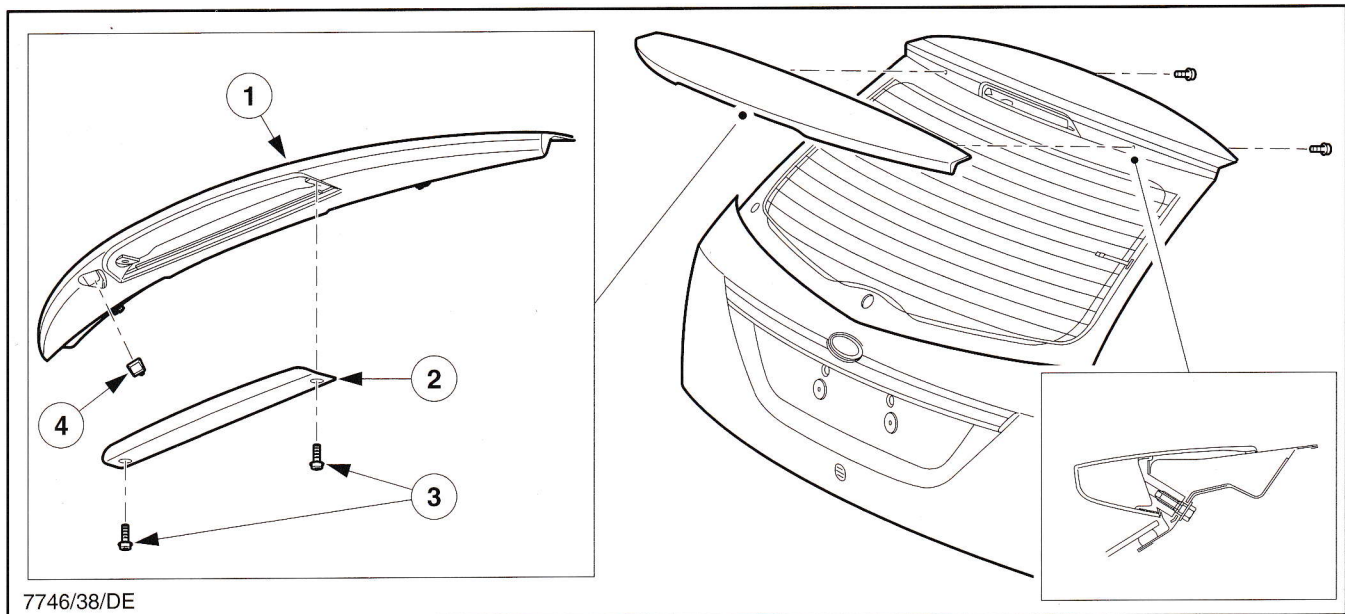
- | | |
|------------------|--|
| 1 Bumper | 4 Cover for towing eye mounting socket |
| 2 Retaining clip | 5 Reinforcement |
| 3 Bracket | |

NOTE: The Focus wagon has a different rear impact absorber with a foam moulding in the upper and lower parts.

Exterior trim

Rear spoiler

- A rear spoiler is available as an optional original accessory for the hatchback and notchback variants.
- On the hatchback the rear spoiler is mounted on the upper edge of the liftgate. It has provision for mounting an auxiliary stop lamp and the rear window washer nozzle.
- When the rear spoiler is installed later, the auxiliary stop lamp and the rear window washer nozzle must be moved (from the production position to the rear spoiler).

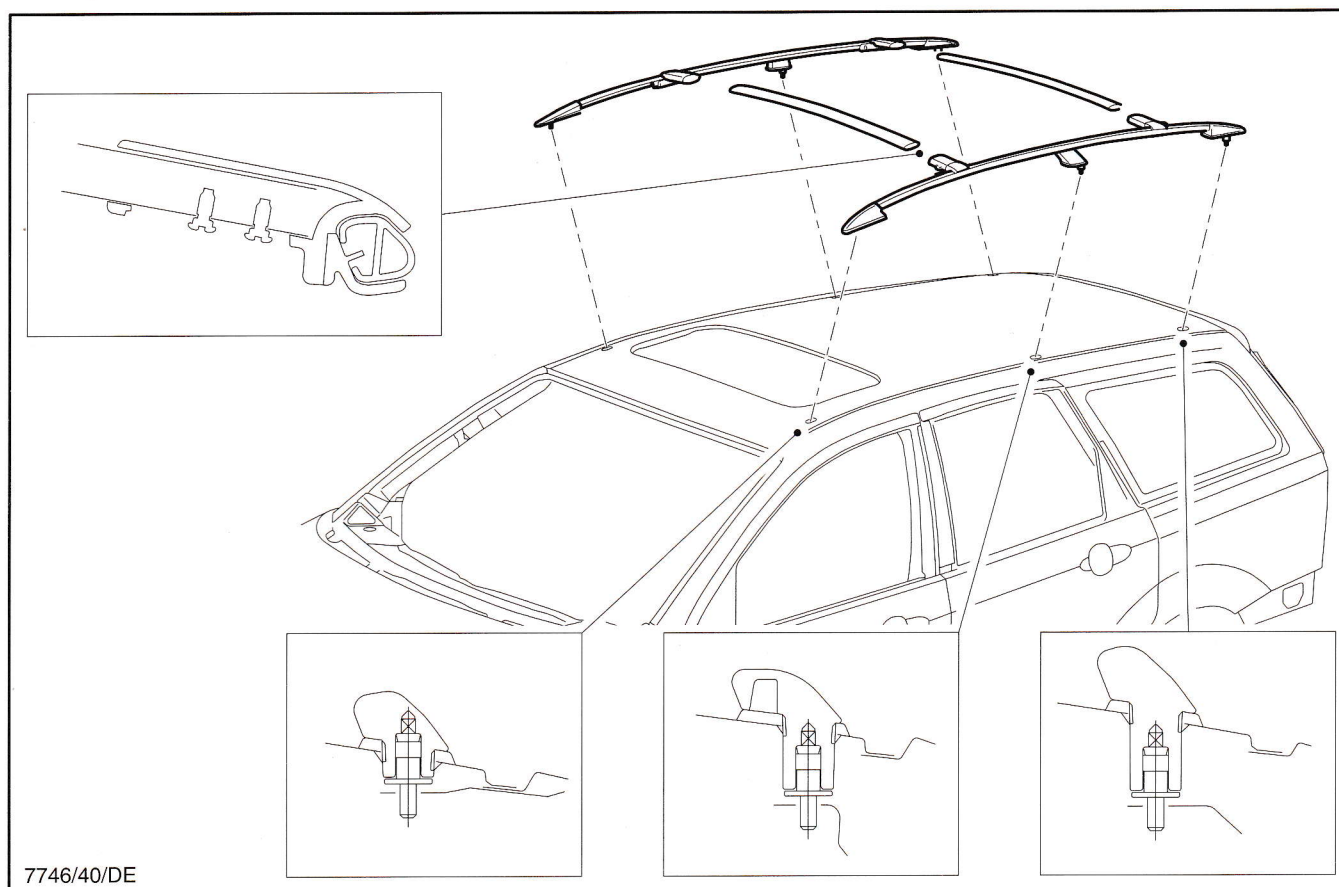


Rear spoiler – hatchback

- | | |
|----------------|-----------------------------|
| 1 Rear spoiler | 3 Retaining screws |
| 2 Stop lamp | 4 Rear window washer nozzle |

Roof-rack

- The Focus wagon variant alone is equipped with a roof-rack. The roof-rack is screwed to the roof at six points.
- On the wagon variant the roof frame, roof bows and mountings are reinforced.



Roof-rack – wagon

Sliding roof opening panel

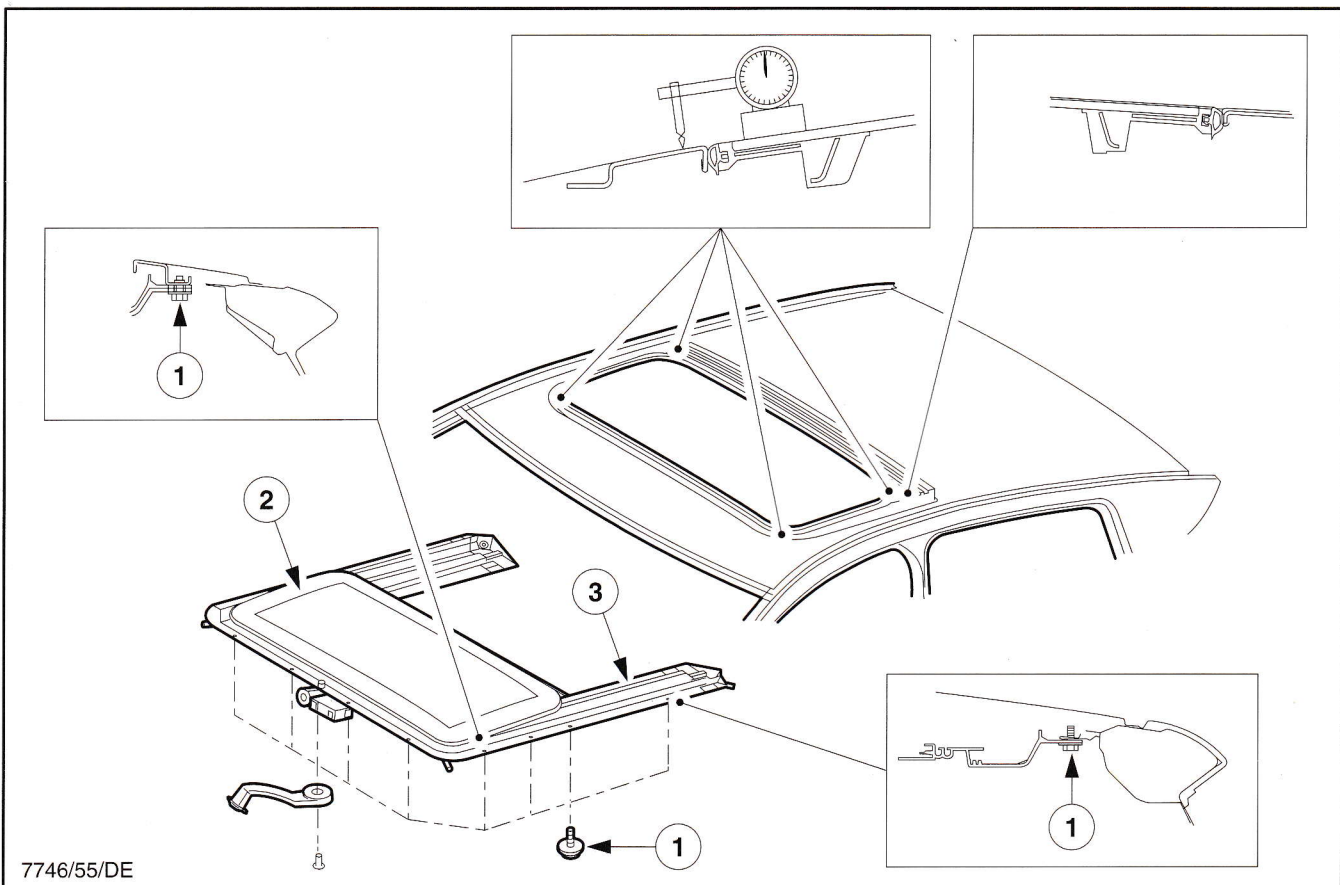
- All the Focus variants are available with a manually operated sliding roof opening panel. The roof opening panel frame is secured to the roof frame by 12 screws. The roof opening panel is positioned so that no wind noise occurs at high vehicle speeds. Therefore, when carrying out repairs, it is imperative to make sure that the sliding roof opening panel is adjusted correctly. The adjustment is measured at the four corner points of the roof opening panel.

Removal

- Slacken the retaining screws.
- Compress the centering clips used pointed pliers and remove the roof opening panel.

Installation

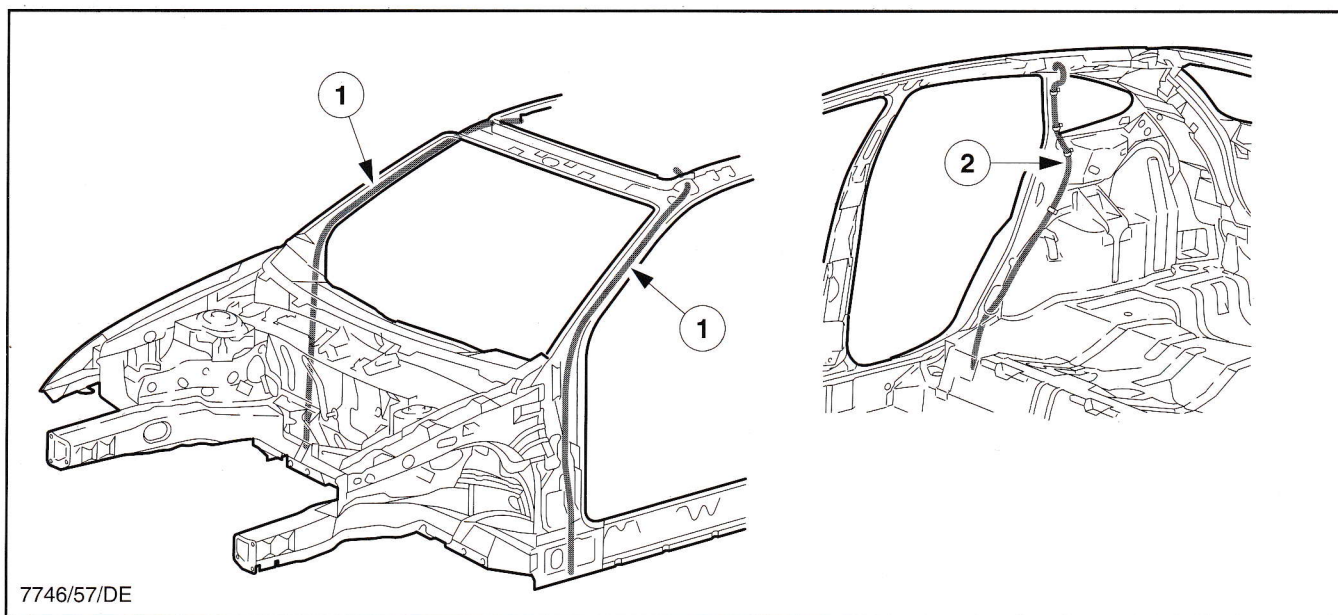
- The sliding roof opening panel, complete with the frame, is screwed to the roof reinforcing frame with 12 screws.
- The precise installation position is determined by one centering clip at the front in the middle and two centering clips at the sides.
- The glass panel must first be released at the four adjusting screws. Then the height of the glass panel is adjusted.
- The seal is preassembled on the roof opening panel and is guided over the outer edge of the headlining after installation.



Sliding roof opening panel

- 1 Retaining screw 2 Glass panel 3 Roof opening panel frame

Sliding roof opening panel (continued)



Water drainage hoses of sliding roof opening panel

1 Front water drainage hoses

- The front water drainage hoses run from the sliding roof opening panel through the A-pillars into the area of the junction between the A-pillar and rocker panel.
- When repairs are carried out in this area, the water drainage hose concerned must be removed.
- On the 3-door hatchback variant, the rear water drainage hoses run behind the rear quarter

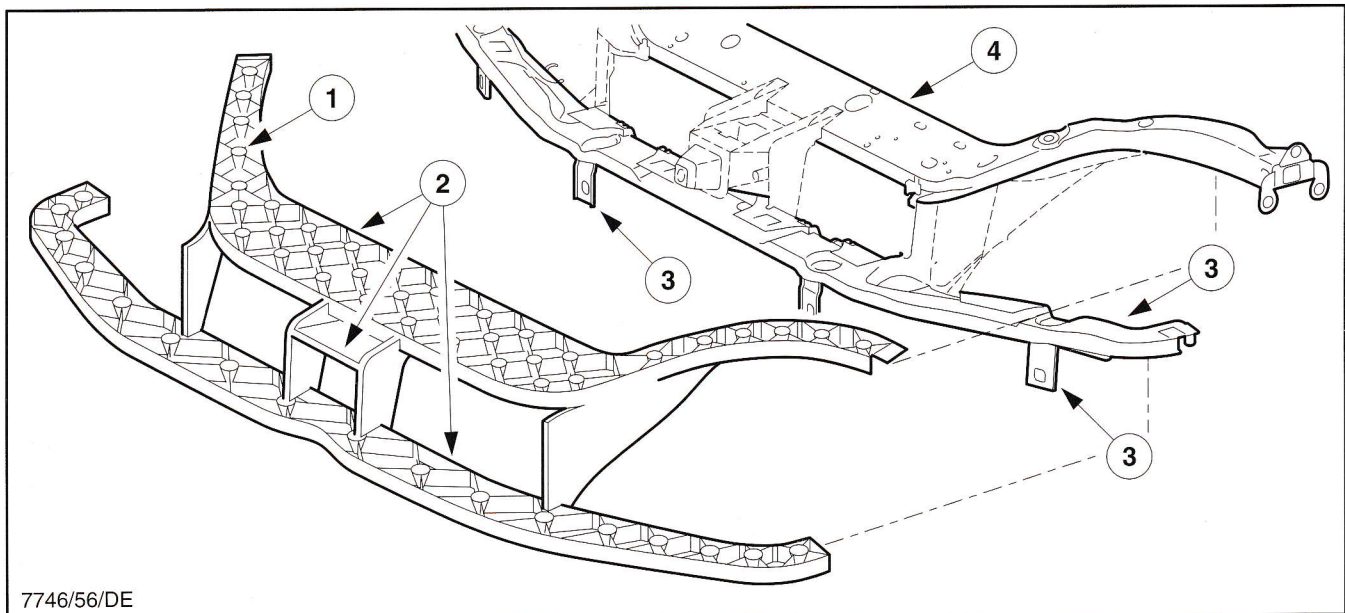
2 Rear water drainage hose

- windows. The water drainage hoses are secured to the inner quarter panel and covered by the trim.
- On all the other versions the rear water drainage hoses run downwards along the rear door pillar and are covered by the trim panel.
- On all the model variants the water drainage hoses end in the area of the door pillar/rocker panel.
- When repairs are carried out in this area, the water drainage hose in question must be removed.

Exterior trim

Hood lock mounting frame (sheet steel/plastic construction)

- The hood lock mounting frame is a hybrid construction and is used in production for the first time in the Focus.
- The hood lock mounting frame incorporates three sheet steel panels: an upper member, lock shielding panel, and lower member.
- The sheet steel thickness is only 0.5 mm.
- The sheet steel panels are zinc-coated and coated electrolytically. The sheet steel panels are reinforced with polyamide on the underside.
- Advantages of the hybrid construction:
 - high structural strength
 - good static and dynamic properties
 - lighter weight than the conventional steel construction
 - very high dimensional stability
 - economical to manufacture
 - allows adjustment at visible edges of hood, fenders and bumper for example.



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Components of the hood lock mounting frame

- | | |
|---------------------------|--------------------|
| 1 Reinforcement structure | 3 Mounting flange |
| 2 Plastic components | 4 Metal components |

Installation position

- The hybrid hood lock mounting frame is secured to the front of the vehicle by bolts.
- This allows adjustment at the adjoining components in three directions. This means that possible tolerances can be offset.
- All the clearances between the hood, fenders and bumper can be set perfectly.
- The bolted connections allow the complete hood lock mounting frame to be removed without difficulty, making repairs to underlying components easier.

Hood lock mounting frame (continued)

Installation and alignment

- Position the hood lock mounting frame with its brackets on the crossmember, fenders and fender apron panel reinforcement.
- Install and secure the headlamps and the radiator grille in the hood lock mounting frame.
- The hood lock mounting frame with the headlamps and the radiator grille is then aligned with the fenders and the hood.
- Tighten the retaining bolts to 30 Nm.

NOTE: The hood lock mounting frame is largely made of plastic. Therefore, the specified temperature of 80°C must not be exceeded when carrying out repairs and painting in this area.

Exterior trim

Hood opening mechanism

- The hood is opened by turning a lock cylinder with the vehicle key. The lock cylinder is incorporated in the hood lock mounting frame and is covered by the Ford emblem.
- It is not possible to open the hood from the passenger compartment.

The hood lock has the following advantages over the conventional opening mechanism:

- The clearances between the hood and the headlamps, radiator grille and fenders can be reduced as the special locking function only requires a short hood closing movement.
- Simple operation with few components with no need for adjustments or servicing.
- Turning the key makes it easier to open the hood and there is no longer any need to feel for the catch.
- Vehicle security is increased by incorporating the hood lock in the vehicle security system.

Hood lock operation

- Turn the Ford emblem 90 degrees clockwise in the direction of travel until it engages.
- Insert the vehicle key in the lock cylinder and unlock the catch by turning counter-clockwise (in the direction of travel). The hood is now raised by a spring-loaded pin in the lock so that the catch comes up against its stop.
- The catch is released by turning the key clockwise. Then the hood can be opened fully.



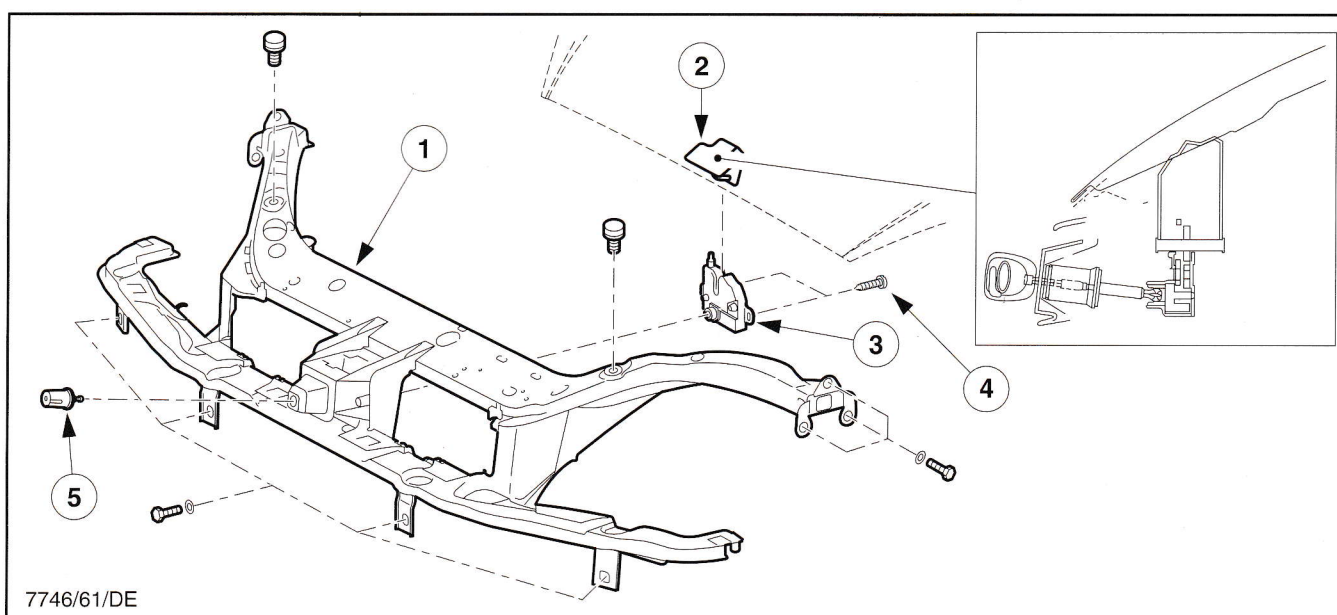
CAUTION: The key must be removed immediately after the hood is opened to avoid the danger of the key breaking off during work in the engine compartment. Swivel the Ford emblem back into place.

Installing a new hood lock

Vehicles without air conditioning

Removal of the hood lock has been made as difficult as possible for unauthorised personnel so as to maximise protection against theft. The procedure is as follows:

- Raise the vehicle.
- Detach the front air deflector.
- From below, remove the two retaining screws (located in front of the radiator).
- Tilt the hood lock towards the rear.
- Using a short screwdriver, detach the lock from the lock cylinder coupling.
- Remove the hood lock from below.



Hood lock

- | | |
|----------------------------|-------------------|
| 1 Hood lock mounting frame | 4 Retaining screw |
| 2 Protective cover | 5 Lock cylinder |
| 3 Hood lock | |

Vehicles with air conditioning

- Raise the vehicle.
- Detach the front air deflector.
- Detach the lower radiator crossmember.
- Lower the complete unit and slide it towards the rear until access is gained to the hood lock mounting.
- From below, remove the two retaining screws.
- Tilt the hood lock towards the rear.
- Using a short screwdriver, detach the lock from the lock cylinder coupling.
- Remove the hood lock from below.

Interior trim

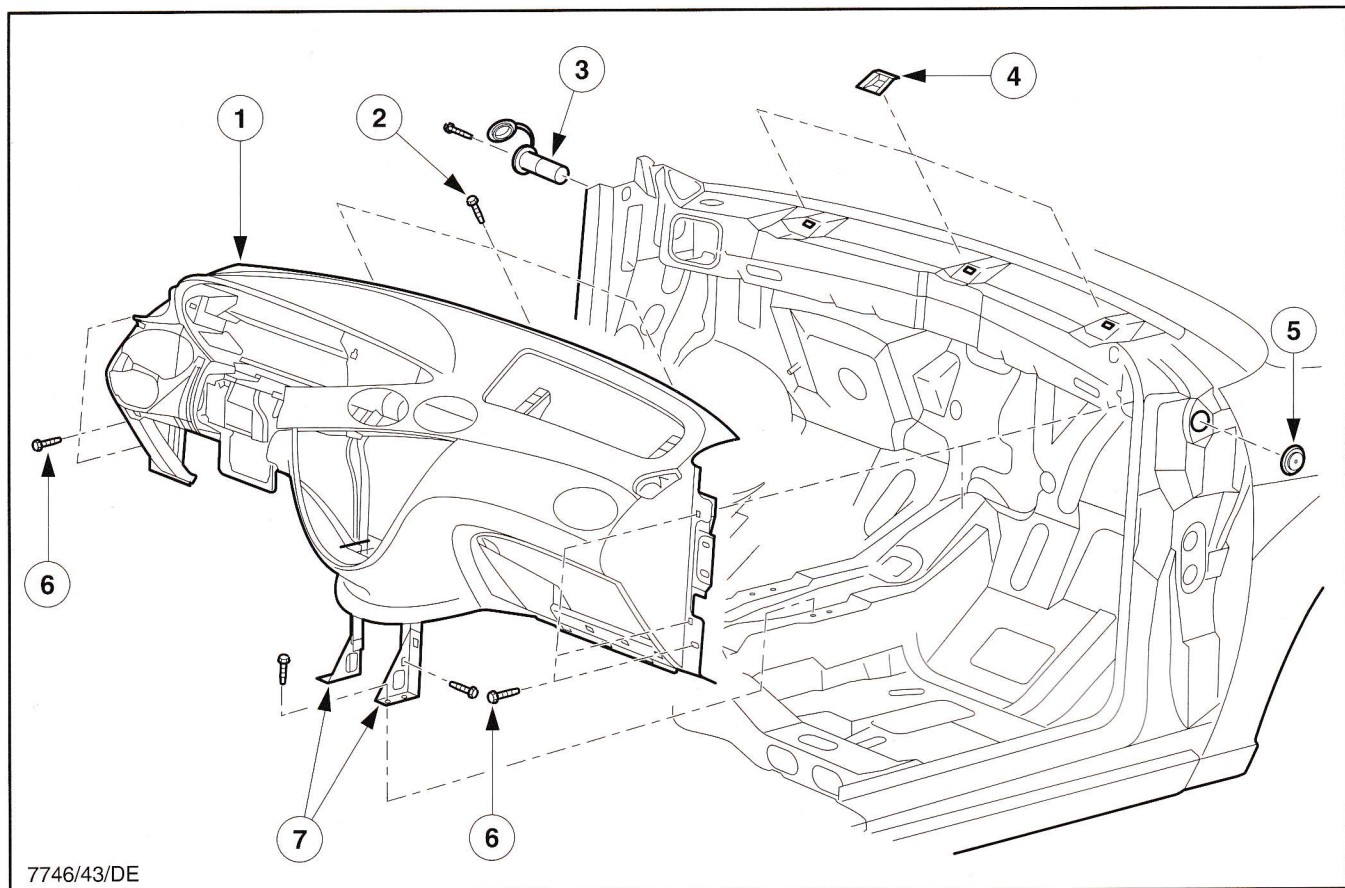
Facia and instrument panel

The facia and instrument panel are completely new and conform to the new interior design strategy.

Ergonomics, optimum NVH characteristics, ease of repair and insulation of noise from the engine compartment were prime considerations during their development.

Facia and instrument panel removal

- Remove the cover for the instrument panel.
- Remove the instrument panel.
- Disconnect the electrical and mechanical connections.
- Remove the radio and the heater control console.
- Remove the glove compartment and the front passenger air bag module.
- Remove the facia complete with the crossmember (13 screws).
- Disconnect the remaining electrical connections.
- In production the facia is pre-assembled on a steel crossmember. The two components form a unit which is bolted between the left and right-hand A-pillars.



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Facia

- | | | |
|--|------------------------|--|
| 1 Facia | 4 Nut | 7 Floor panel brackets with retaining screws |
| 2 Cowl panel retaining screws | 5 Locating sleeve plug | |
| 3 Retaining screw with tool locating sleeve and plug | 6 Retaining screws | |

Center console

- The center console is connected directly to the facia and secured to the floor assembly tunnel.
- The air bag control module and the warm air ducting for heating the rear of the vehicle are located under the center console.
- Depending on the equipment, the console trim incorporates a few actuating switches for the heated seats, traction control and electronic parking aid for example.

NOTE: All the actuating switches must be installed in the trim before the center console is secured. Subsequent installation is not possible.

Liftgate trim panel

- The liftgate trim panel and the rear window frame trim on the hatchback and wagon variants are secured to the liftgate by screws and clips.

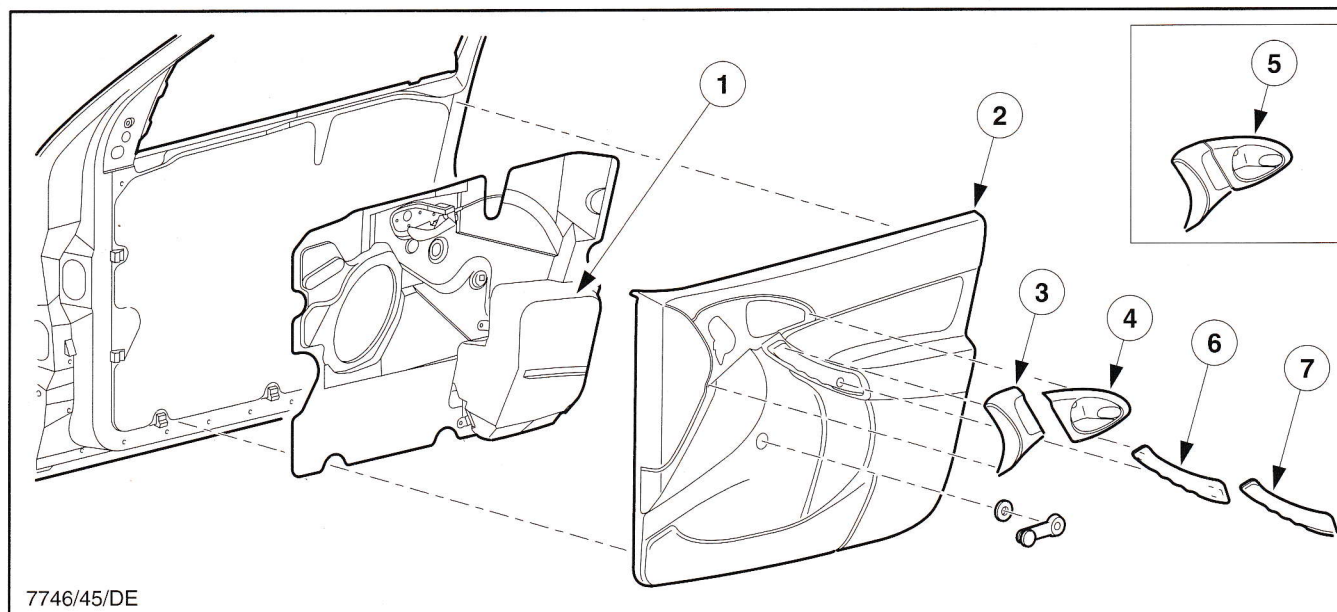


CAUTION: The fixing clips are secured to the trim panel and remain with the trim panel when it is removed. The trim panel must be pulled off the liftgate straight to avoid breaking the clips. If clips are damaged or broken off, a complete new trim panel must be installed. It is imperative to stick to this procedure.

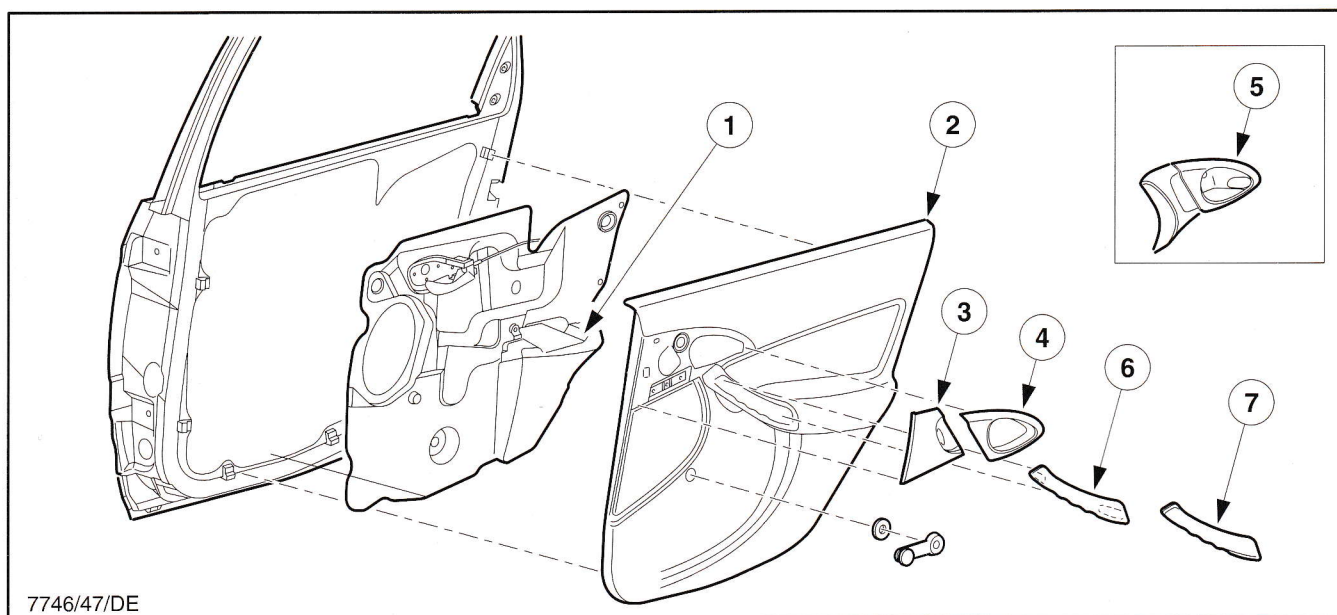
Interior trim

Doors

Door trim panel



Front door trim panel

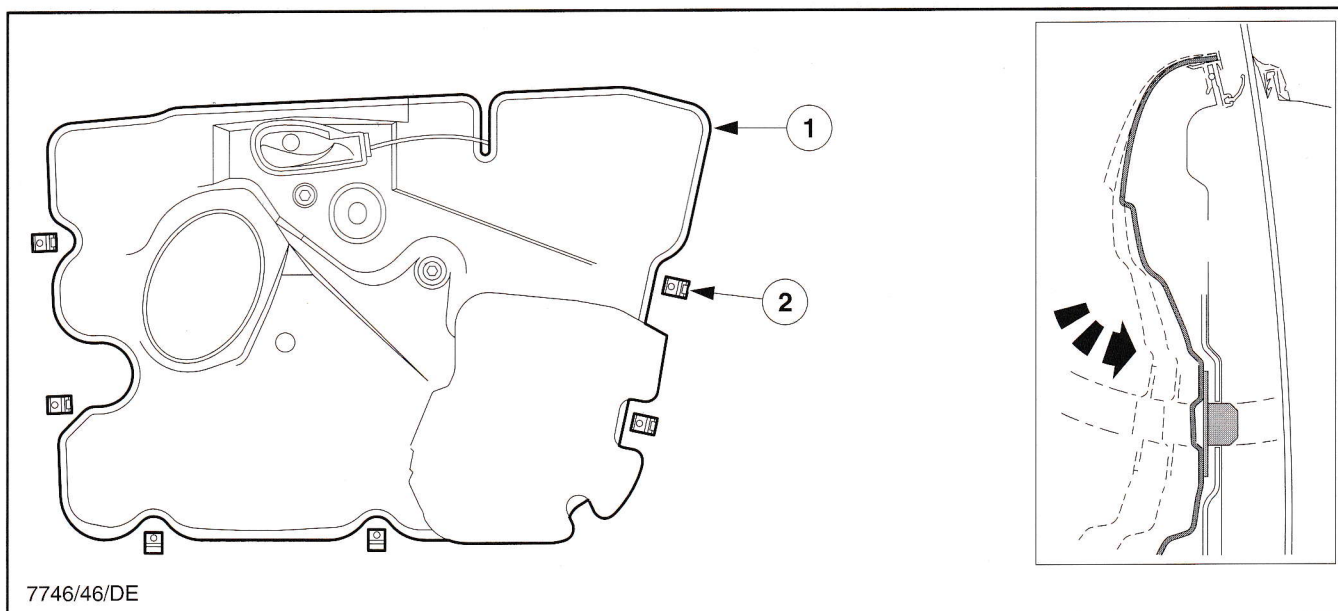


Rear door trim panel

- | | | |
|--|---|------------------------|
| 1 Side impact protection | 4 Bezel (with electrically operated windows) | 6 Interior door handle |
| 2 Door trim panel | 5 Bezel (without electrically operated windows) | 7 Cover |
| 3 Bezel (with electrically operated windows) | | |

Door trim panel (continued)

- The door trim panel is hooked in place in the area of the window frame and screwed to the door along the side edge. It is also secured to the door handle and in the area of the door opening with screws.
- The window regulator is a push-fit and held by a retaining clip.
- A foam gasket glued to the door prevents water entering the interior of the door and also helps to insulate noise.
- To improve occupant protection in a side impact, foam pads are incorporated between the door bracing and the door trim panel.

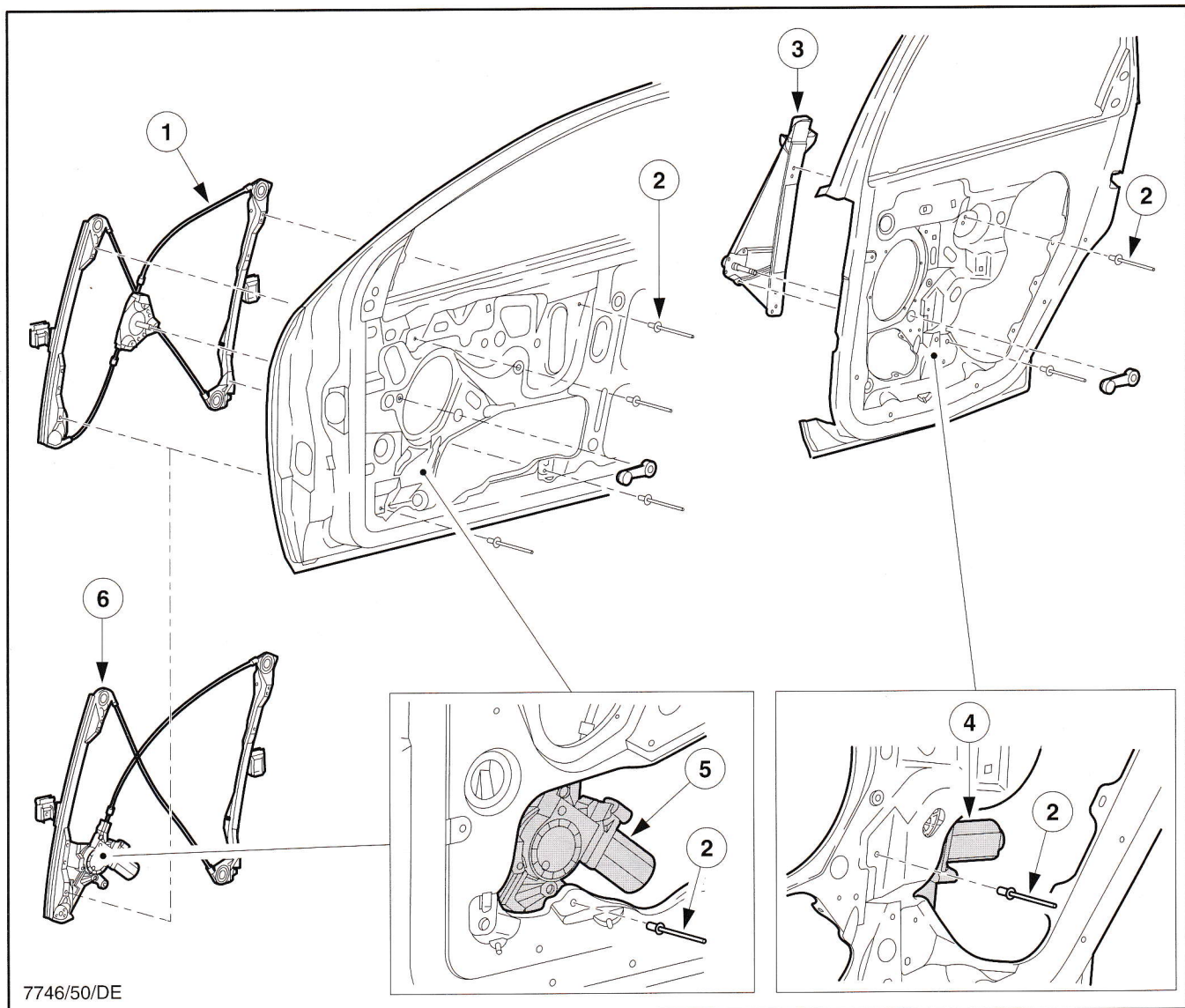


Door trim panel

1 Door trim panel

2 Plate nut (6 off)

Window regulating mechanism



Window regulating mechanism

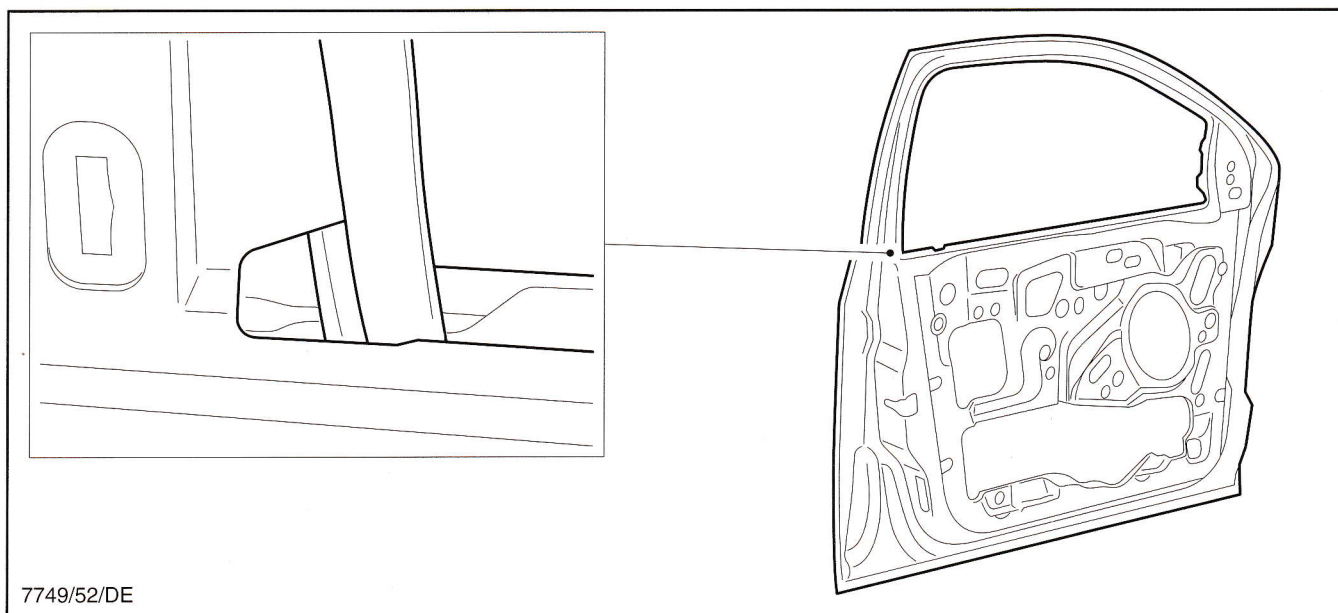
- | | |
|--|--|
| 1 Front manual window regulating mechanism | 4 Rear window regulating motor |
| 2 Rivets | 5 Front window regulating motor |
| 3 Rear manual window regulating mechanism | 6 Front electric window regulating mechanism |

- The window regulating mechanism is secured to the door inner panel with blind rivets.
- When the window regulating mechanism is operated electrically, the electric motor is also secured to the door inner panel with rivets.

Door window removal, installation and adjustment

The doors on the Focus have installation slots for the door windows. This allows the door window to be inserted without removing the window seals. The door trim panel, door handle and noise deadening matting must be removed to remove and install the window.

Window regulating mechanism (continued)



Cutout for sliding window installation

Front door window removal

- Wind the window down until the clamping screws are accessible.
- Undo the clamping screws.
- Lift the door window out through the door belt.

Front door window installation

- Insert the window from above and align it roughly in the window regulating mechanism.
- The window can be centred by winding it right up.
- Tighten the rear clamp.
- Carefully wind the window down until the front clamp is accessible and tighten it.

- Check the adjustment.

Rear door window removal

The clamping sleeve and the retaining pin are positioned concentrically.

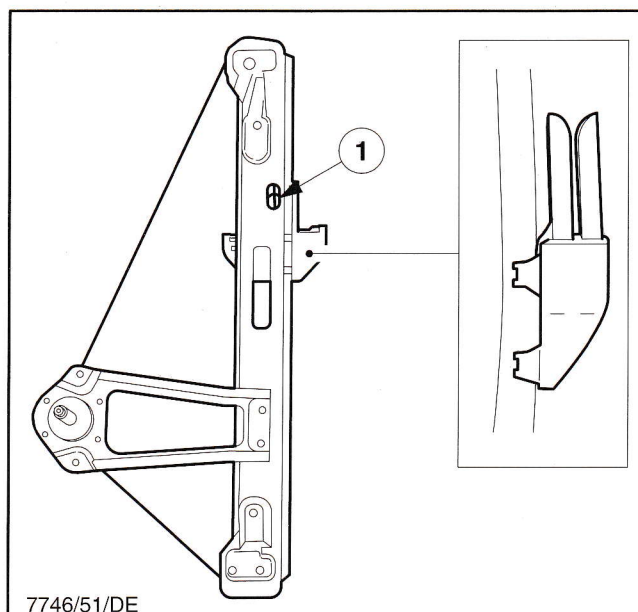
- Remove the rear lower glass guide.
- Wind the window down until the retaining pin and the clamping sleeve are visible in the assembly hole.
- Drive out the retaining pin with a pin punch.
- Push out the clamping sleeve.
- Remove the door window from above through the door belt.

Window regulating mechanism (continued)

Rear door window installation

The rear door window is adjusted precisely by engagement of the clamping sleeve.

- Bring the window regulating mechanism into position.
- Install the clamping sleeve and the retaining pin in the door window.
- Introduce the door window through the door belt.
- Adjust the door window in the window regulating mechanism and press it down until it engages.
- Install the rear lower glass guide.



Window regulating mechanism rear door

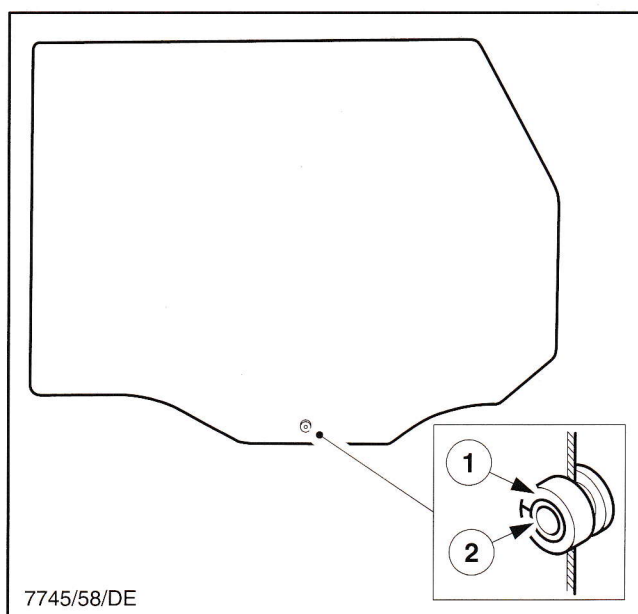
- 1 Position for retaining pin and clamping sleeve removal

Window regulating mechanism removal

- When the window regulating mechanism is to be removed, the rivets must be drilled out. This should be done with great care so that the door inner panel and paintwork are not damaged.

Window regulating mechanism installation

- Slide the window regulating mechanism into the door from below, adjust it and secure it with blind rivets.



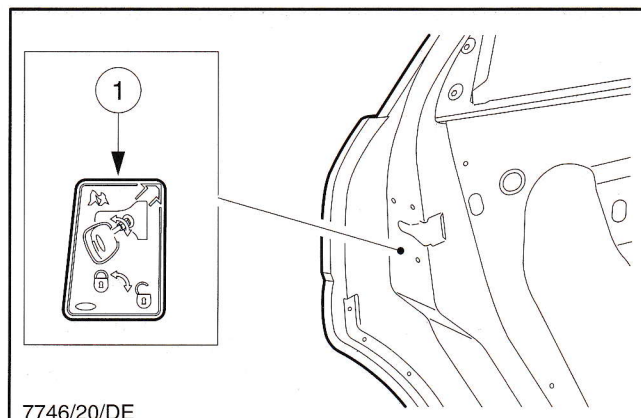
Rear door window installation

- 1 Clamping sleeve
- 2 Retaining pin

Childproof locks

On the Focus the childproof locks are activated and deactivated with the tip of the vehicle key. This prevents the setting being changed unintentionally, by children for example.

1 Guide to operating childproof lock



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Door handles

- The exterior and interior door handles are operated by a pulling movement.
- This operating mechanism allows the doors to be opened in an emergency.

Door handle connection to door lock

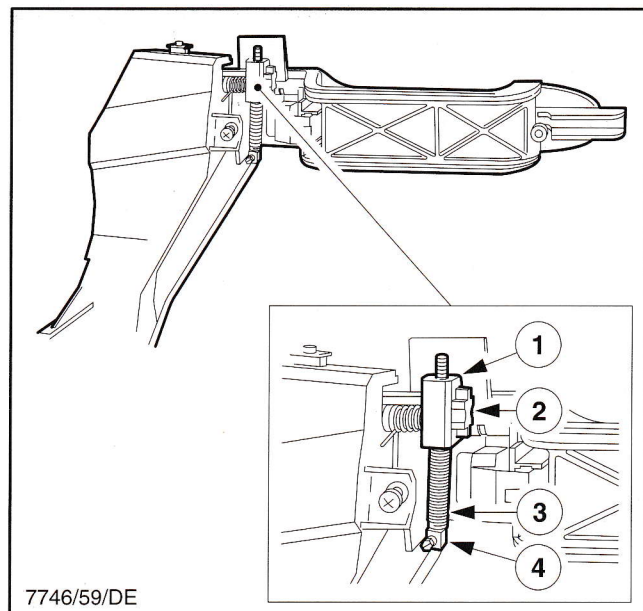
The door handle free play is set by a clip on the connecting rod from the door handle to the door lock. A spring on the connecting rod ensures that the door handle remains in permanent contact with the door. The door handle is connected to the clip by means of a reversing shaft. The reversing lever has a thread in the area of the clip retainer. Once the clip is closed to retain it, the handle is permanently connected to the door lock.

Door lock module

Front door lock module

- A door lock module is used for the first time in the Focus. This consists of the door handle, the operating linkage and the door lock. When repairs are made to the door, the door lock module can only be removed complete. The interior door opening lever is connected to the door lock by a cable.

- 1 Door clip
- 2 Door clip retainer
- 3 Connecting rod with spring
- 4 Clamp



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Interior trim

Door lock module (continued)

Lock cylinder removal

- Release the lock cylinder retainer from the inside.
- Turn the vehicle key to the right and left in the lock cylinder until the removal position is reached.
- Withdraw the lock cylinder with the vehicle key.

Door lock module removal

- Remove the door trim panel and the sound deadening mat.
- Remove the screws on the door lock mechanism.
- Unscrew the lock cylinder plate from the inside. Swing the lock cylinder plate away towards the outside and remove it.
- Pull the exterior door handle towards the rear and remove it.
- Detach the door handle rubber seal.
- Compress the door lock module retaining clip on the door handle mounting and remove the door lock module from below.

Clip removal

- Lever the clip away from the pin on the reversing shaft.
- Unscrew the clip from the thread on the connecting rod.

Door lock module (continued)

Door lock module installation

- Insert the door lock module from below and secure it. Make sure that the retaining clip engages on the door handle mounting.
- Install the door handle rubber seal.
- Attach the door handle and press it forwards.
- Attach the lock cylinder plate at the rear and secure it with a screw from the inside at the front.

Door handle-free play adjustment

- Check that the clip moves freely on the connecting rod by pulling the door handle several times.
- Make sure that the door handle makes snug contact with the door.
- Lock the clip.
- To check the adjustment, lock the door lock manually (with a screwdriver) and open by pulling the door handle.

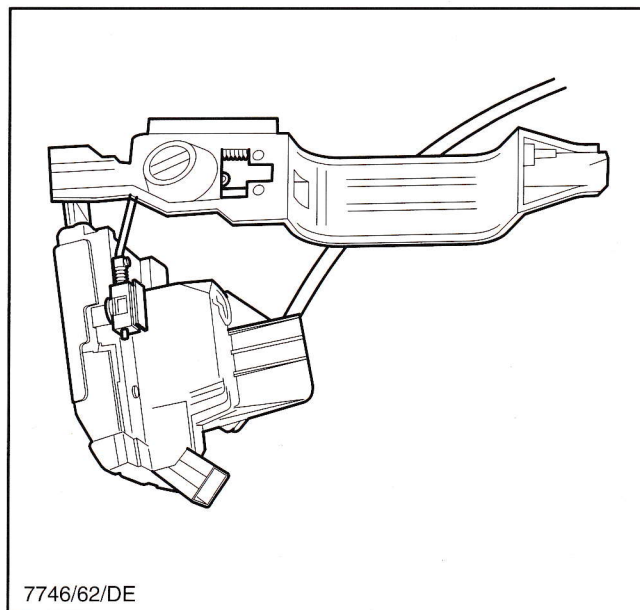


CAUTION: The clip cannot be opened again after locking. Generally, a new clip must be used to correct an incorrect adjustment.

Door lock module (continued)

Rear door lock module

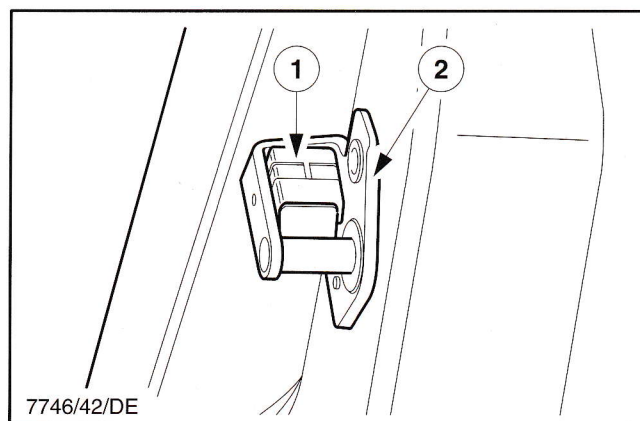
The operation of the rear door lock module is identical to that of the front door lock module. However, the clip is secured to the door lock and not the door handle.



Rear door lock module

Door contact switch

- On the Focus the door contact switches are incorporated in the lock striker. As a result, the interior lamp is switched on at a precise point. If the door contact switch is connected to an alarm system, this can react more sensitively to forcible opening of the doors. It is no longer possible to bridge the door contact switch to force a door.



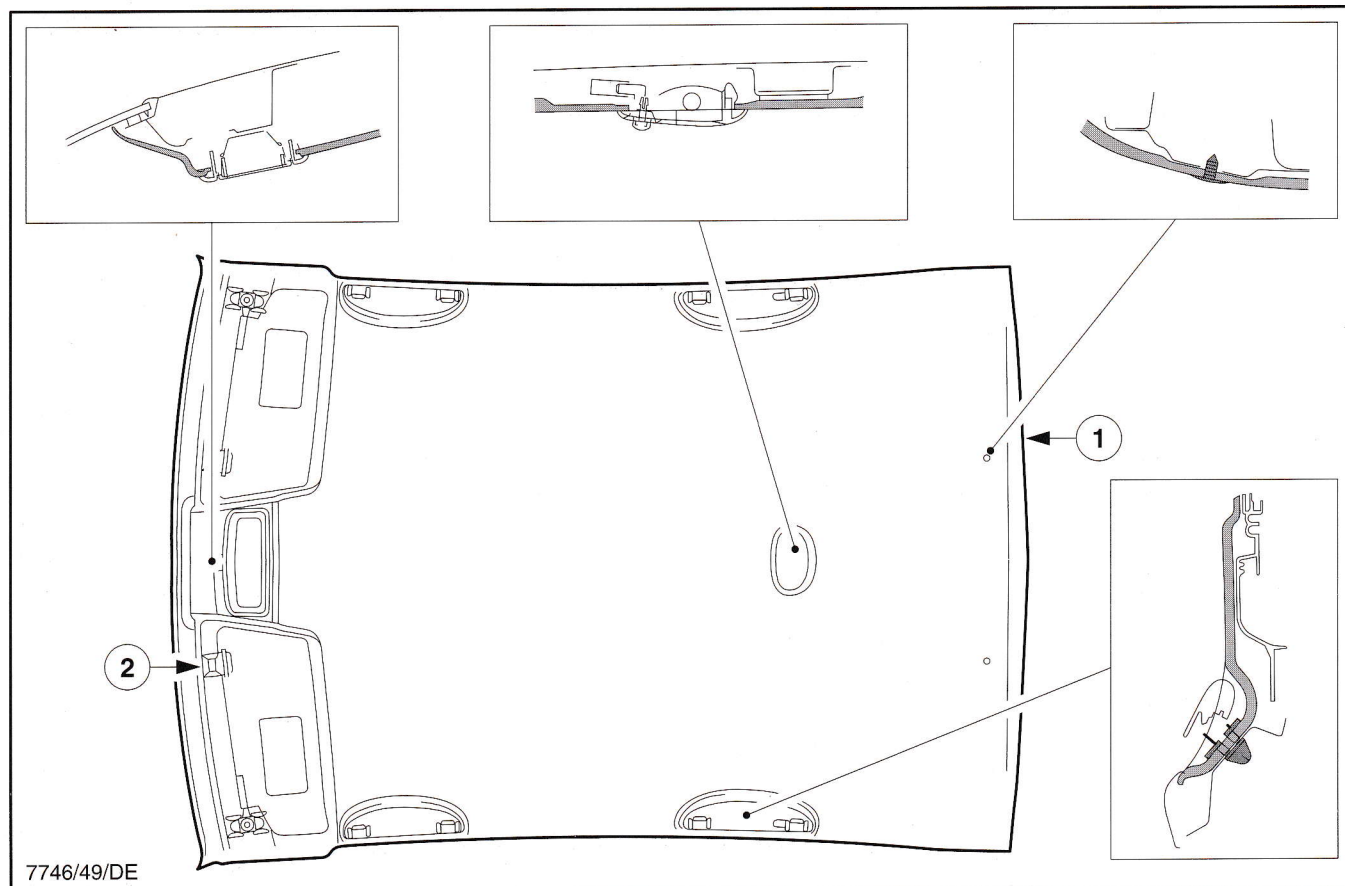
Lock striker with door contact switch

- 1 Door contact switch
- 2 Lock striker

Interior trim

Headlining

- The Focus headlining is made in panel form for all the body variants. Once the retainers have been released, the headlining can be removed through the opened liftgate.
- On the notchback variant the seat backrests should be folded forwards fully. Then the headlining can be removed through one of the rear doors.
- The headlining is installed in the reverse order.
- For adjustment in the vehicle, the headlining must be secured initially with the sun visor on the front left-hand side and a clip on the rear right-hand side. The installation procedure is described in detail in the workshop literature.



Headlining fixing points

1 Fixture by clip

2 Fixture with sun visor

NVH measures

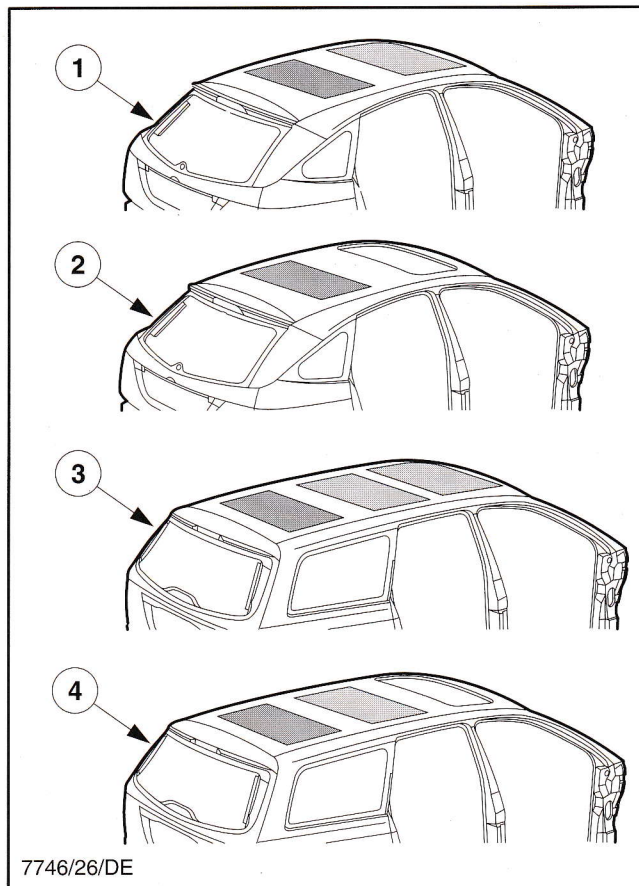
Noise insulation

Foam blocks are installed in the lower parts of the A-pillars, B-pillars and C-pillars to prevent direct

transmission of noise from the floor assembly into the passenger cell.

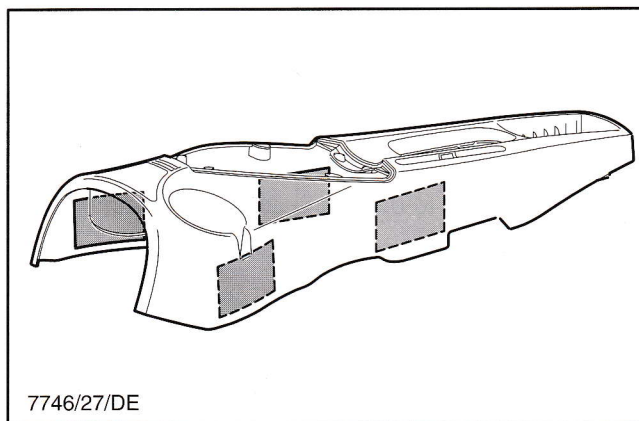
- Extensive sound deadening mats are glued to the inside of the roof to minimise wind noise and vibration noise.
- The 3-door and 4-door versions each have two sound deadening mats, the wagon has three sound deadening mats.
- The front sound deadening mat is eliminated on vehicles with a sliding roof opening panel.

- 1 Hatchback/notchback without roof opening panel
- 2 Hatchback/notchback with roof opening panel
- 3 Wagon without roof opening panel
- 4 Wagon with roof opening panel



- Sound deadening mats on the center console.

NOTE: The Focus is equipped with comprehensive noise insulation. Particular care must be taken when carrying out repairs or applying heat in these areas.

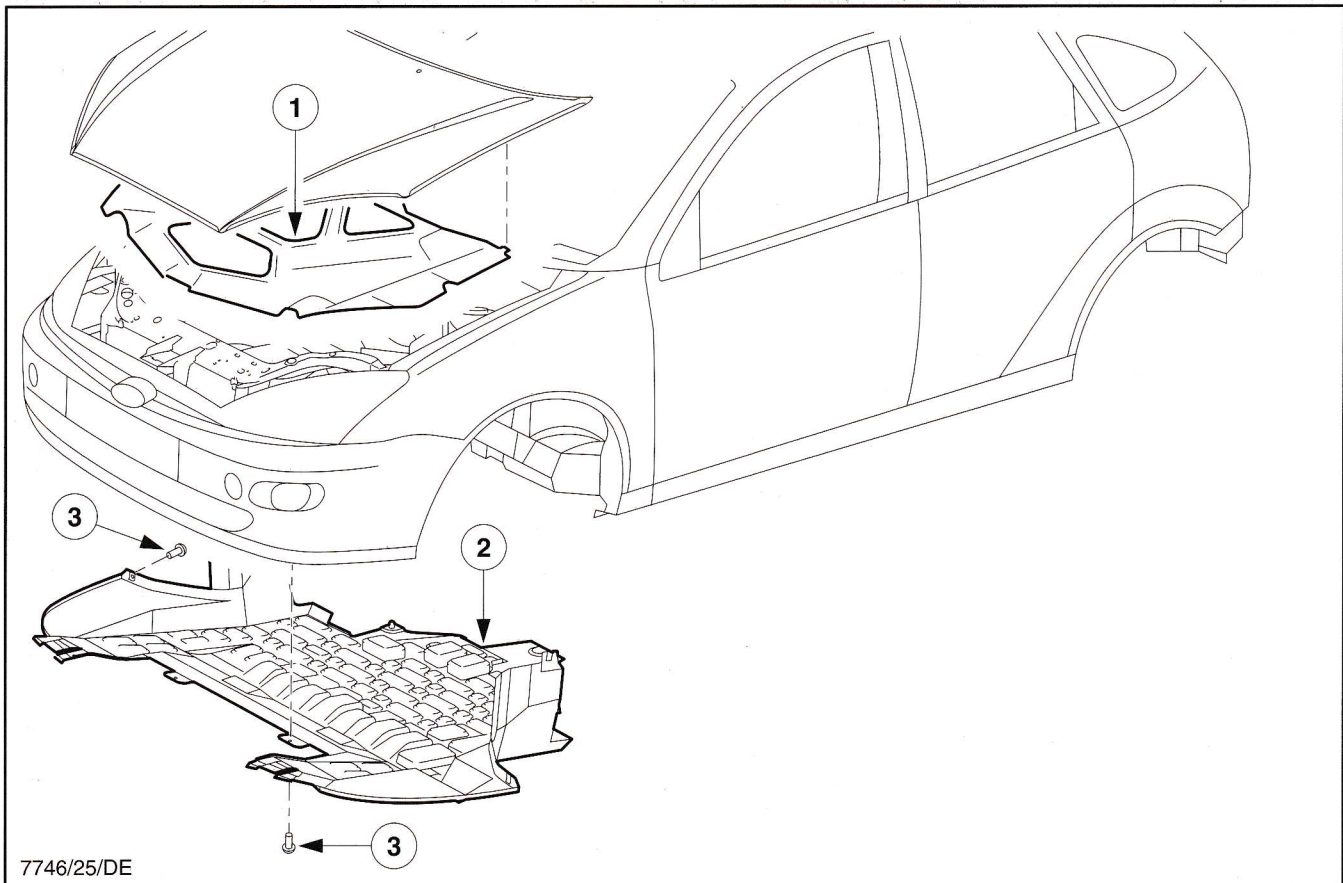
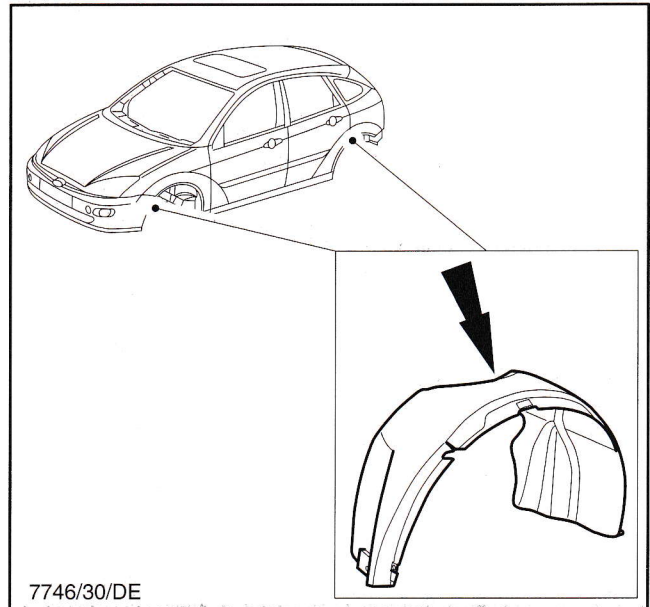


Sound insulation (continued)

- In addition, solid plastic wheelhouse liners are installed in the front wheelhouses.
- A woven plastic wheelhouse liner is used in the rear wheelhouses. This has excellent road noise (tire noise) absorption properties.

NOTE: This is a new woven material which is completely resistant to water. It cannot absorb water and transmit it to the wheelhouse (corrosion protection).

- The wheelhouse liner cannot be repaired and if damaged, a new liner must be installed.



- 1 Hood sound deadening mat
2 Lower sound deadening mat

- 3 Retaining screws

Recycling

The vehicle components and individual parts of the Focus can be recycled as follows:

- All the components of the Focus, including those consisting of different combinations of materials, can be disassembled easily. This increases recycling potential and allows recycling costs to be reduced.
- The Focus is approximately 85% recyclable on the basis of the following materials:

Steel and iron parts

- All parts made of steel and iron are almost 100% recoverable.

Non-ferrous metals

- Non-ferrous metals such as aluminium, copper, tin and lead can be recycled almost completely. They make up approximately 10% of the weight of the vehicle.

Plastics

In the FOCUS the following components are made of recyclable plastic:

- various engine components
- various electrical components
- various trim components
- trim strips

The plastic components are marked systematically and can be sorted and processed according to their properties.