



STAINLESS WORKS

2016-17 FORD FOCUS RS 2.3L

CATBACK INSTALLATION INSTRUCTIONS

Thank you for purchasing a Stainless Works catback system for your 2016-17 Ford Focus RS. Our team has spent several hours to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



Ford Focus RS Catback System
FCRS16CB

1.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

2.

Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

3.

Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface. Jack stands are required for safety reasons.

4.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Detail 1



STAINLESS WORKS

visit us online
StainlessWorks.net

call toll-free
800.878.3635

connect with us



5.

When installing your catback bumper exit system, make certain that the hangers at the end of the exhaust have at least $\frac{3}{4}$ " of clearance to the bumper. The exhaust will grow over $\frac{1}{2}$ " in length and can possibly damage the bumper. If the ends of the hangers are too close to the bumper, then you must make sure that you have everything pushed forward onto the slip fit joints more fully.

DISASSEMBLY

6.

Disconnect battery.

7.

Raise and support vehicle.

8.

Disconnect wires at the exhaust valve and remove the (3) 5mm nuts and electric valve motor.

9.

Your factory exhaust will need to be cut for removal. Cut the exhaust just before the rear subframe as shown.

10.

Unhook rear exhaust section from hangers and remove the OEM exhaust.

11.

Loosen the exhaust clamp at the downpipe connection point, remove exhaust from hangers, and remove exhaust from vehicle.

2016-17 FORD FOCUS RS

CATBACK INSTALLATION INSTRUCTIONS

Page 2



Detail 8



Detail 9



STAINLESS WORKS

visit us online
StainlessWorks.net

call toll-free
800.878.3635

connect with us



SW CATBACK INSTALLATION**12.**

Assemble the catback inlet (short tube with ring) to the resonator using a 3" clamp. Attach to the factory downpipe, or your Stainless Works performance downpipe (P/Ns FCRS16DP or FCRS16DPCAT) using the factory exhaust clamp.

*Detail 12***13.**

Assemble front mid pipe to rear mid pipe using 3" clamp. Slide onto resonator using a 3" clamp. Hook the wire hangers into the rubber isolators.

14.

Install muffler to the mid pipe using a 3" clamp. Check orientation of clamp to the picture below. Improper orientation may cause rattling against the subframe.

15.

The valve actuator motor can now be assembled onto the left tail pipe using the included hardware and the original (3) 5mm nuts.

*Detail 14***STAINLESS WORKS**visit us online
StainlessWorks.netcall toll-free
800.878.3635

connect with us



16.

Install left and right tail pipes to the muffler using 3" clamps and installing into hanger isolators. Plug in the wiring harness to the valve actuator motor, checking that all wiring is clear of the exhaust tubing.

17.

Adjust the system as needed, working from front to back and tighten.

18.

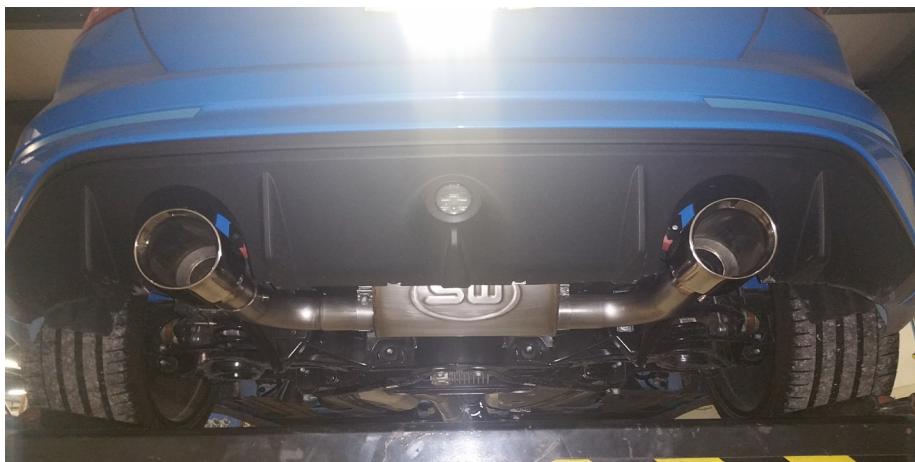
Reconnect the battery.

19.

After double checking for clearance and making sure all lines, wires, and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system can be tack welded at the joints/clamps to reduce shifting of the system during heating and cooling cycles. Be sure to disconnect the battery before performing any welding fully, starting with the converters or offroad pipes after the headers.



Detail 16



Detail 19

**STAINLESS WORKS**visit us online
StainlessWorks.netcall toll-free
800.878.3635

connect with us

