

SECTION 501-26 Body Repairs - Vehicle Specific Information and Tolerance Checks

VEHICLE APPLICATION: **2011.00 Focus**

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SPECIFICATIONS**Anti-corrosion protection for body work**

Description	Part number	Specification
Underbody protection	5 030 492	-
Cavity wax	5 030 081	-
Anti-corrosion wax	1 219 834	WSK-M7 C89 A
Clinched flange protection	1 136 479	WSK-M4 G245 B
Weld primer	1 205 996	-

DESCRIPTION AND OPERATION

Body and Frame

Introduction

The new Focus 2004.75 (07/2004-) is offered as a 3-, 4- or 5-door saloon and as a wagon.

Design features

Many of the body components (e.g. the floor pan) have been carried over from the Focus C-MAX 2003.75 (06/2003-). The model specific structure is made on this floor pan. The wagon is also based on this floor pan up to the C-pillars. The rear components of the floor pan, such as the luggage compartment floor panel, the sidemembers and the crossmember are specific to the wagon however.

The safety passenger cell corresponds to the structure of the Focus C-MAX 2003.75 (06/2003-).

At the front of the vehicle there is a steel plate crash element connected to the side member by threaded connections. This crash element can absorb light impacts of up to about 15 km/hr. Because of the threaded connections, the crash element can be changed very quickly.

NOTE: Deformed crash elements must not be straightened or repaired.

Heavier impacts which can no longer be absorbed by the crash element must be absorbed by the side members or the floor pan structure. Depending on the extent of the damage, the side members can be replaced in whole or in part (see subsection 501-27).

A steel cross member is also installed at the rear of the vehicle using threaded connections. This forms a connection between the ends of the two side members and therefore contributes to an increase in passive safety in the event of rear end impact. This bolted-on crossmember absorbs the impact energy of minor impacts and thus prevents deformation of the side members and therefore the body structure. The crash element can be changed very quickly because of the threaded connections.

More severe impacts at the rear are absorbed by the rear panel, side members and the luggage compartment floor panel. It is possible to only partially replace the side members and the luggage compartment floor panel (see subsection 501-30).

Laser weld seams

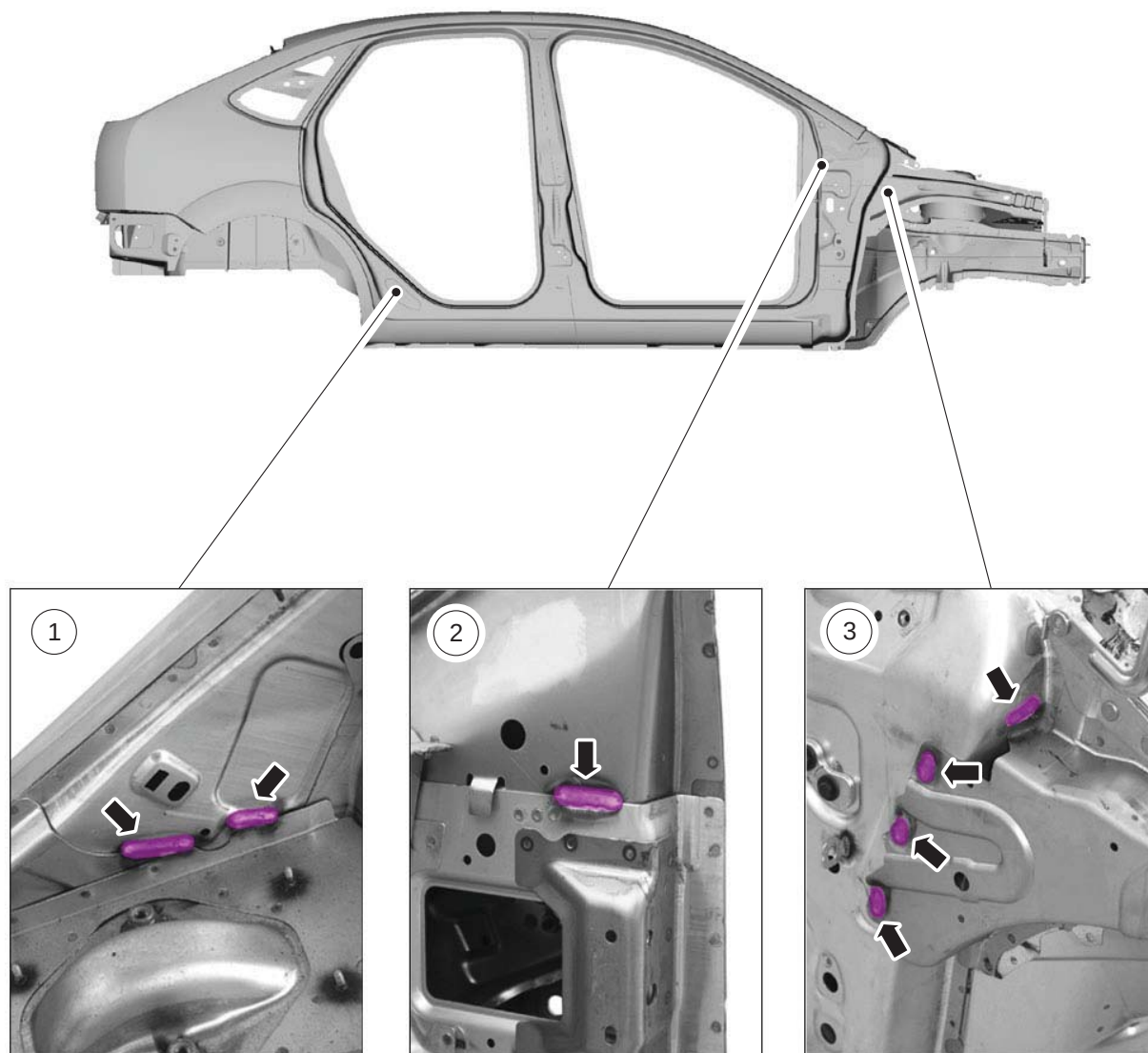
As on Focus C-MAX 2003.75 (06/2003-), there are laser weld seams on the front and rear side members.

NOTE: In the event of damage or repair work in these areas, the corresponding requirements in subsection 501-27 and 501-30 must be taken into account.

MIG brazed joints

MIG brazed joints are used on all model variants in the areas of the bulkhead reinforcement to A-pillar, A-pillar reinforcement to A-pillar inner panel and outer wheelhouse to door sill reinforcement.

DESCRIPTION AND OPERATION



E56064

MIG brazed areas

Item	Description
1	Outer wheelhouse / door sill reinforcement (inner)
2	A-pillar reinforcement / A-pillar inner panel (inner)
3	Bulkhead reinforcement / A-pillar (outer)

These MIG brazed joints must be replaced by MIG welds at another place if a repair is performed.

NOTE:

- These MIG welds must not be carried out on or near existing MIG brazed seams as even the smallest amount of brazing material can result in a reduction in the strength of the weld seams.
- When performing these repairs, the corresponding requirements is subsection 501-27, 501-29 and 501-30 must be observed.

High-strength steel parts

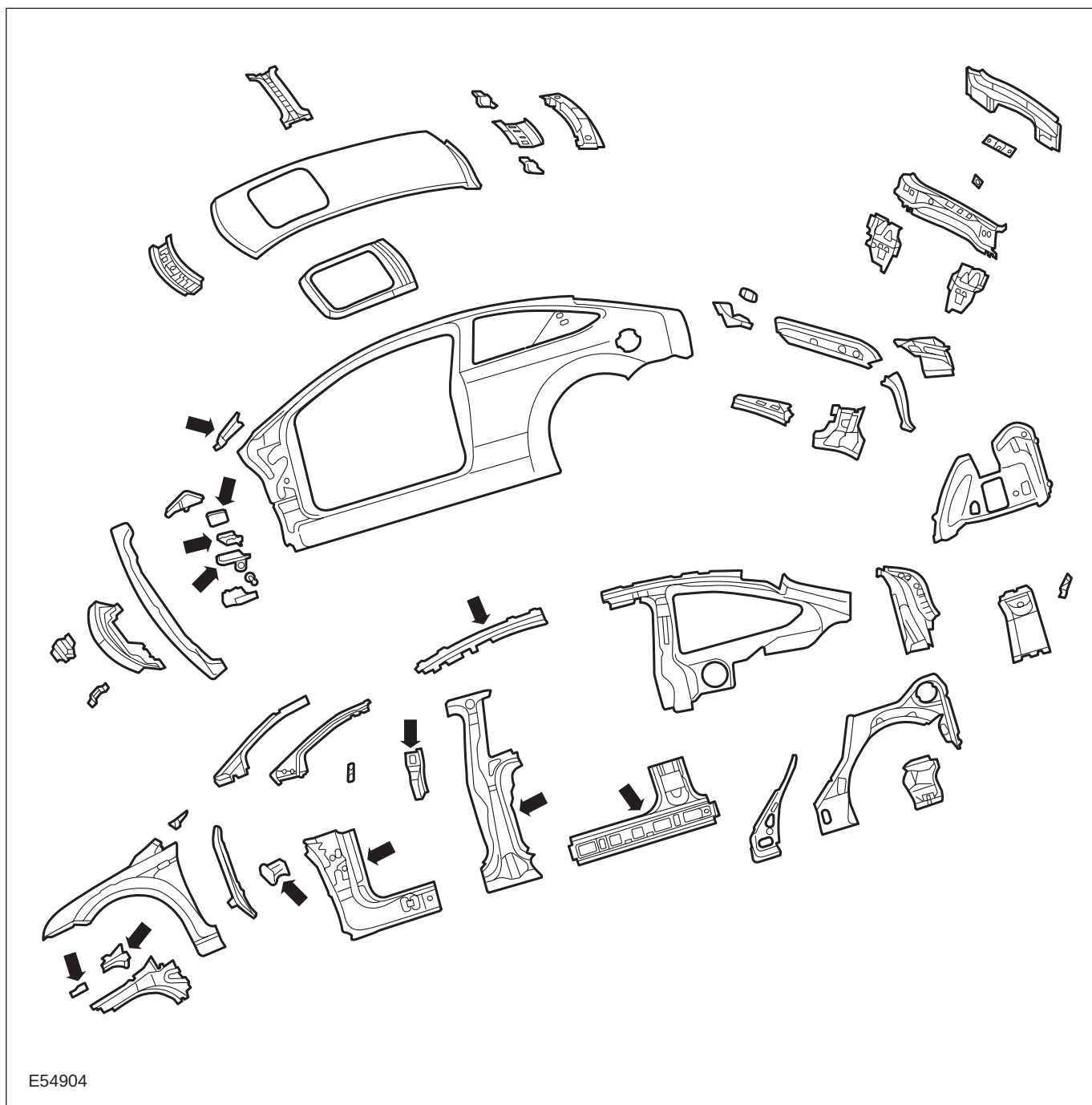
High strength steel parts are used even more on the new Focus.

DESCRIPTION AND OPERATION

NOTE: The instructions for working on high strength steel panels given in subsection 501-25

must be followed during body repair work.

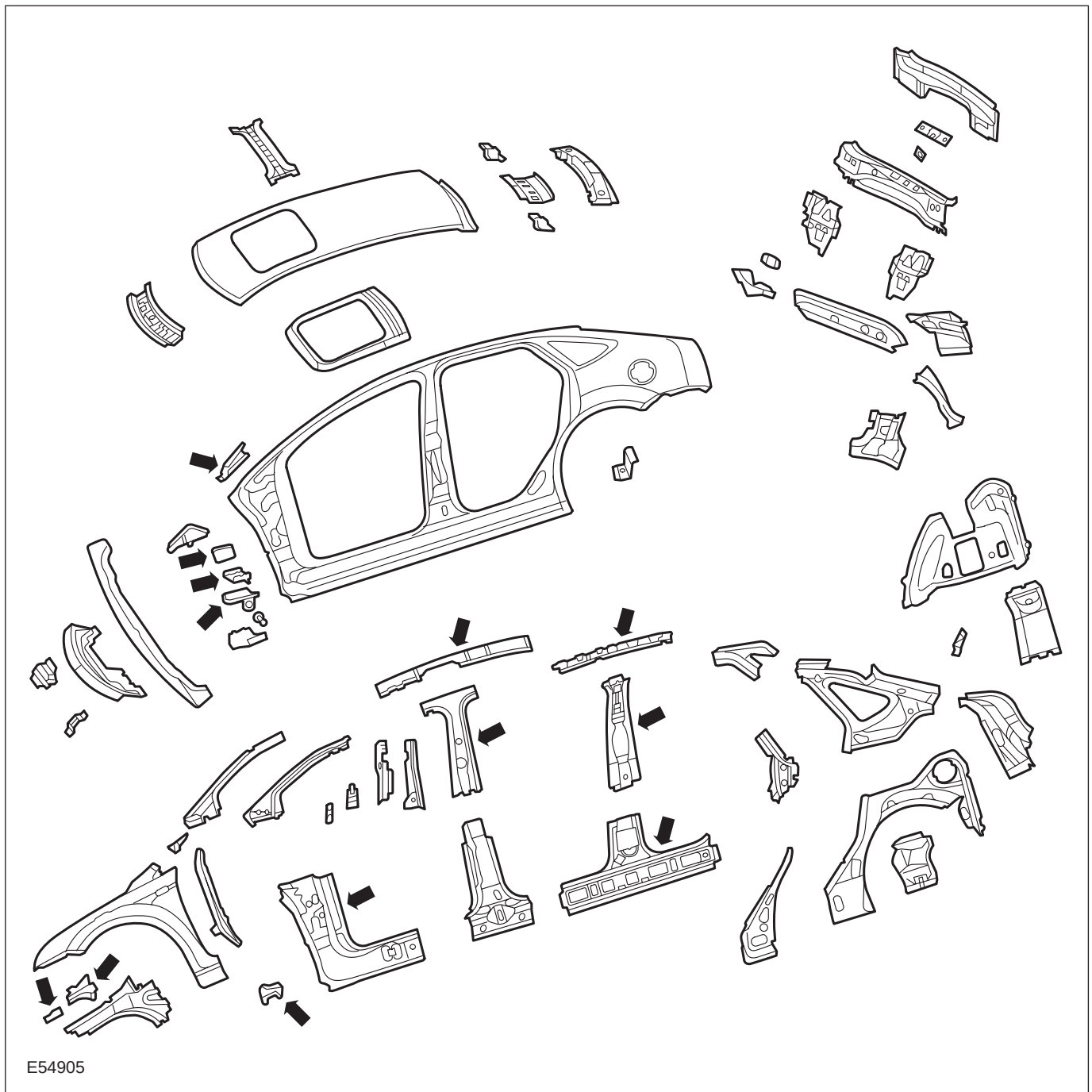
3-door variant - components overview, the high strength steel panels are marked with arrows.



DESCRIPTION AND OPERATION

4-door and 5-door variants - components overview, the high strength steel panels are marked with arrows.

NOTE: Illustration E54905 shows the body panels of the 5-door variant. Because the 4-door and the 5-door variants are identical in design up to the B-pillars, the parts shown also apply for the 4-door variant.



DESCRIPTION AND OPERATION

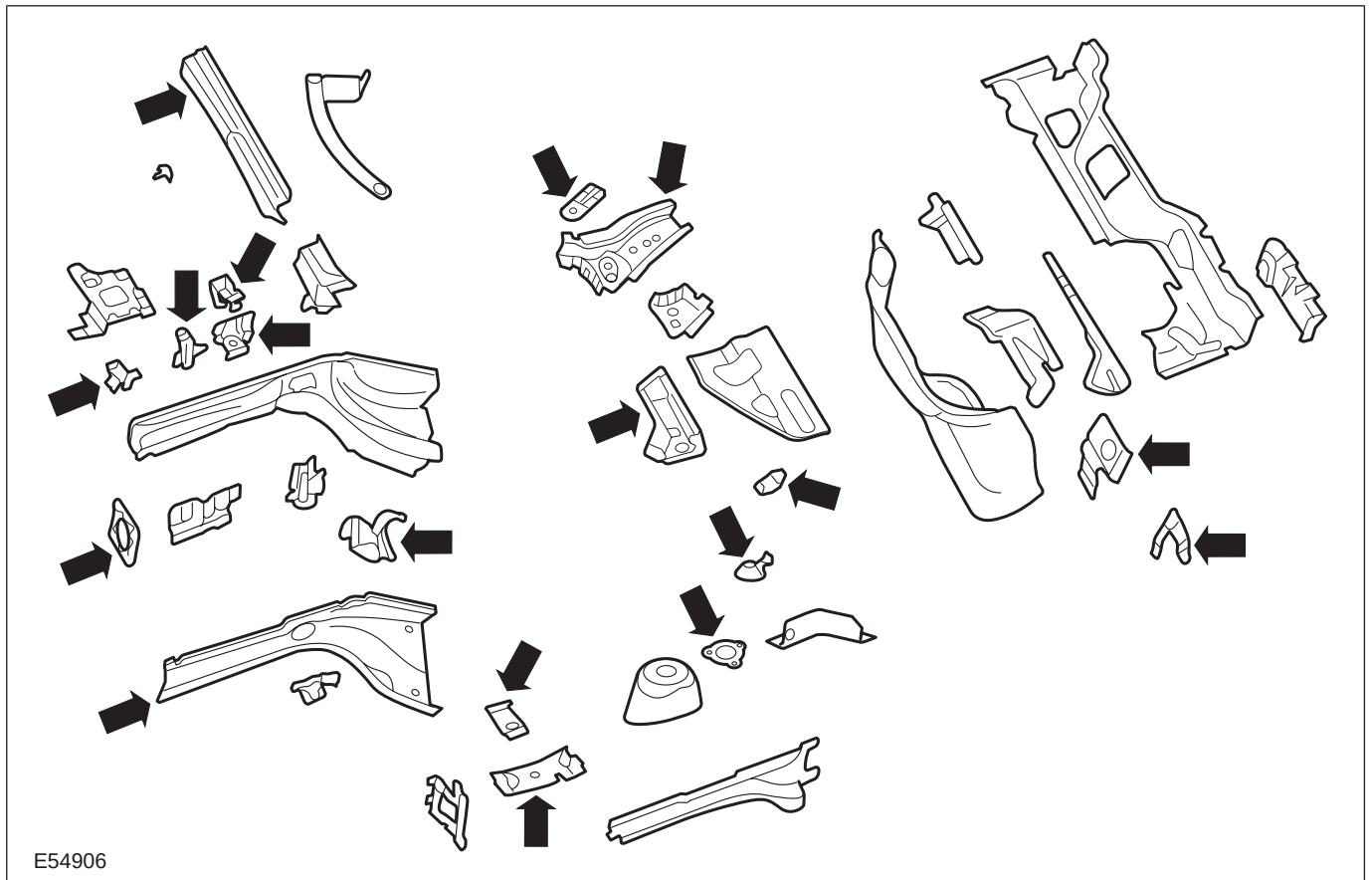
Wagon variant - components overview, the high strength steel panels are marked with arrows.



E63353

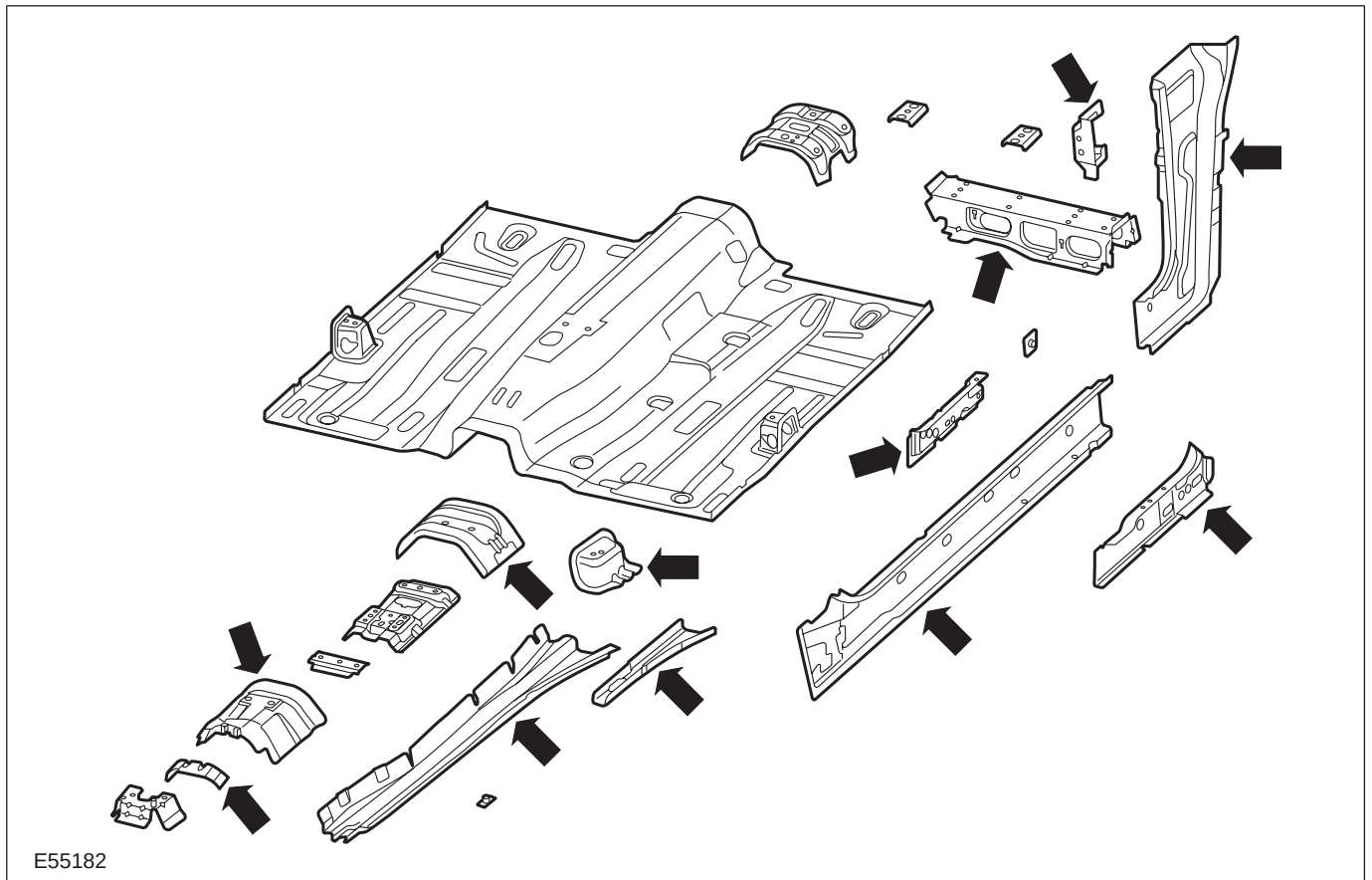
DESCRIPTION AND OPERATION

Front floor pan (all models) - components overview, the high strength steel panels are marked with arrows.



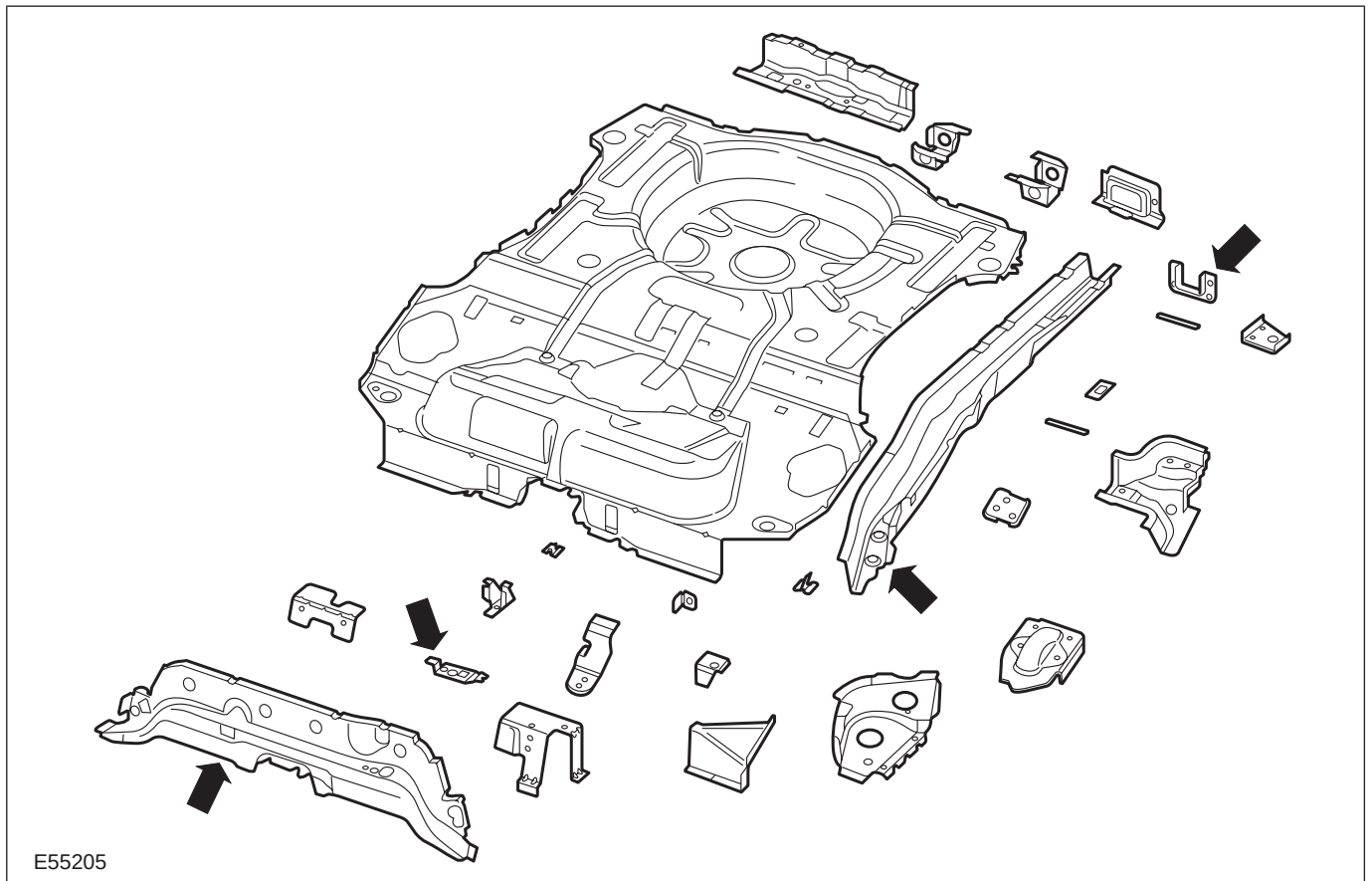
DESCRIPTION AND OPERATION

Middle floor pan (all models) - components overview, the high strength steel panels are marked with arrows.



DESCRIPTION AND OPERATION

Rear floor pan - 3-door, 4-door and 5-door variants - components overview, the high strength steel panels are marked with arrows.



DESCRIPTION AND OPERATION

Rear floor pan (wagon) - components overview, the high strength steel panels are marked with arrows.



E63354

Corrosion prevention measures

On the new Focus 2004.75 (07/2004-), all external and corrosion prone steel body panels are zinc plated on both sides.

The roof and some internal reinforcement panels on the floor pan and on the A-, B- and C-pillars are not zinc plated.

NOTE: The instructions for working on zinc plated steel panels given in subsection 501-25 must be followed during body repair work.

Further corrosion protection measures

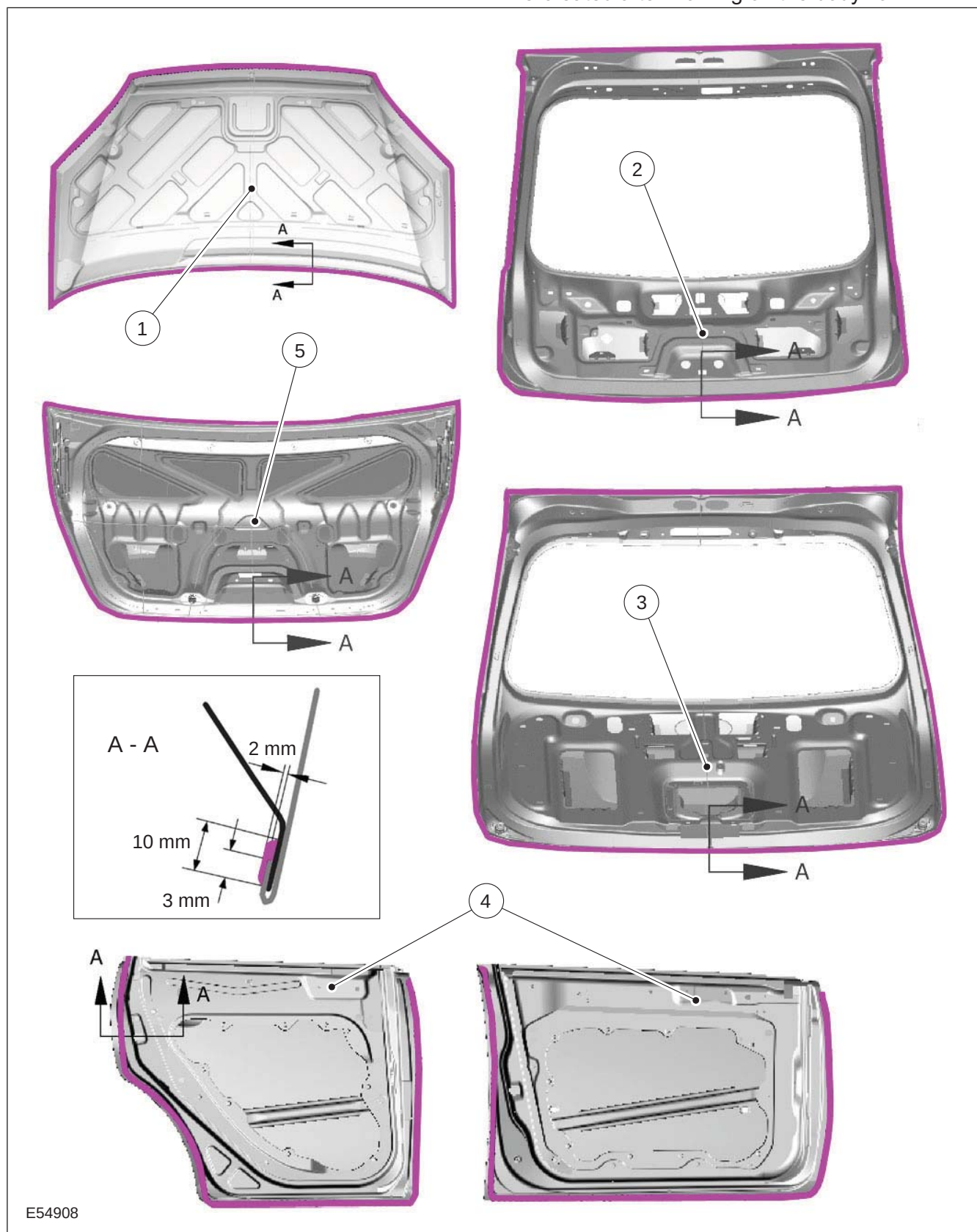
Hoods, doors, tailgates and luggage compartment lids supplied as replacement parts do not have clinched flange sealing. Sealant must be applied to the dip primer in the dealership before painting. In doing so, make certain that the cut edge of the external panel is covered by at least a 3 mm overlap of clinched flange protection. More than 5 hours drying time may be needed, depending on the thickness of application. Air drying overnight is therefore recommended.

DESCRIPTION AND OPERATION

NOTE: When body repairs are performed or if these components are renewed, this procedure must be observed.

Further corrosion protection measures are performed on the bodywork.

NOTE: The original corrosion protection must be re-created after working on the bodywork.



E54908

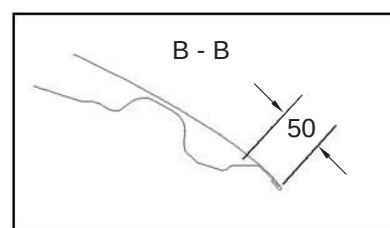
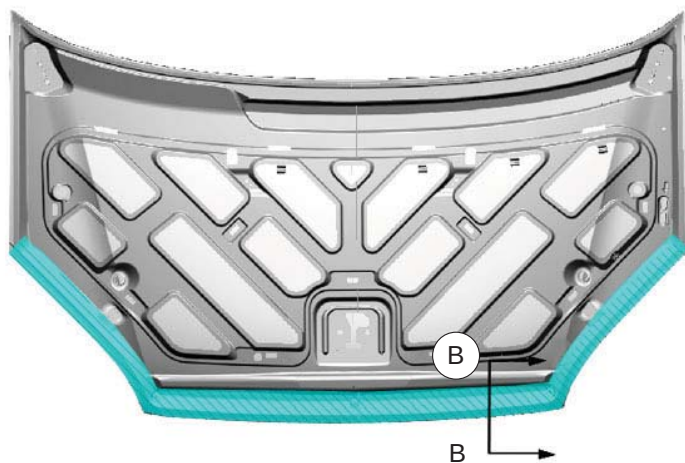
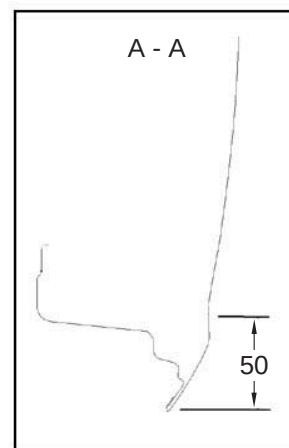
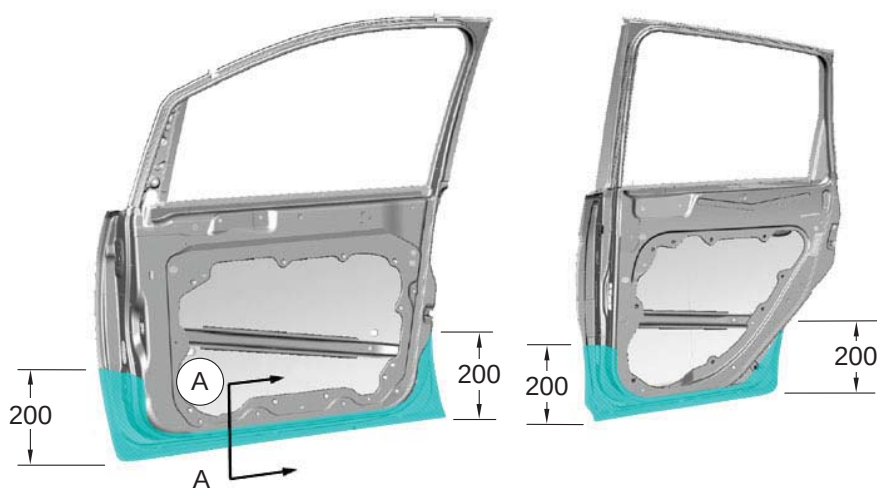
DESCRIPTION AND OPERATION

Clinched flange sealing

Item	Description
1	Hood
2	Luggage compartment lid, 3- and 5-door
3	Tailgate, wagon
4	Door front and rear

Item	Description
5	Luggage compartment lid, 4-door
A - A	Sectional view of the clinched flange sealing (minimum height and width indicated)

mm

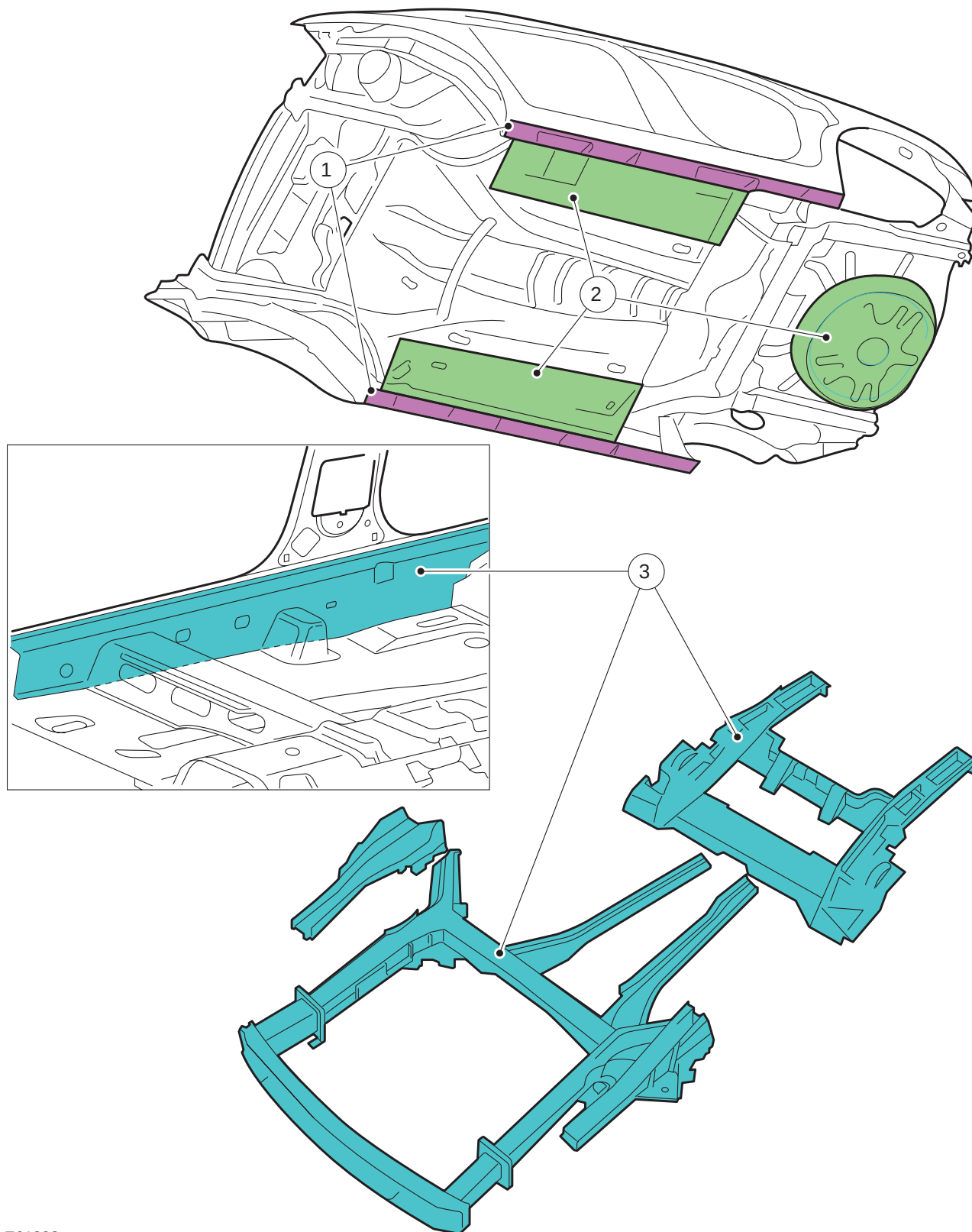


E61897

Cavity wax injection at the doors and engine hood

DESCRIPTION AND OPERATION

Item	Description	Item	Description
A - A	Sectional view of doors (application area indicated)	B - B	Sectional view of engine hood (application area indicated)



E61898

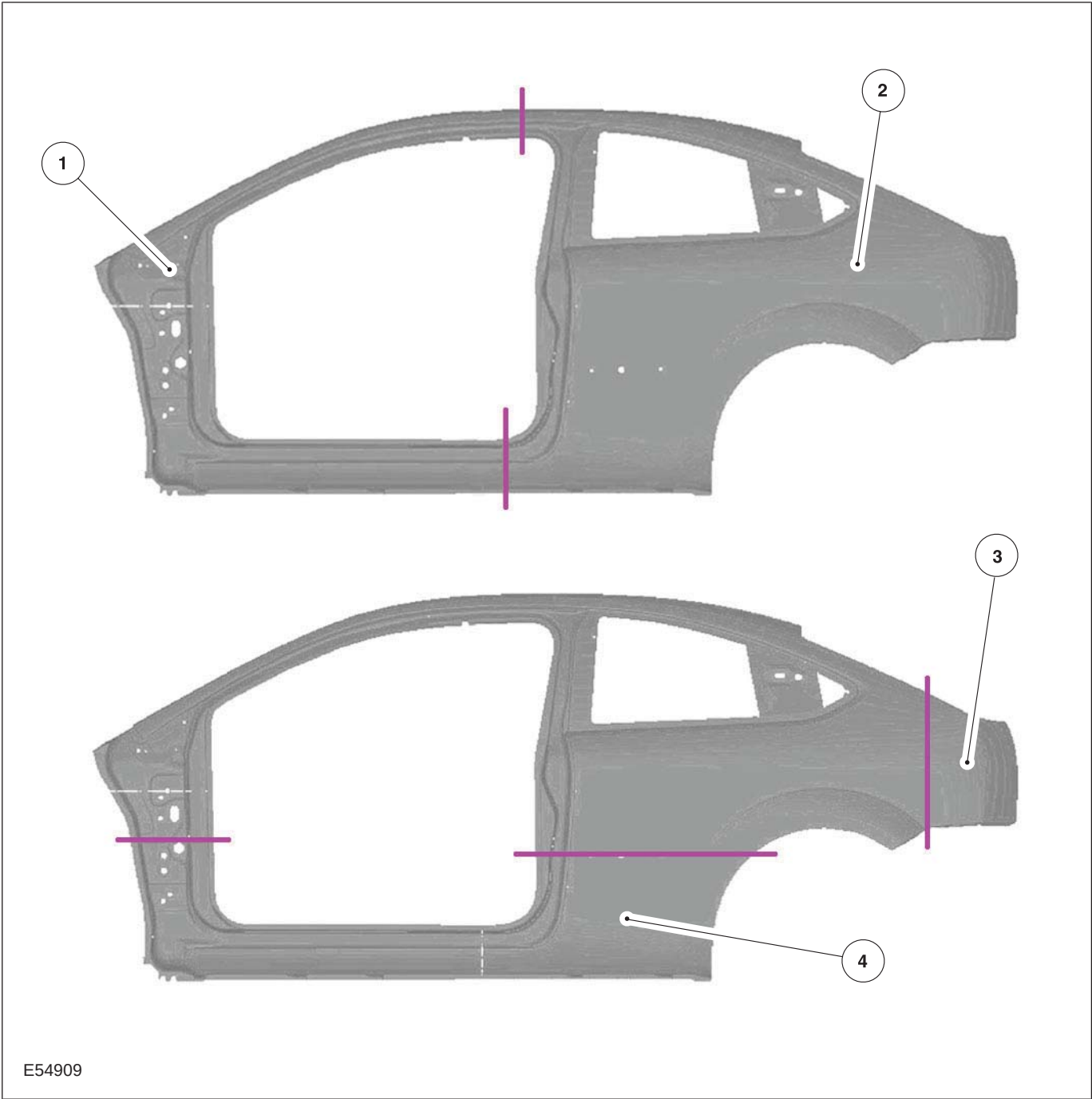
Corrosion protection at the floor pan

DESCRIPTION AND OPERATION

Item	Description
1	PU stone deflector
2	PVC underbody protection
3	Cavity wax injection

Sheet metal parts for partial replacement
Various service sheet metal parts are available for sectional replacement.

3-door component overview (side)

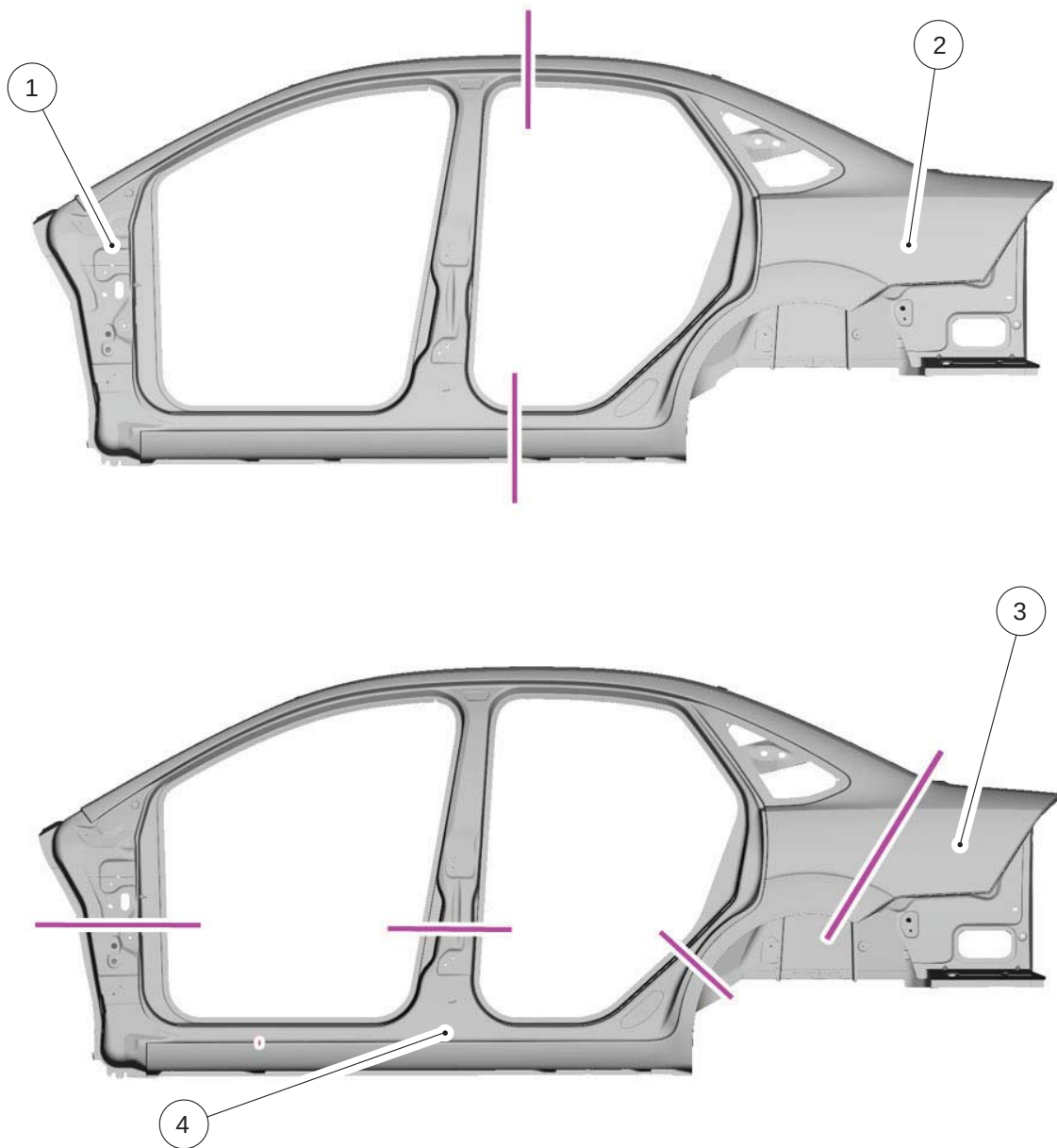


Item	Description
1	Front quarter panel
2	Rear quarter panel

Item	Description
3	Repair panel, rear quarter panel
4	Rocker panel

DESCRIPTION AND OPERATION

4-door component overview (side)



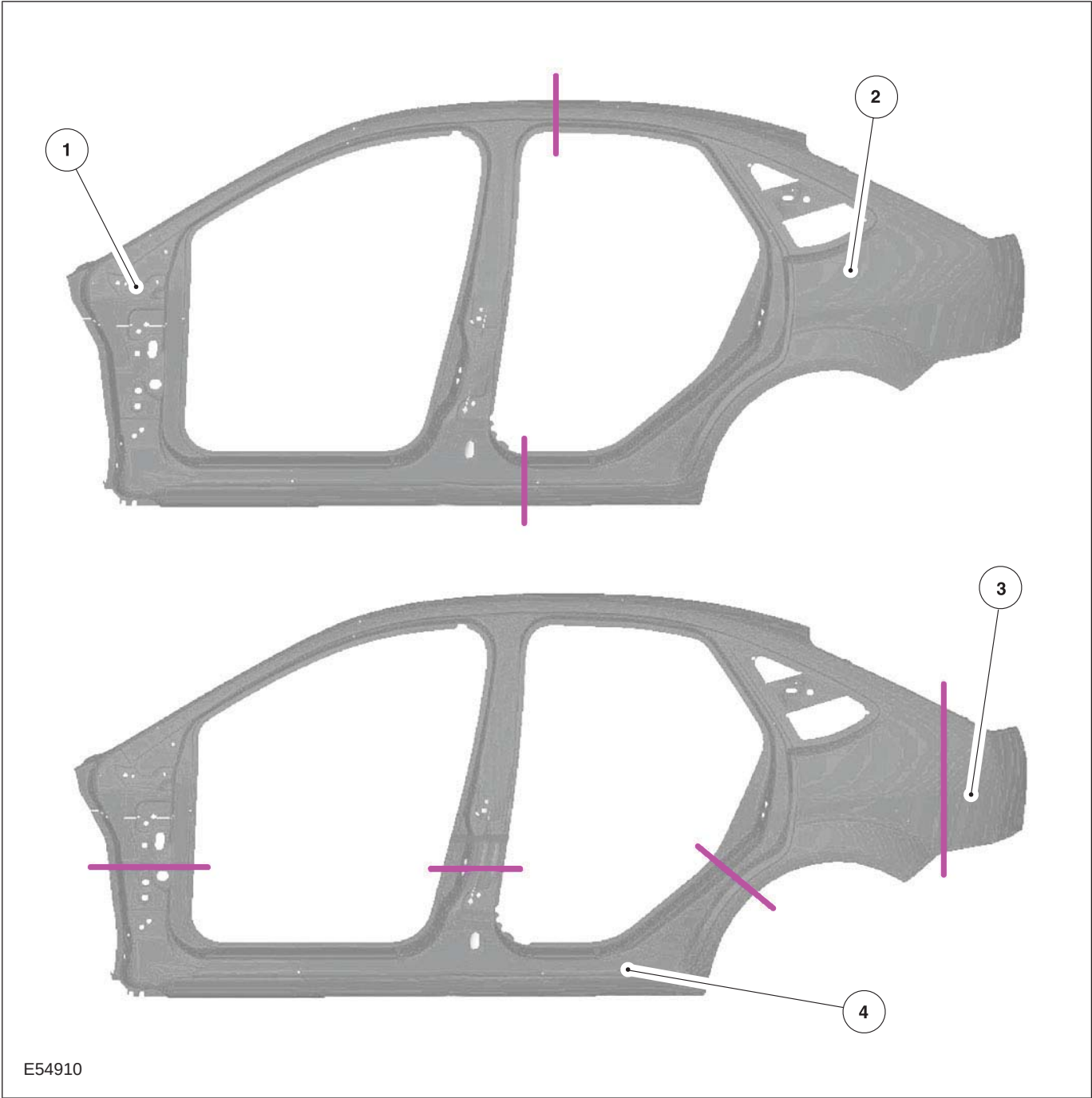
E63356

Item	Description
1	Front quarter panel
2	Rear quarter panel

Item	Description
3	Repair panel, rear quarter panel
4	Rocker panel

DESCRIPTION AND OPERATION

5-door component overview (side)

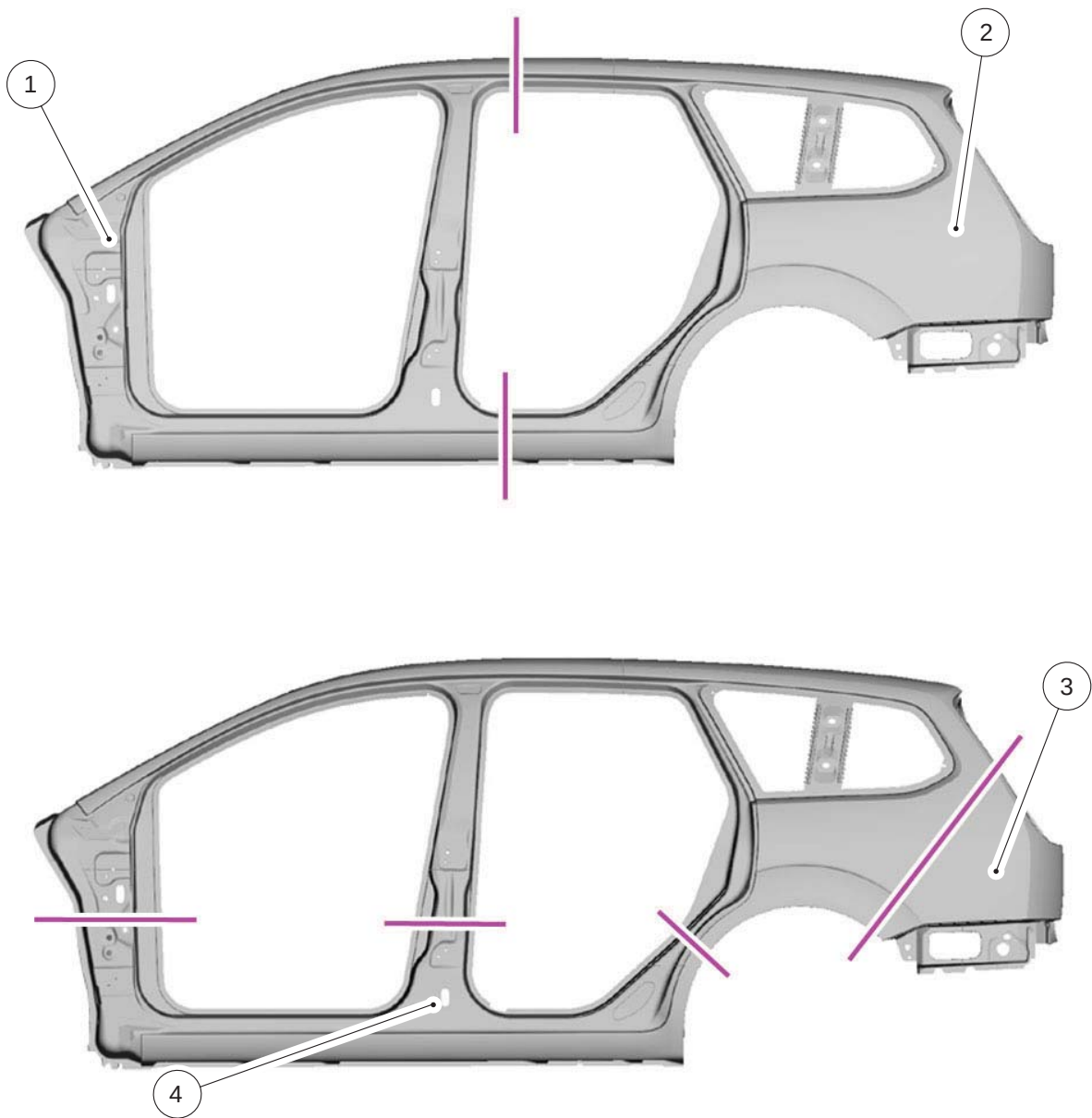


Item	Description
1	Front quarter panel
2	Rear quarter panel

Item	Description
3	Repair panel, rear quarter panel
4	Rocker panel

DESCRIPTION AND OPERATION

Wagon component overview (side)



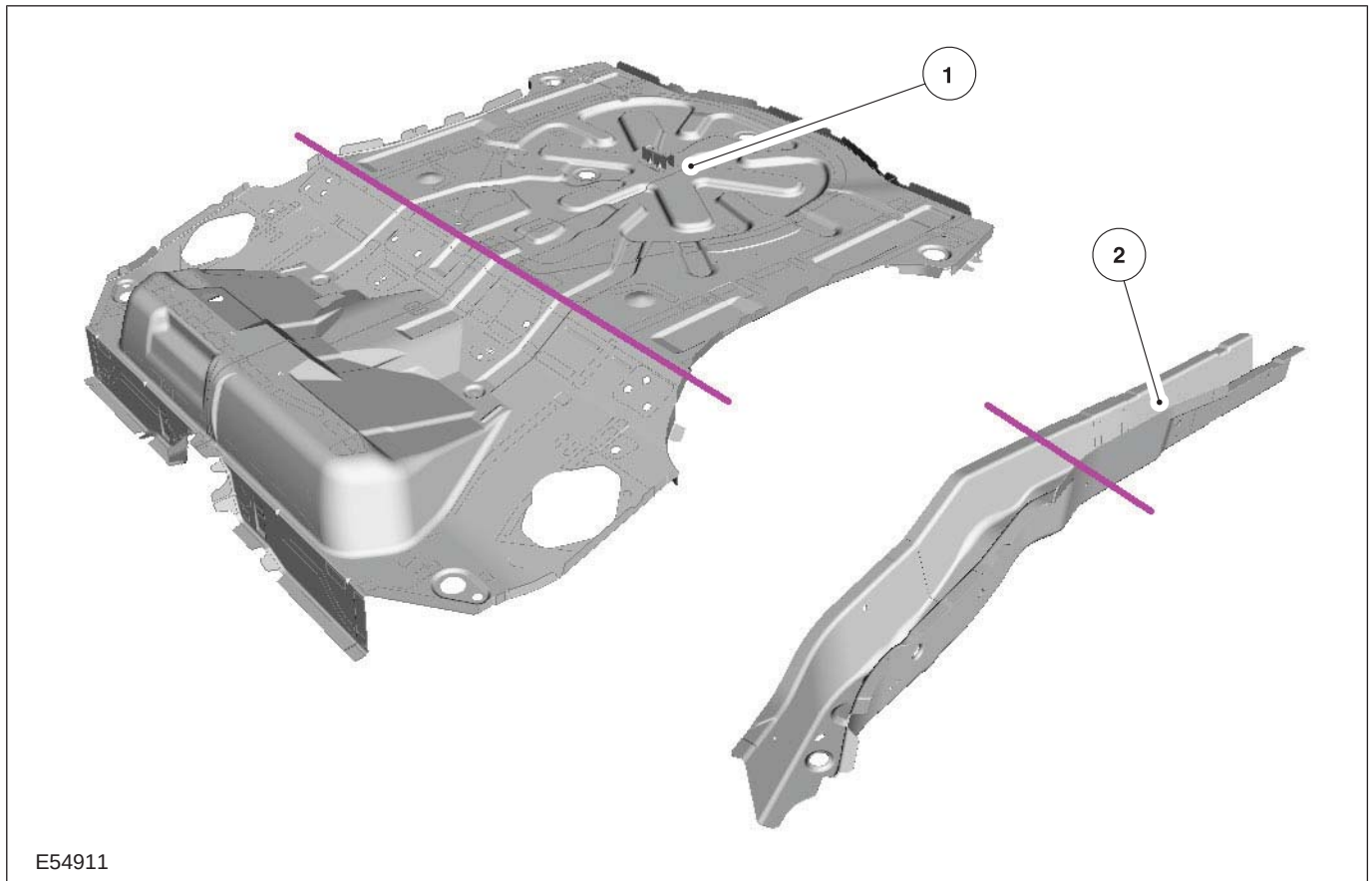
E63357

Item	Description
1	Front quarter panel
2	Rear quarter panel

Item	Description
3	Repair panel, rear quarter panel
4	Rocker panel

DESCRIPTION AND OPERATION

Component overview 3-, 4- and 5-door variants (rear floor pan)

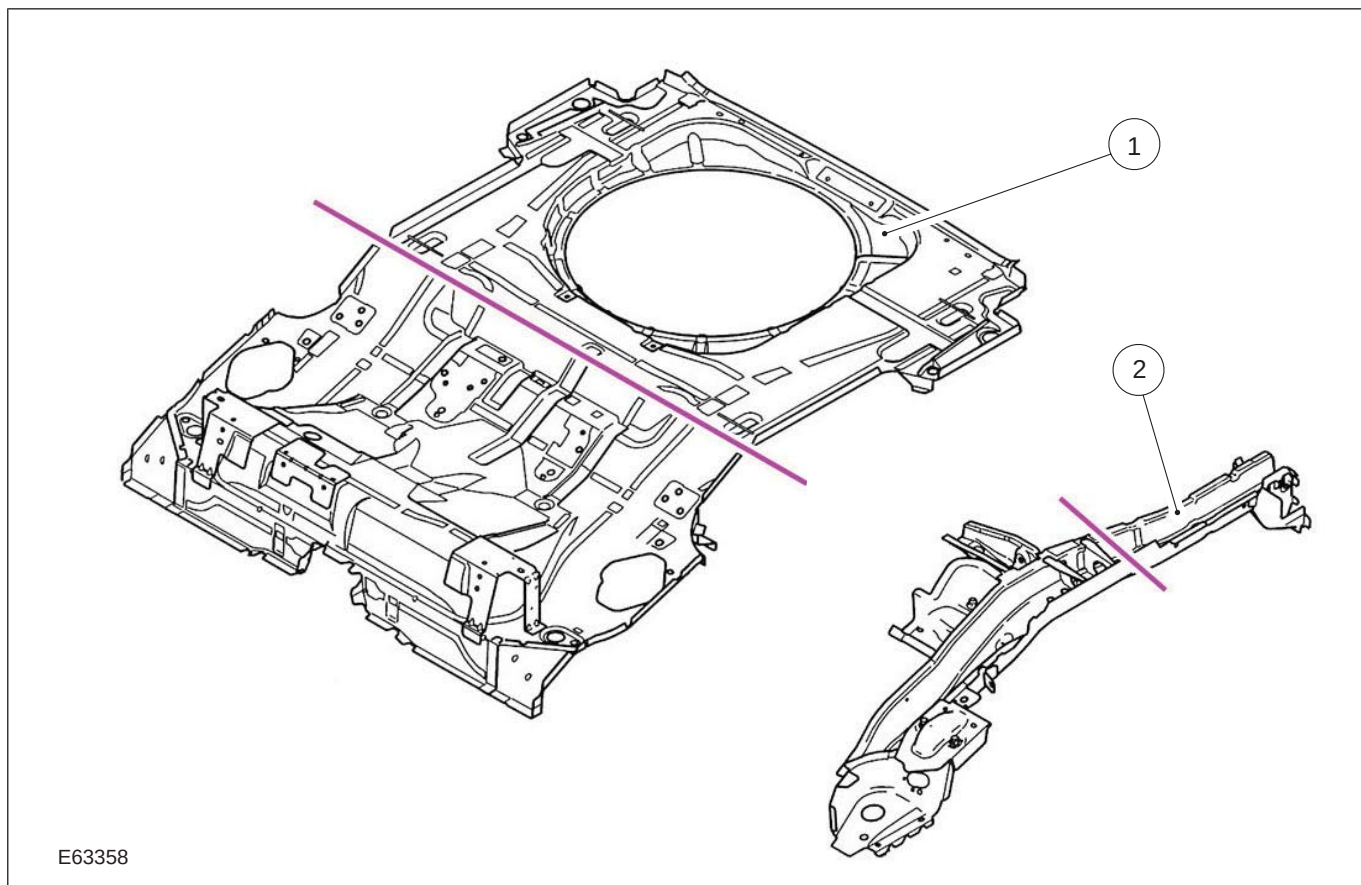


E54911

Item	Description
1	Luggage compartment floor panel
2	Rear side member

DESCRIPTION AND OPERATION

Component overview, wagon (rear floor pan)



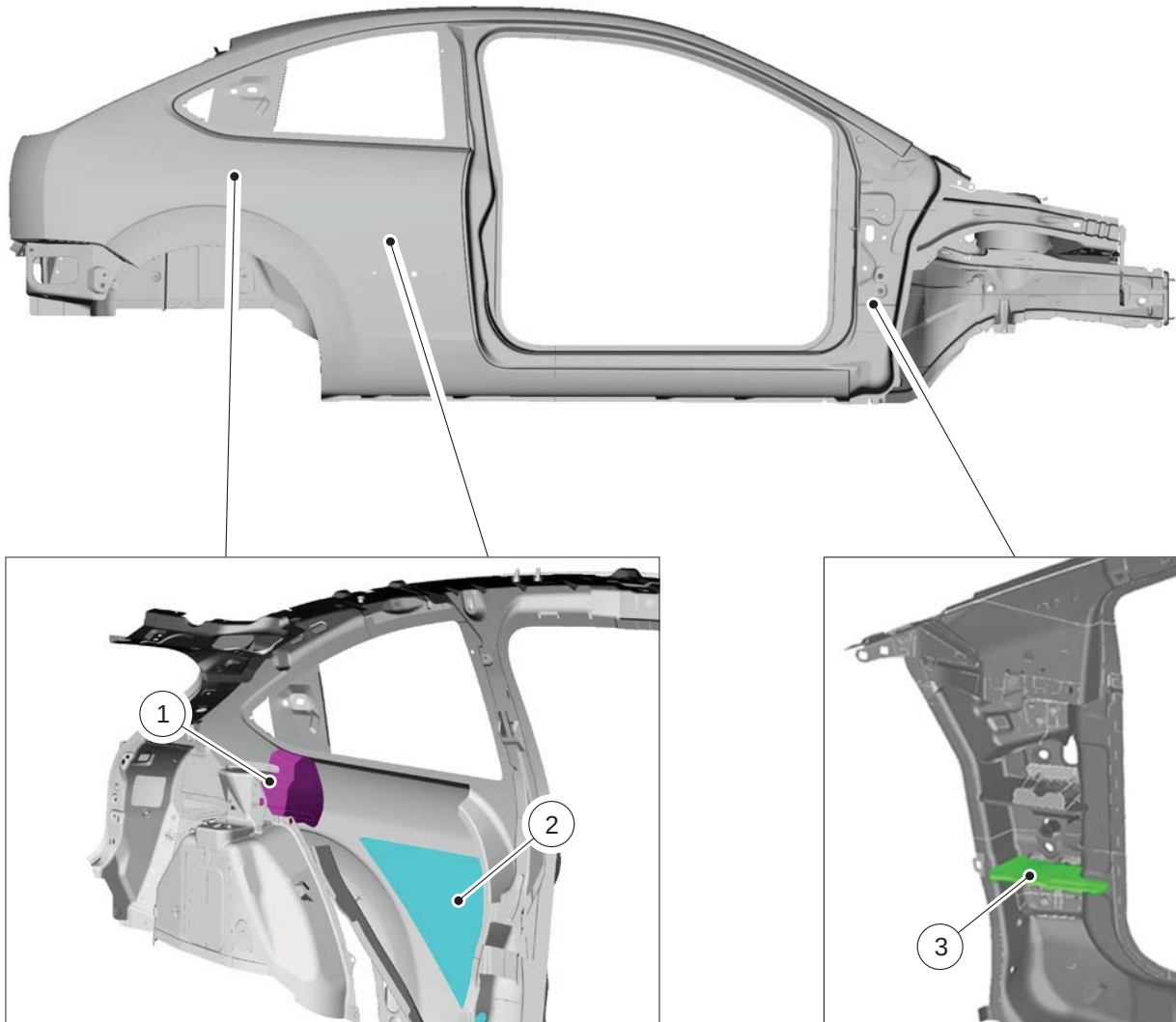
Item	Description
1	Luggage compartment floor panel
2	Rear side member

NVH elements

NVH elements are used in various body cavities to prevent the transfer of noise to the vehicle interior.

NOTE: NVH elements must not be damaged during work on the vehicle body. In the event of repair work in these areas, the corresponding requirements in subsections 501-27 to 501-30 must be taken into account. Deformed NVH elements must always be renewed.

DESCRIPTION AND OPERATION

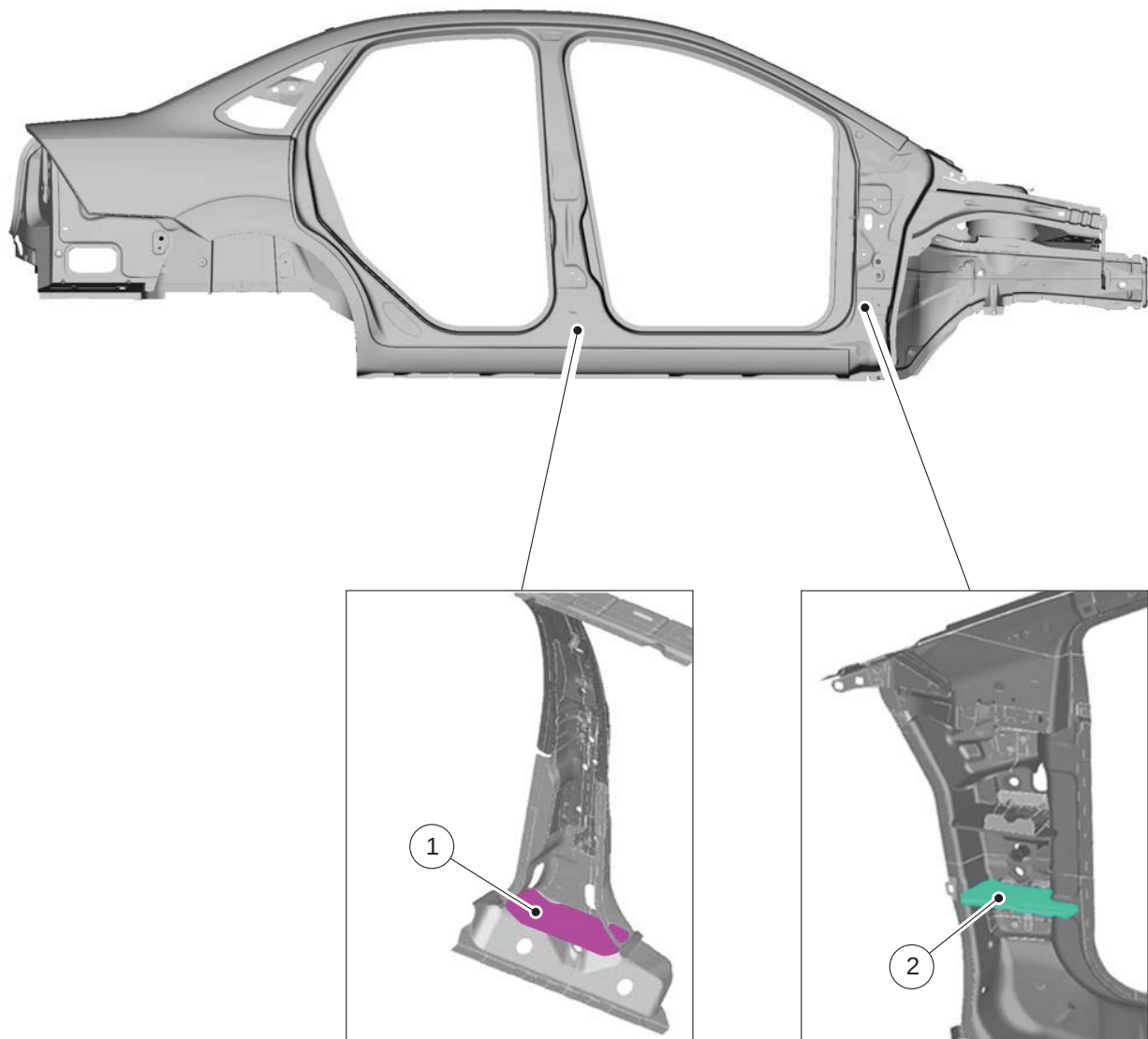


E63359

Installation positions on the 3-door (interior view)

Item	Description
1	Side panel / wheelhouse
2	Side panel (damping film)
3	A-pillar

DESCRIPTION AND OPERATION

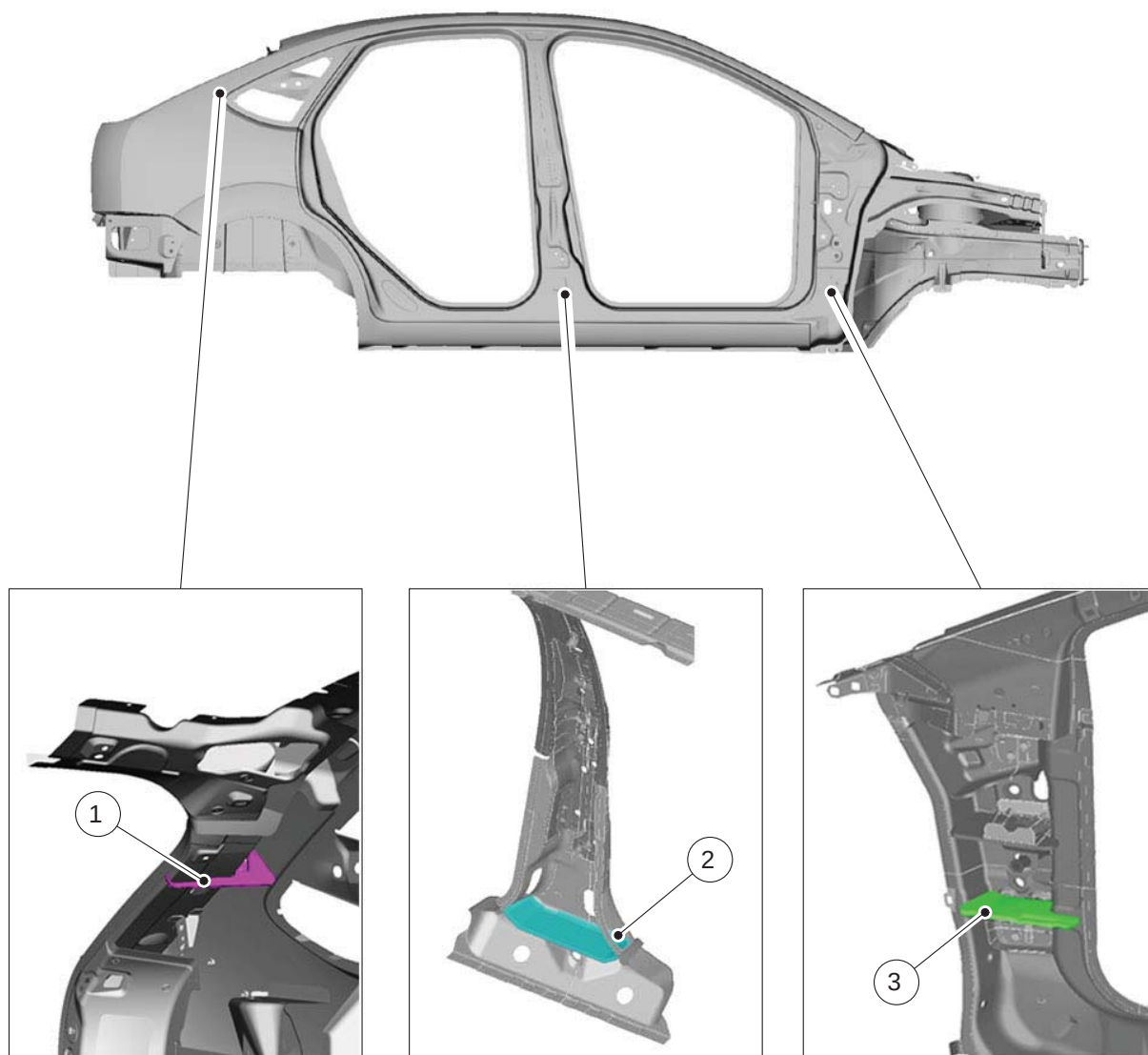


E63360

Installation positions on the 4-door (interior view)

Item	Description
1	B-pillar
2	A-pillar

DESCRIPTION AND OPERATION

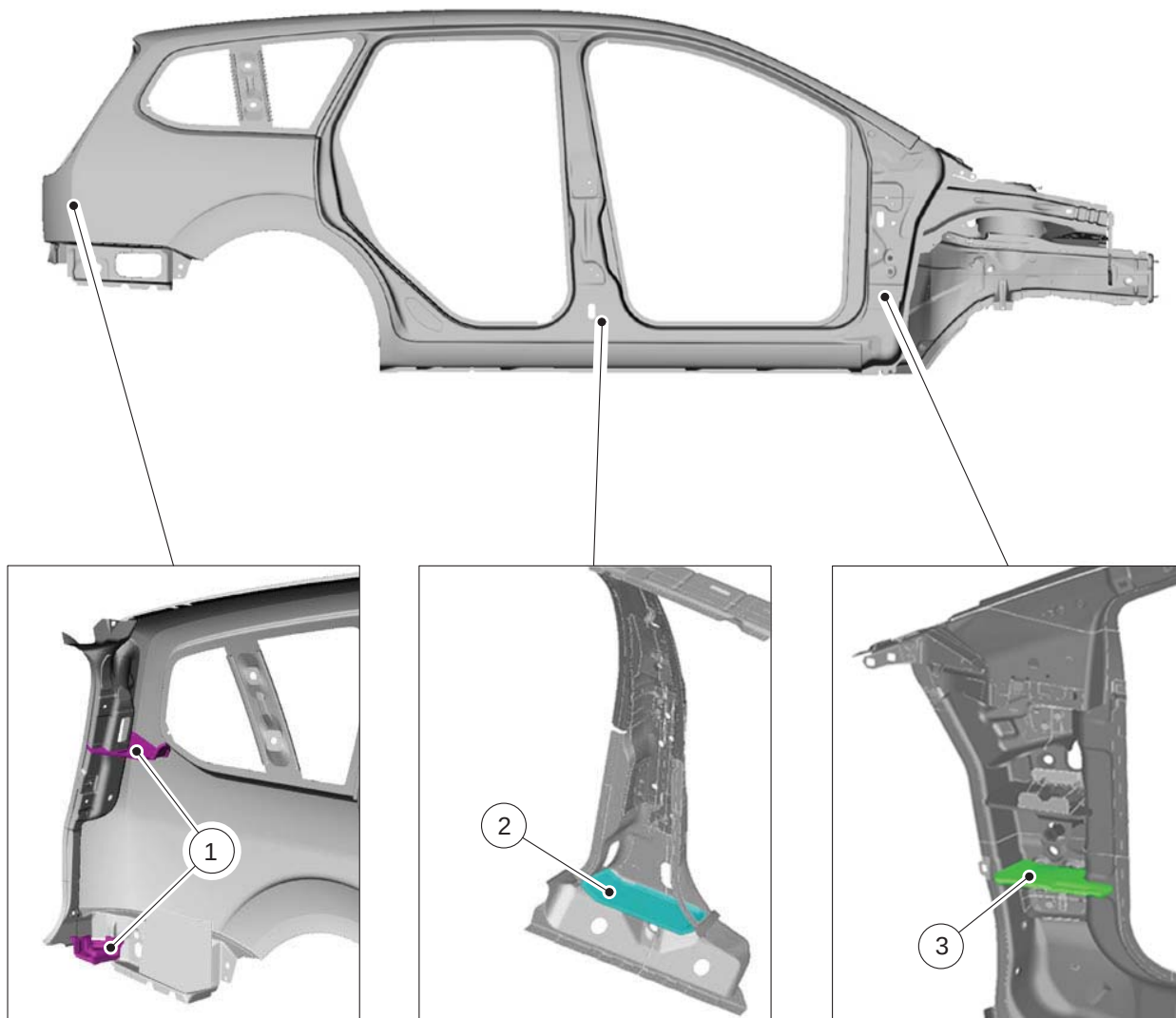


E54912

Installation positions on the 5-door (interior view)

Item	Description
1	D-pillar
2	B-pillar
3	A-pillar

DESCRIPTION AND OPERATION



E63361

Installation positions on the wagon (interior view)

Item	Description
1	D-pillar
2	B-pillar
3	A-pillar

DESCRIPTION AND OPERATION

Body and Frame — 2.5L Duratec-RS (VI5) – Overview

Introduction

With model year 2009.25, the Ford Focus range is being extended by a particularly high-performance sporty RS version (**Racing Sport**).

The Ford Focus RS uses the 5-cylinder petrol engine familiar from the Focus ST. The designation for this power unit is: **2.5L Duratec-RS (VI5)**. The 2.5L Duratec-RS (VI5) has a power output of 224 kW (305 PS) and a torque of 440 Nm.

The 2.5L Duratec-RS (VI5) engine is supplied in conjunction with a modified 6-speed manual transaxle (M66). The differential installed up to now in the 6-speed manual transmission (M66) has been replaced with a Quaife(r) limited-slip differential with automatic torque distribution.

A further modification has been made to the structure of the front axle. Based on the McPherson strut and spring assembly layout, the front suspension is a new development: the so-called "Revo" axle. Together with a Quaife(r) limited-differential lock, it reduces the drive influences on the steering.

Focus RS



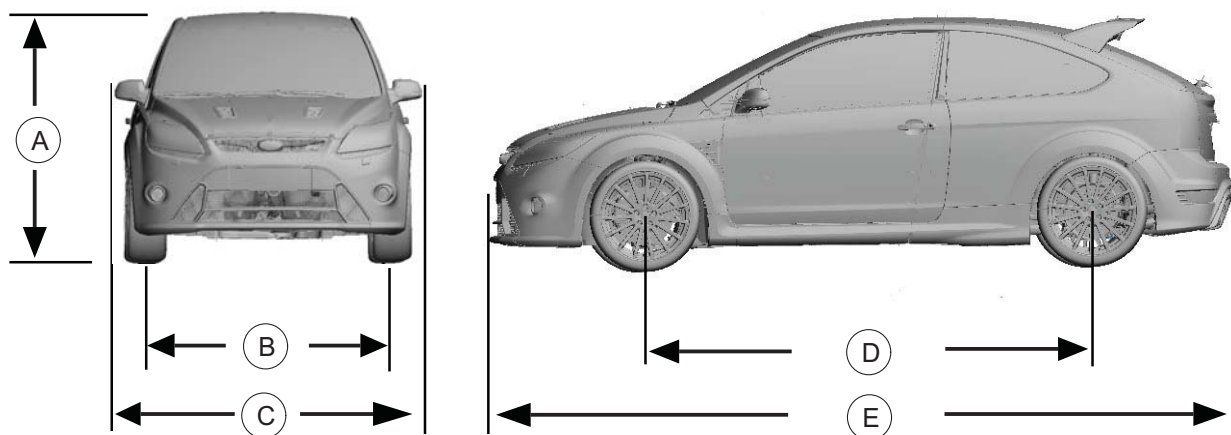
E112828

- Two-part rear spoiler with integrated LED (light emitting diode) stoplamp and rear window washer jet
- New color-coded front and rear bumpers
- Exterior mirror with integral turn signal lamp
- Side skirts
- RS lettering and trims
- All body ancillary components color-coded as standard

Body Version

- The Focus RS is available as a 3-door version

DESCRIPTION AND OPERATION

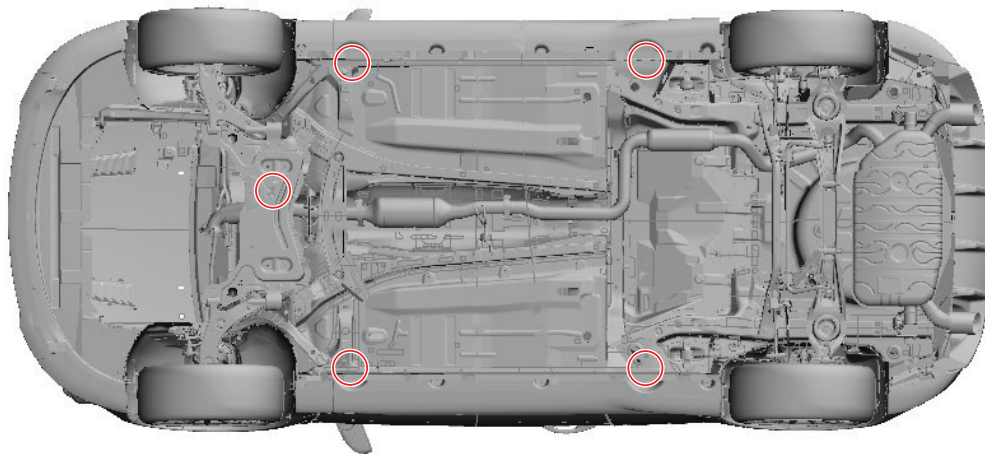


E112829

Item	Description
A	Height: 1476 mm
B	Track width, front: 1586 mm
B	Track width, rear: 1587 mm

Item	Description
C	Overall width: 2020 mm
D	Wheel base 2640 mm
E	Overall length: 4402 mm

Lifting Points



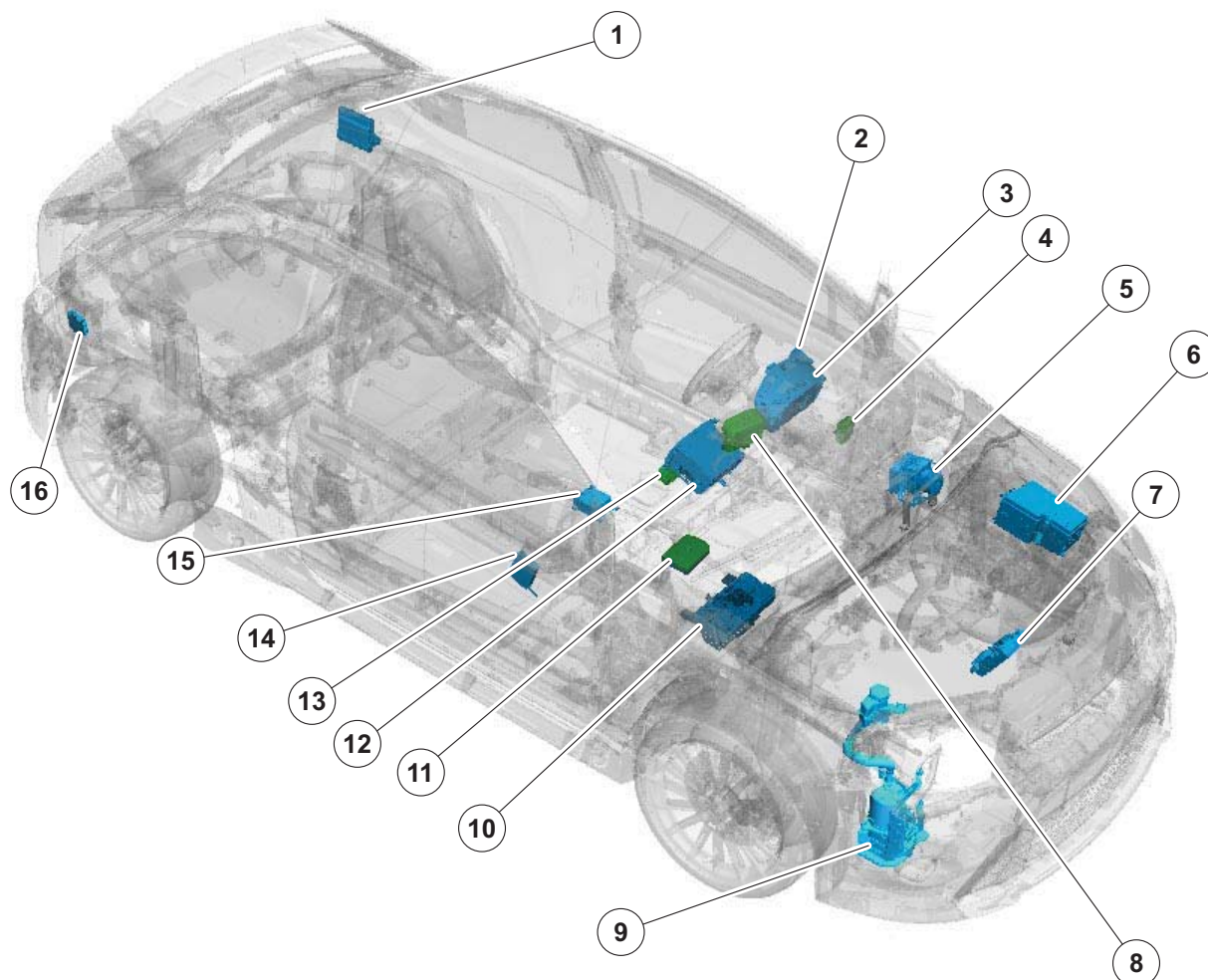
E112832

- The jacking points for raising the vehicle on a lifting platform are shown in the graphic.
- The vehicle must only be lifted at the marked position when lifting at the front axle using a jack. The vehicle must not be raised at the rear axle using a jack.

NOTE: In order to avoid damage to the side skirts when raising the vehicle with a lifting platform, the legs of the lifting platform must only be positioned at the marked positions.

DESCRIPTION AND OPERATION

Installation Position of Electrical Components



E112831

Item	Description
1	Keyless vehicle module
2	Driver door module
3	Instrument cluster
4	High intensity discharge headlamp module
5	ABS/stability assist module
6	BJB (battery junction box)
7	PCM (powertrain control module)

Item	Description
8	Supplementary instrument cluster
9	Electro-hydraulic power steering module
10	GEM (generic electronic module)
11	Bluetooth(r)/voice control module without handset holder
12	Audio unit/navigation system

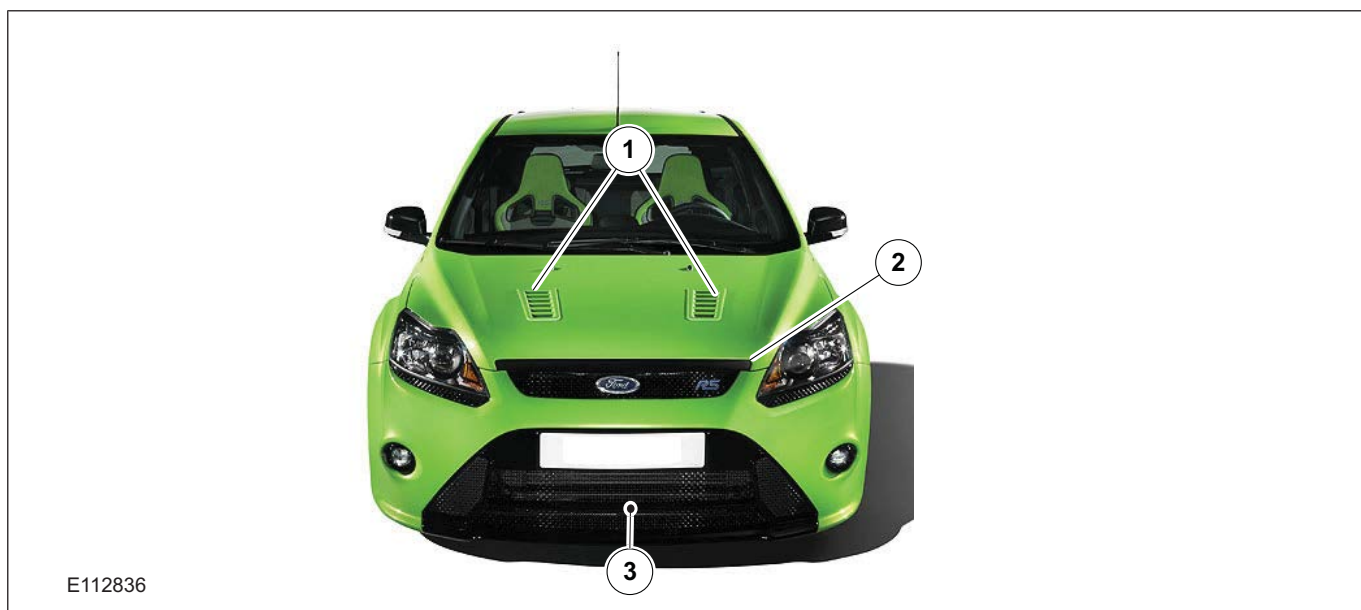
DESCRIPTION AND OPERATION

Item	Description
13	EATC (electronic automatic temperature control)
14	Passenger door module

Item	Description
15	RCM (restraints control module)
16	Parking aid

Body General Information

Front View



Item	Description
1	Ventilation slits
2	Finisher
3	Large trapezoidal air inlet

- The completely newly designed front bumper features a generously dimensioned, grille-covered air inlet in a trapezoidal shape with a high-gloss piano-black paint finish.
- The trim strip at the front edge of the hood provides a striking contrast and is also finished in piano-black.
- Two ventilation slits have been incorporated in the hood. These provided the engine with additional cooling.
- The wheel arches of the front and rear fenders have been enlarged in order to afford enough space for the 19-inch wheels and to allow for the increased track width.
- Triangular air vents with the RS emblem are integrated behind the front wheel arches.

DESCRIPTION AND OPERATION**Rear View**

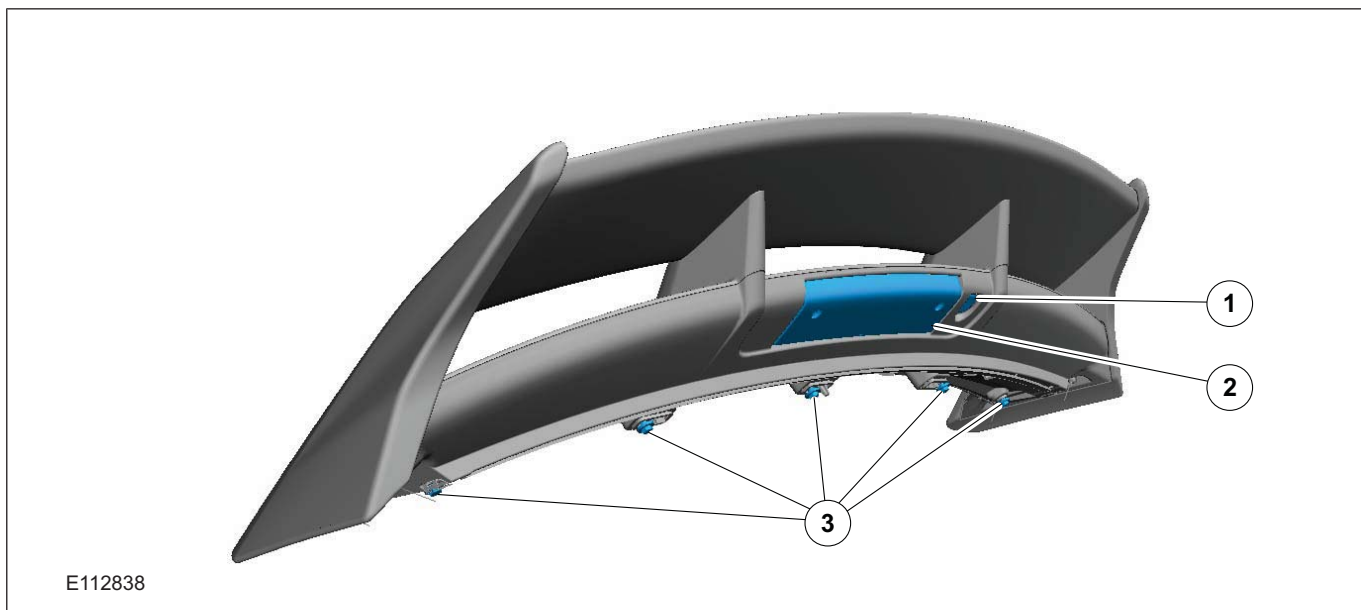
E112837

Item	Description
1	Split rear spoiler
2	High Mounted Stop Lamp Control
3	Diffuser plate

- In order to increase downforce, a diffuser has been integrated in the lower part of the rear,

along with a split rear spoiler above the rear window.

- The diffuser is framed by two chrome-plated end pipes. Small vent openings on both sides of the rear apron further emphasize the width of the vehicle.
- The high-mounted stoplamp and the rear window washer nozzle are integrated in the split rear spoiler.

DESCRIPTION AND OPERATION**Rear Spoiler**

Item	Description
1	Rear window washer nozzle
2	High Mounted Stop Lamp Control
3	Attachment bolts

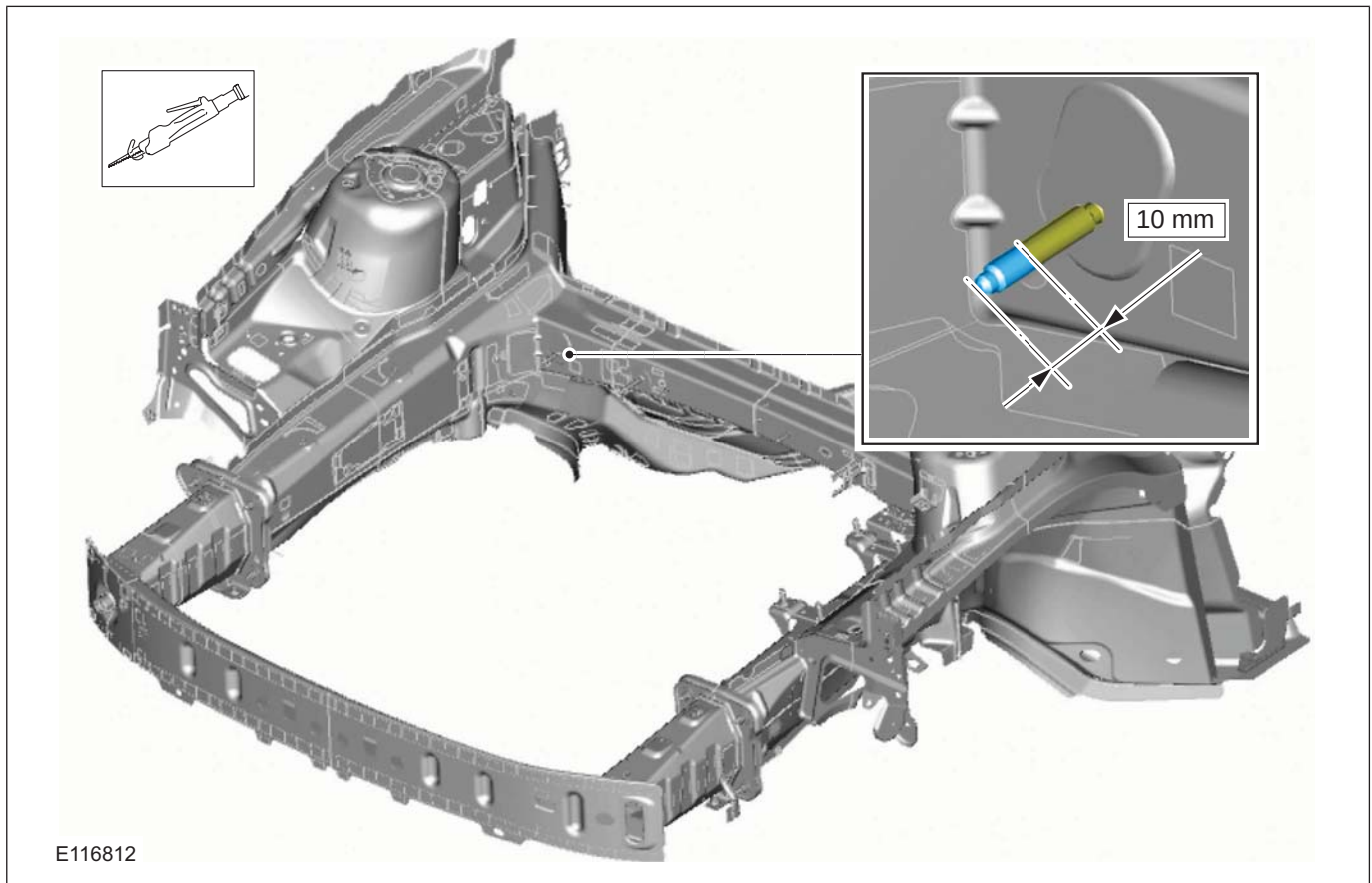
- The high-mounted stoplamp uses LEDs rather than conventional bulbs.

NOTE: The LEDs cannot be replaced individually. In event of failure the entire stoplamp needs to be replaced.

- The rear spoiler is attached to the tailgate with five bolts.

DESCRIPTION AND OPERATION

Body - Dash Cross Member

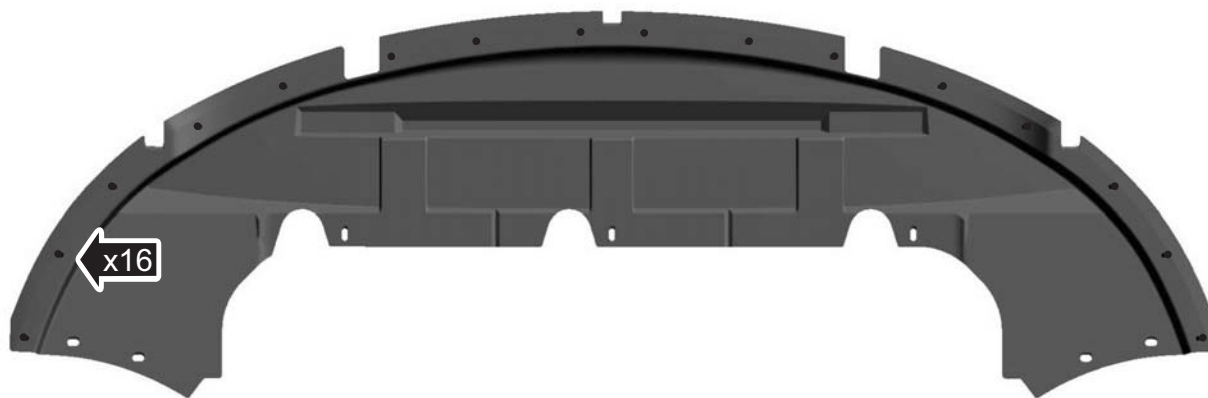
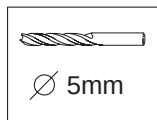


- The weld bolt on the dash cross member has to be shortened to get sufficient clearance to the turbo cooling hose and AC lines.

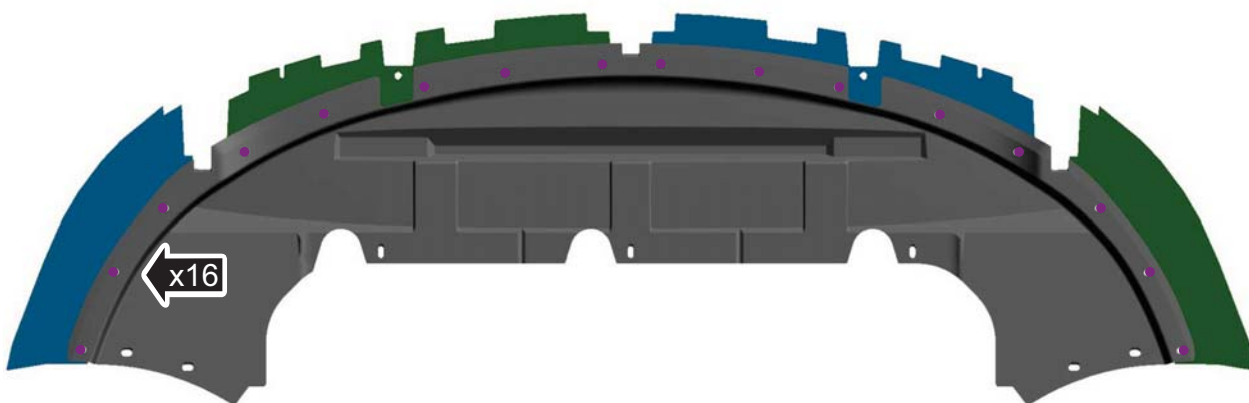
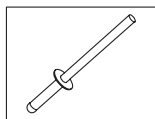
Body - Front Lower Deflector

- Due to the wider dimension of the RS bumper cover the lower deflector has to be extended.
- The 4 extensions are riveted to the standard ST deflector.

DESCRIPTION AND OPERATION

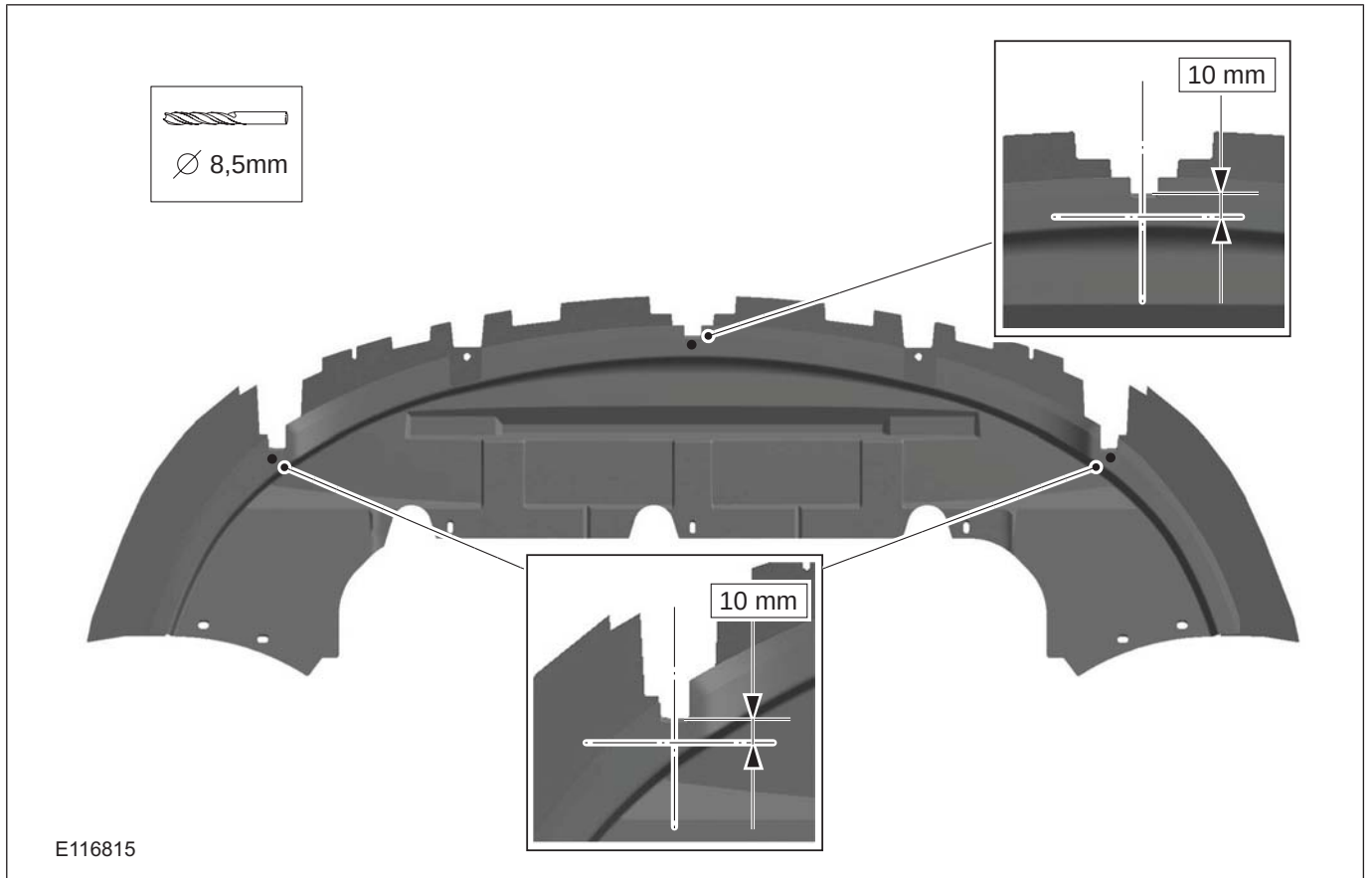


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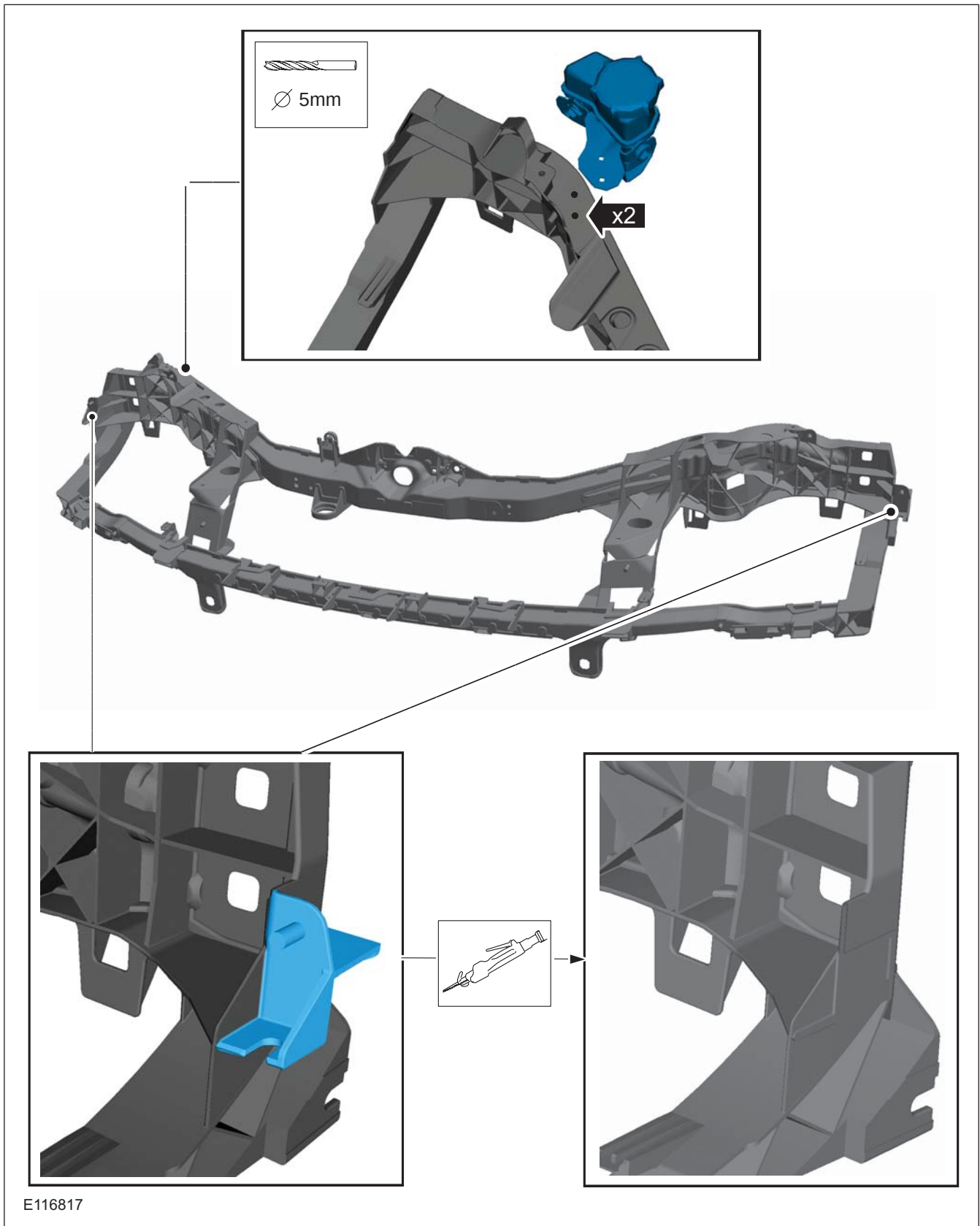
E116814

DESCRIPTION AND OPERATION



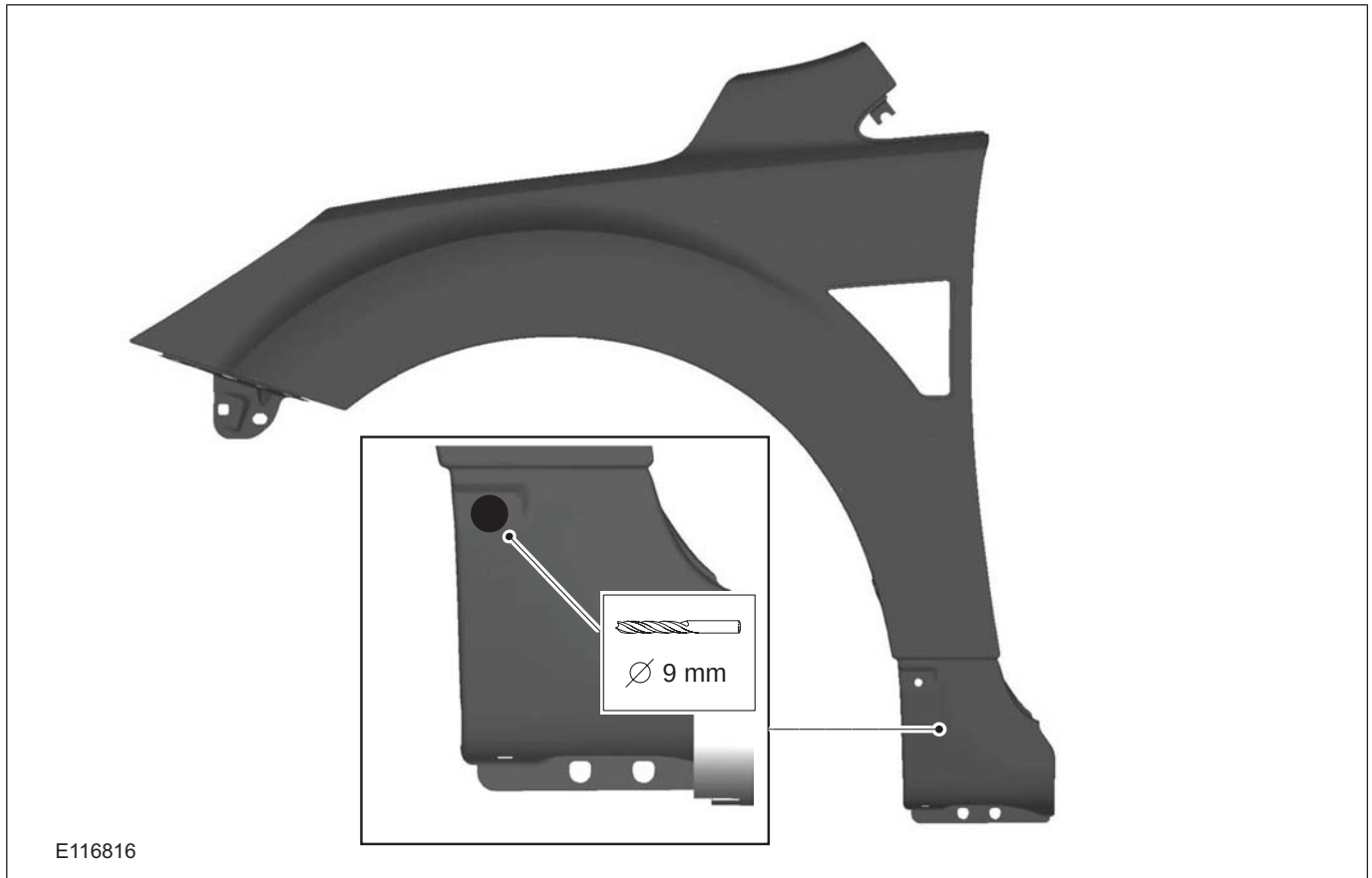
DESCRIPTION AND OPERATION

Body - Hood Latch Panel



Body - Front Fender

DESCRIPTION AND OPERATION



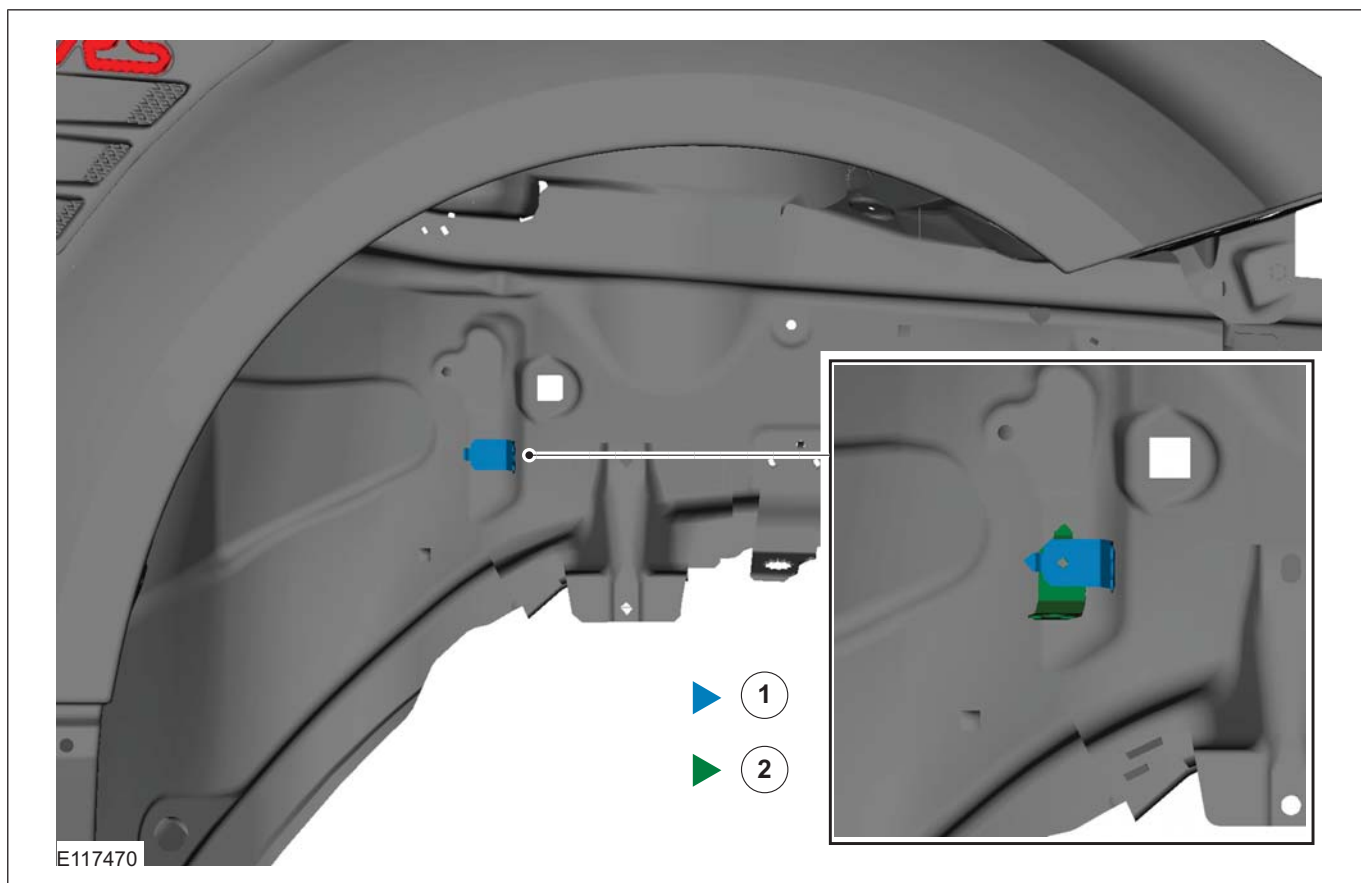
- One hole has to be drilled for side skirt fixing.

⚠ WARNING: Due to the possible speed of the Focus RS the side skirts on fender and rocker panel must be fixed with clips screws and tape! Do not cut any clips!

NOTE: Body side panels and parts for service will already contain the required side skirt fixing holes.

ABS Sensor Bracket

DESCRIPTION AND OPERATION



Item	Description
1	Focus RS
2	Focus

The ABS sensor bracket is riveted to the front side member. On Focus RS the bracket is mounted in driving direction.

⚠ WARNING: If the ABS sensor bracket is not mounted as shown, the ABS sensor cable could detach from bracket!

GENERAL PROCEDURES

Underbody Tolerance Check

1. Body dimensions, 3-, 4- and 5-door (quick measurements using the Allvis system)

- All dimensions are measured from the middle of the hole or bolt head or from the edge of

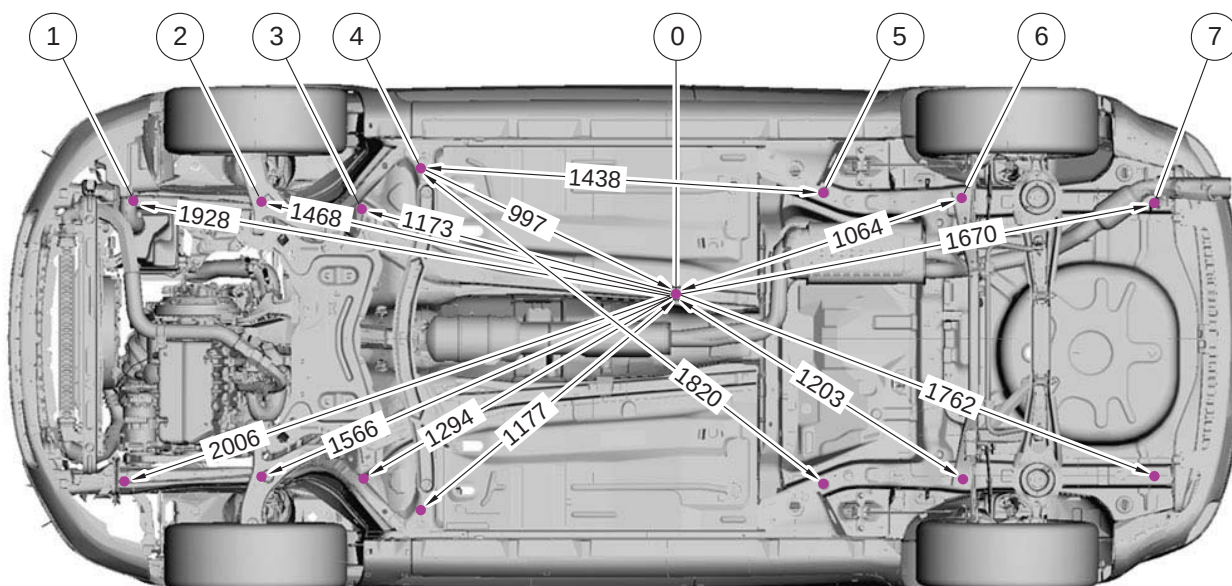
the panel, using the Allvis system, with component assemblies installed.

- A tolerance of ± 3 mm applies to all specified dimensions. All detailed illustrations correspond to the left-hand side of the vehicle.

Allvis specifications

Point of measurement	Adaptor	Height setting of the test probes
1	25 mm (probe)	350 mm
2	25 mm (probe)	240 mm
3	25 mm (probe)	160 mm
4	25 mm (probe)	110 mm
5	35 mm (probe)	50 mm
6	25 mm (probe)	240 mm
7	25 mm (probe)	310 mm

GENERAL PROCEDURES



E55020

2. Body dimensions, 3-, 4- and 5-door

- All dimensions are measured starting from the centre of each hole, using an electronic

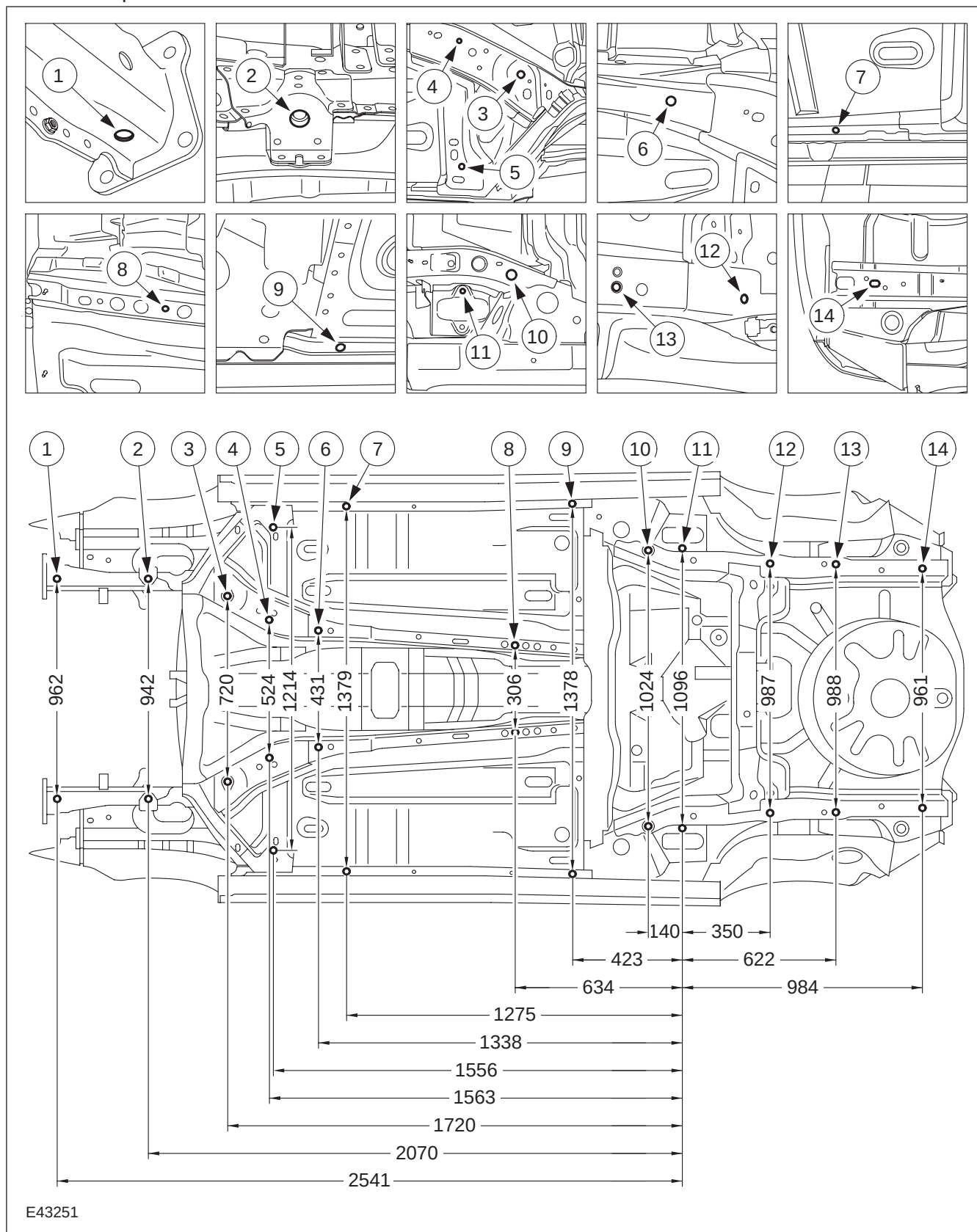
measuring system and with the assemblies removed.

- A tolerance of ± 3 mm applies to all specified dimensions. All detailed illustrations

GENERAL PROCEDURES

correspond to the left-hand side of the

vehicle.



3. Body dimensions, wagon (quick measurements using the Allvis system)

- All dimensions are measured from the middle of the hole or bolt head or from the edge of

GENERAL PROCEDURES

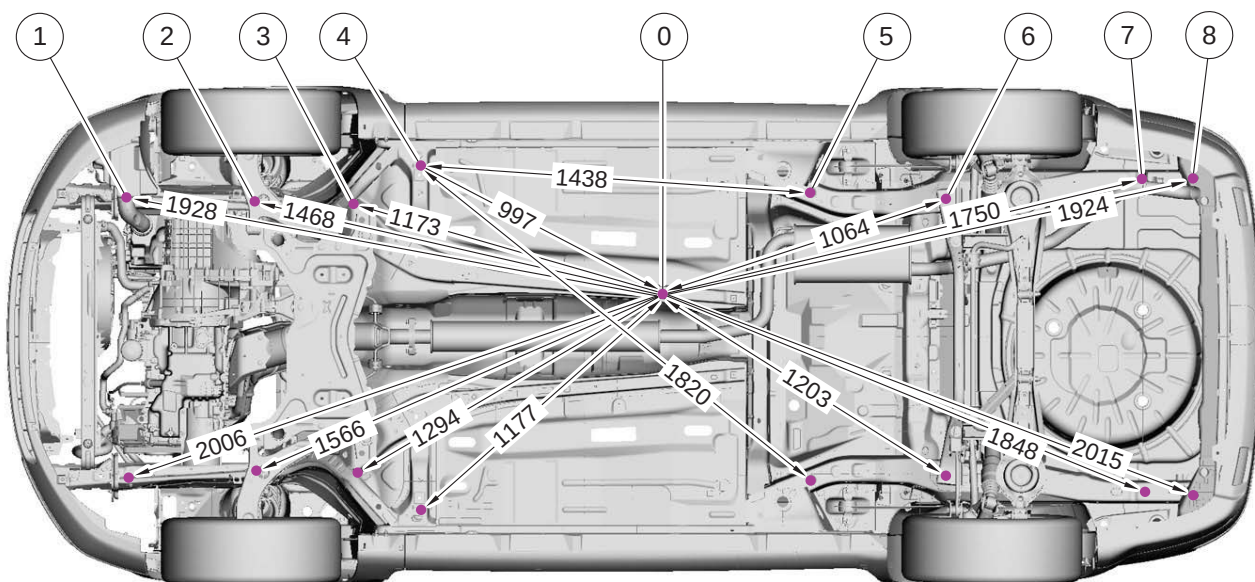
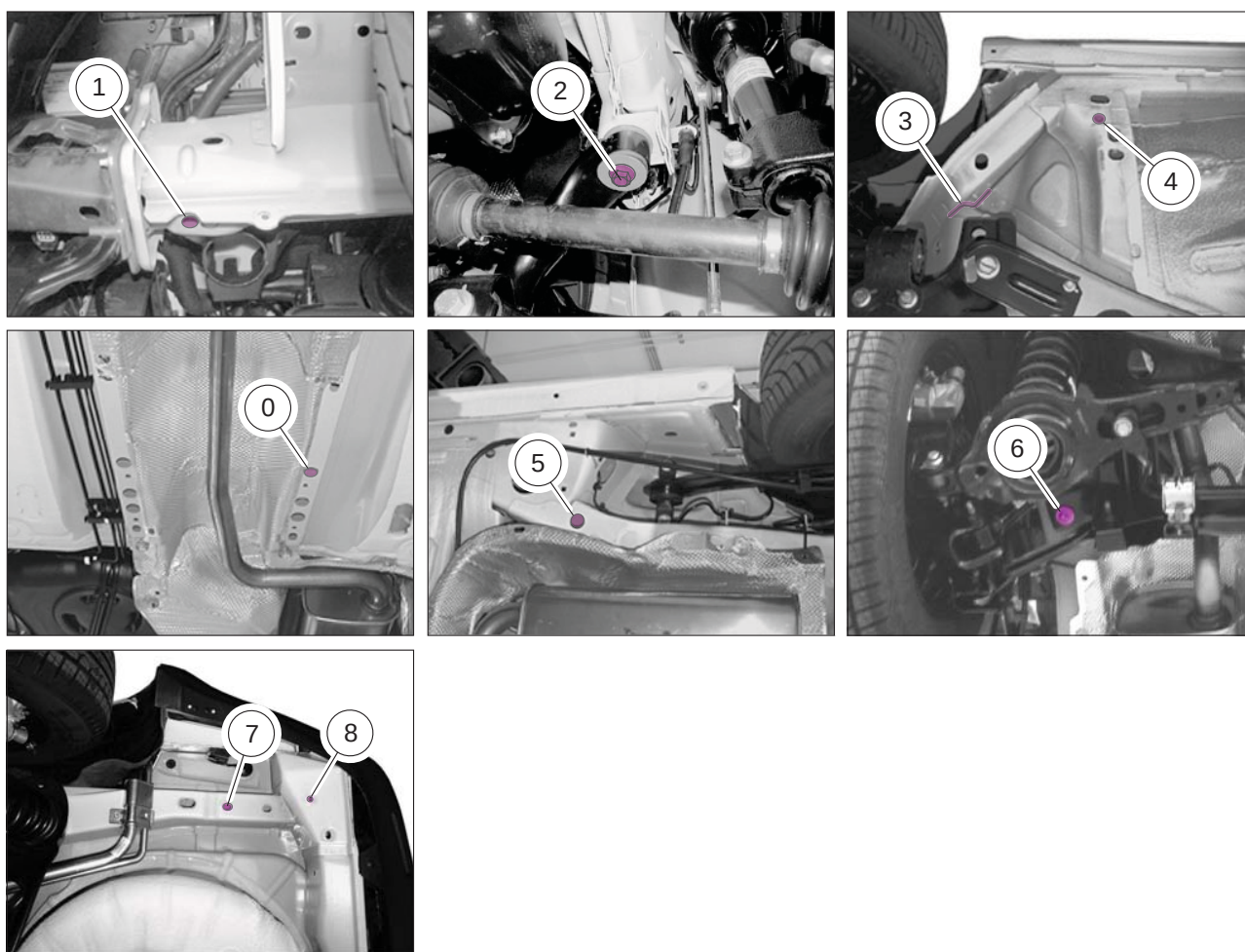
the panel, using the Allvis system, with component assemblies installed.

- A tolerance of ± 3 mm applies to all measurements given. All detailed illustrations correspond to the left-hand side of the vehicle.

Allvis specifications

Point of measurement	adapter	Height setting of the test probes
1	25 mm (probe)	350 mm
2	25 mm (probe)	240 mm
3	25 mm (probe)	160 mm
4	25 mm (probe)	110 mm
5	35 mm (probe)	50 mm
6	25 mm (probe)	260 mm
7	25 mm (probe)	400 mm
8	25 mm (probe)	400 mm

GENERAL PROCEDURES



E62636

4. NOTE: The body dimensions of the front floor pan are the same as for the 3-, 4- and 5-door and can be taken from illustration E43251.

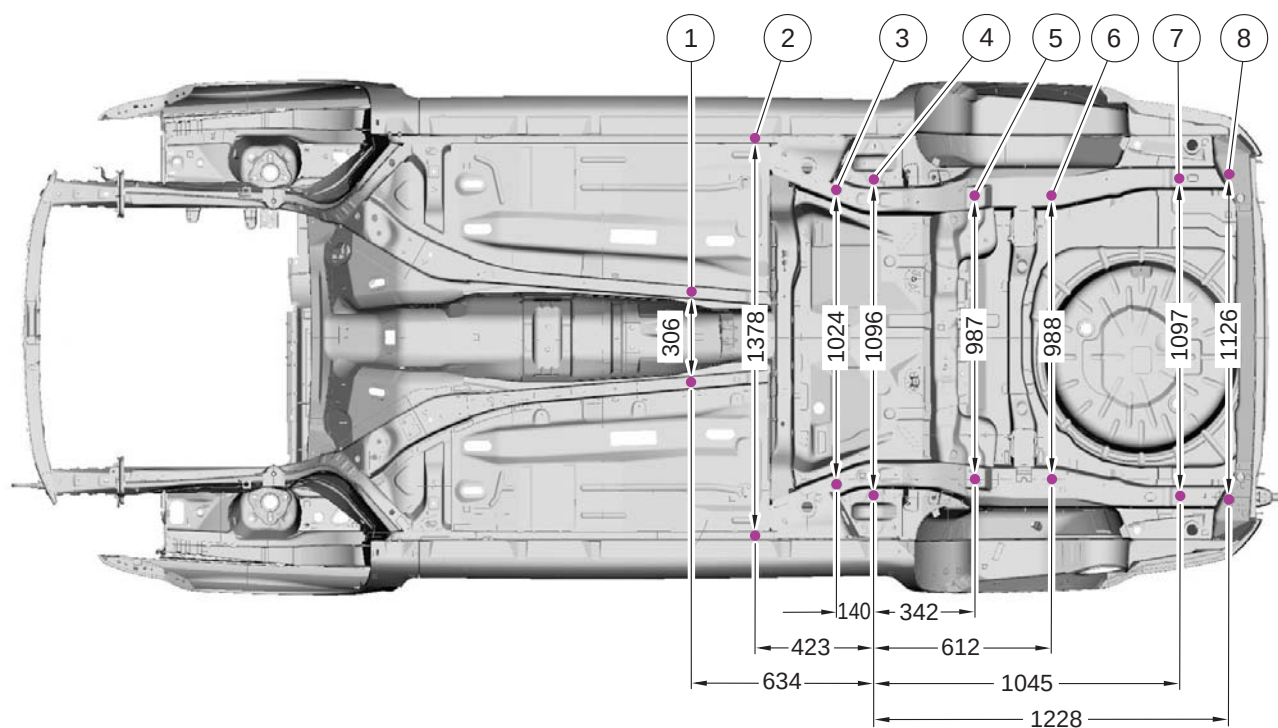
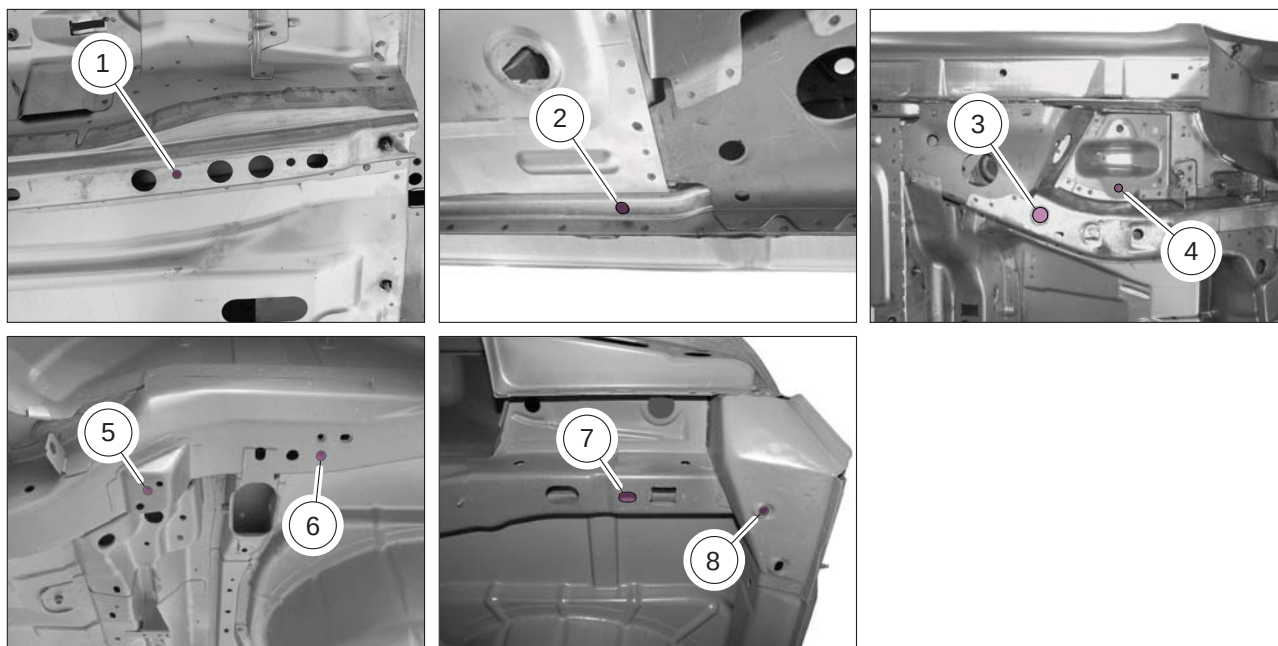
Body dimensions, wagon

- All dimensions are measured starting from the centre of each hole, using an electronic

GENERAL PROCEDURES

measuring system and with the assemblies removed.

- A tolerance of ± 3 mm applies to all measurements given. All detailed illustrations correspond to the left-hand side of the vehicle.



E62637

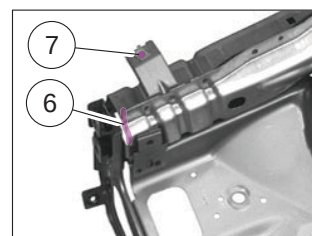
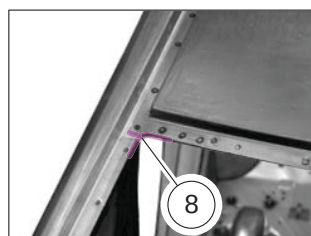
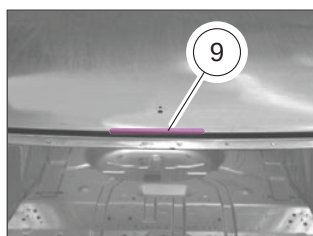
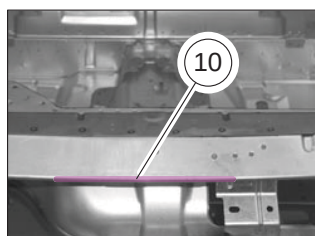
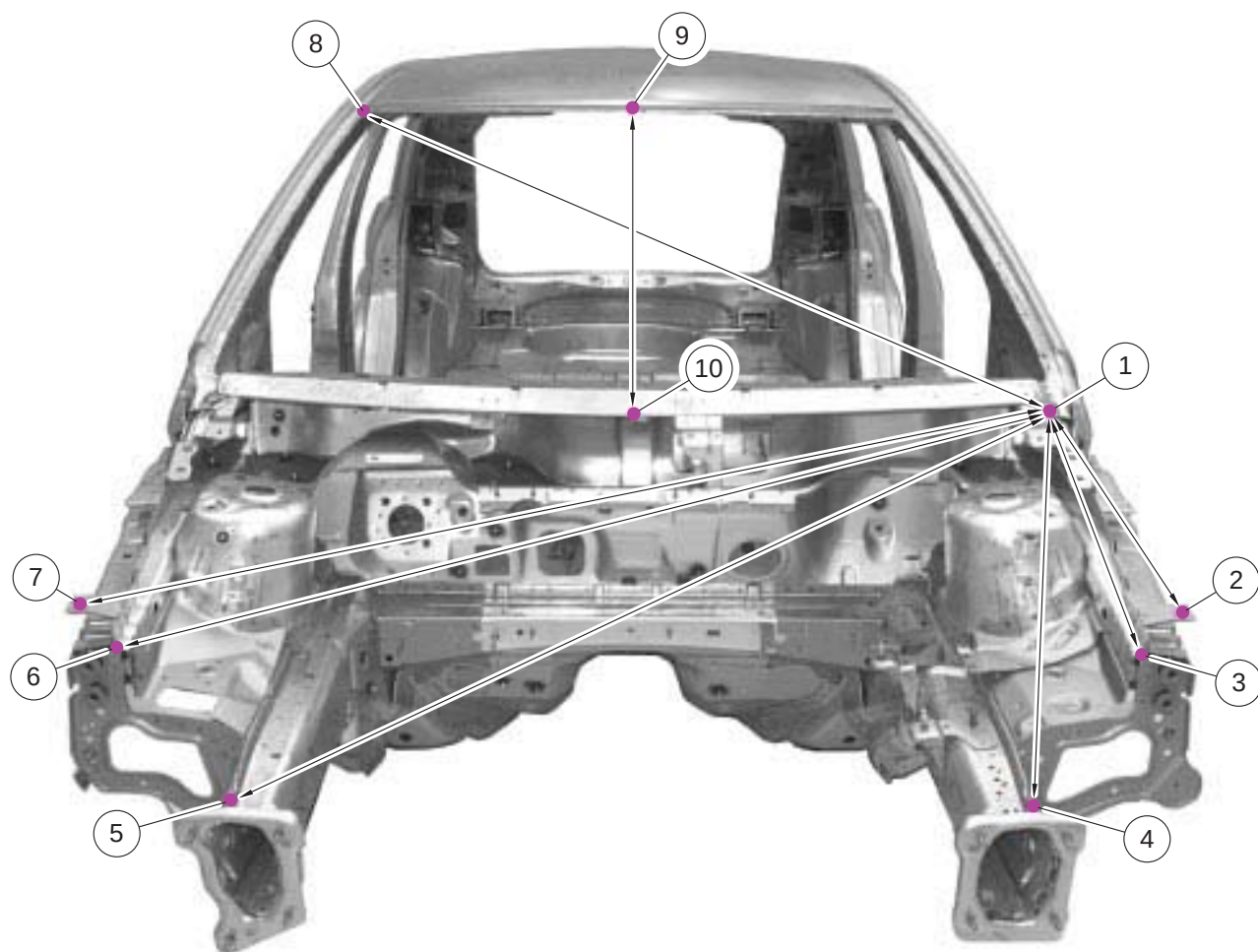
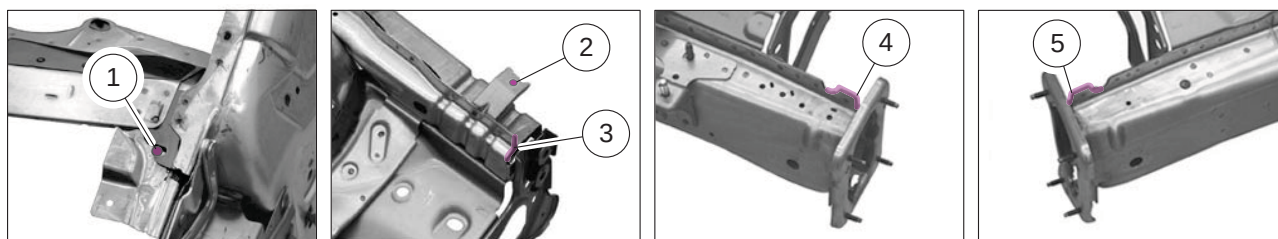
GENERAL PROCEDURES**Frame Tolerance Check****1. Front end body dimensions, all models**

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from the center of each hole or panel edge using a symmetrically adjusted beam trammel.

Measuring points and dimensions

1 - 2 = 530 mm	1 - 6 = 1496 mm
1 - 3 = 608 mm	1 - 7 = 1532 mm
1 - 4 = 786 mm	1 - 8 = 1556 mm
1 - 5 = 1426 mm	9 - 10 = 965 mm

GENERAL PROCEDURES



E54960

2. Body dimensions, side view (5-door version)

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

- the edge of the steel panel using a symmetrically adjusted measuring gauge.
- Measuring points 1, 2, 3, 4, 6, 7, 10 and 11 are measured in the curve and represent the

GENERAL PROCEDURES

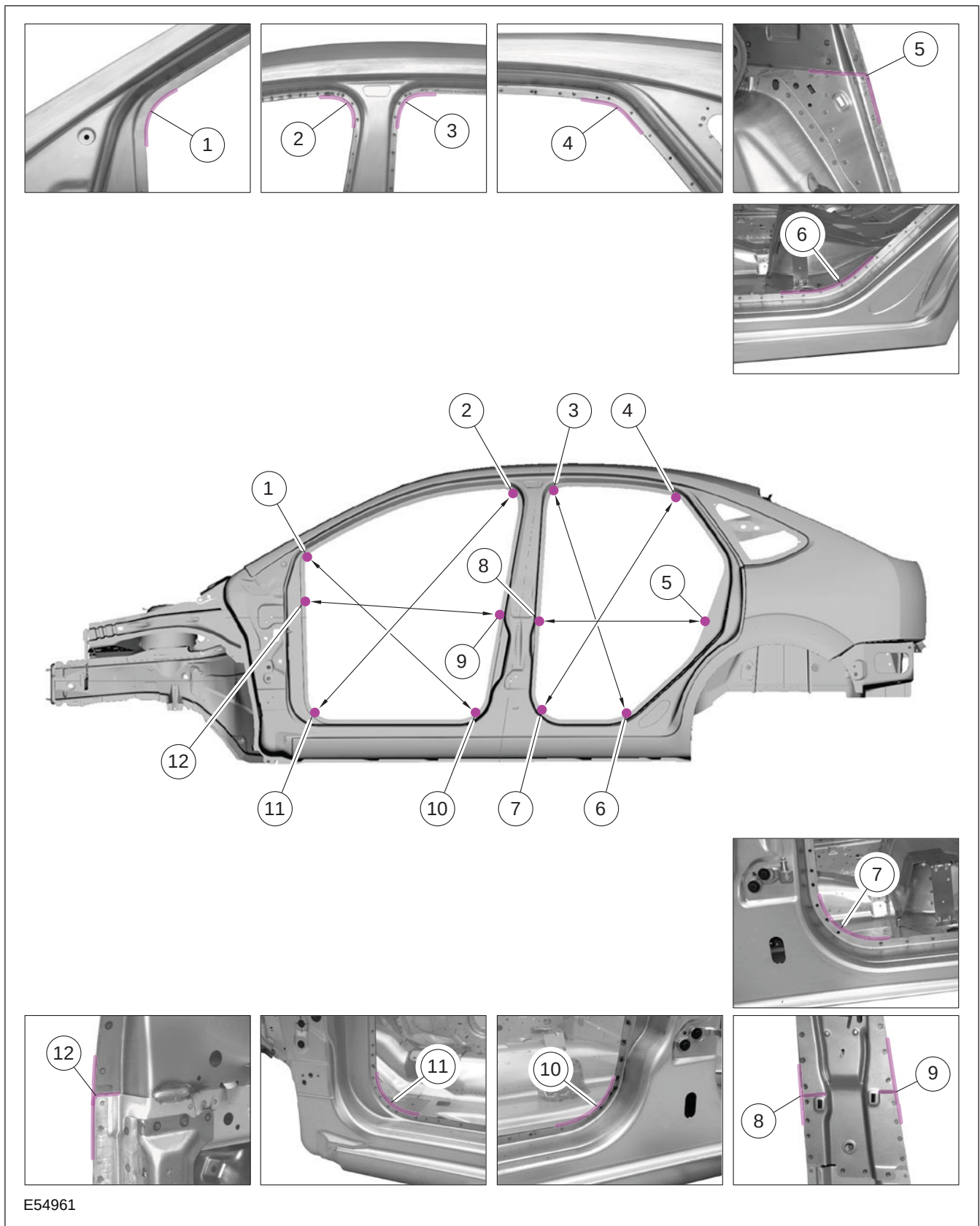
greatest distance to the measuring point opposite.

- The detail views of measuring points 5, 8, 9 and 12 are shown looking from the vehicle interior outwards.

Measuring points and dimensions

1 - 10 = 992 mm	4 - 7 = 1095 mm
2 - 11 = 1281 mm	5 - 8 = 711 mm
3 - 6 = 1025 mm	9 - 12 = 838 mm

GENERAL PROCEDURES



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3. Body dimensions, rear (5-door version)

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

the center of the welded flange using a symmetrically adjusted measuring gauge.

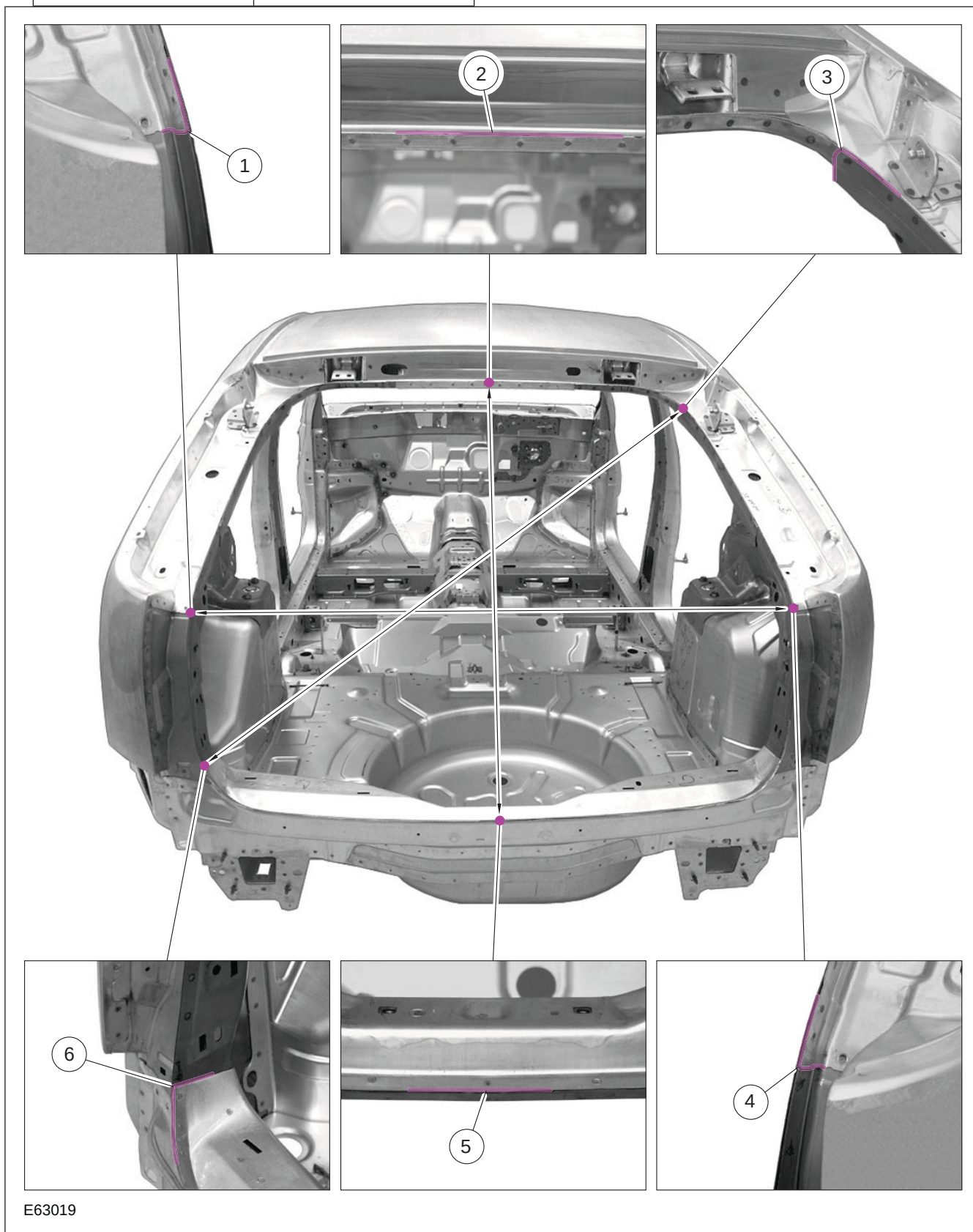
GENERAL PROCEDURES

Measuring points and dimensions

1 - 4 = 1115 mm

3 - 6 = 1327 mm

2 - 5 = 996 mm



4. Body dimensions, interior (5-door version)

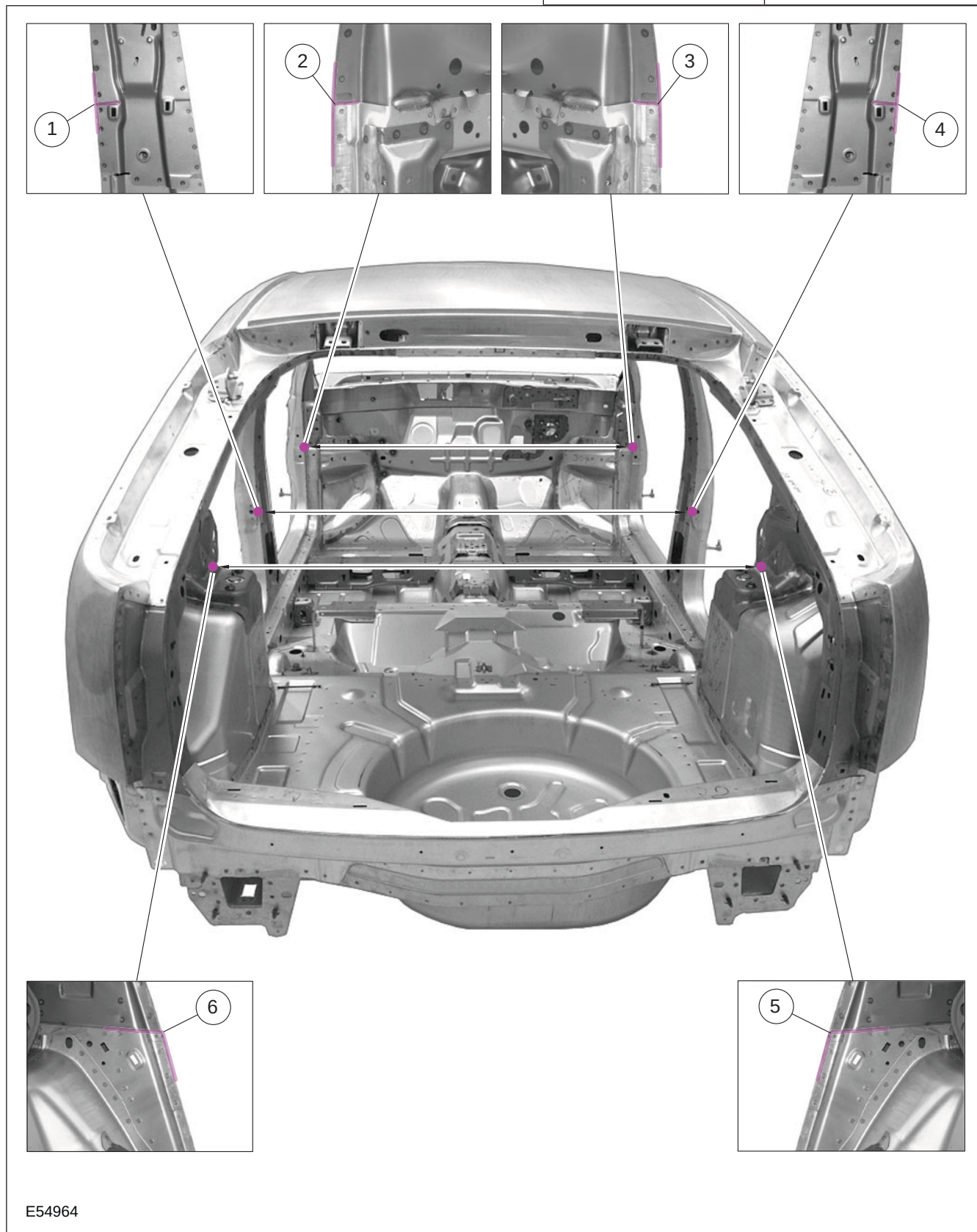
- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from

GENERAL PROCEDURES

the center of the welded flange using a symmetrically adjusted measuring gauge.

Measuring points and dimensions

1 - 4 = 1458 mm	5 - 6 = 1441 mm
2 - 3 = 1442 mm	



E54964

GENERAL PROCEDURES**5. Body dimensions, side view (3-door version)**

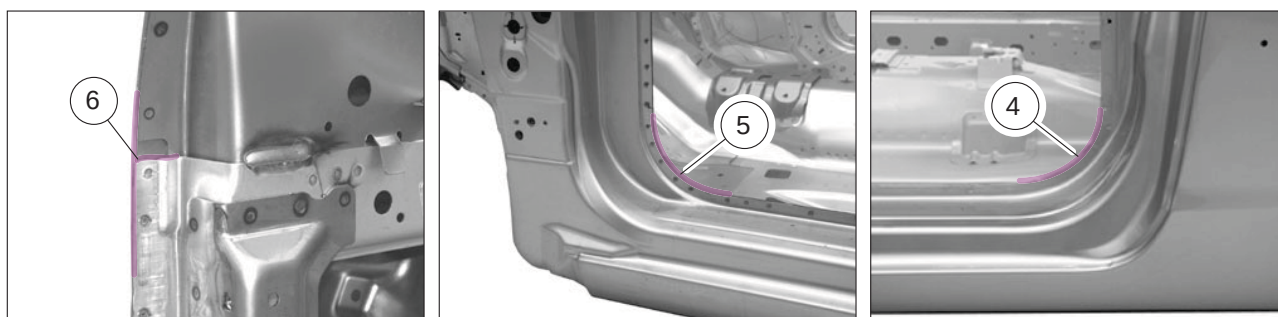
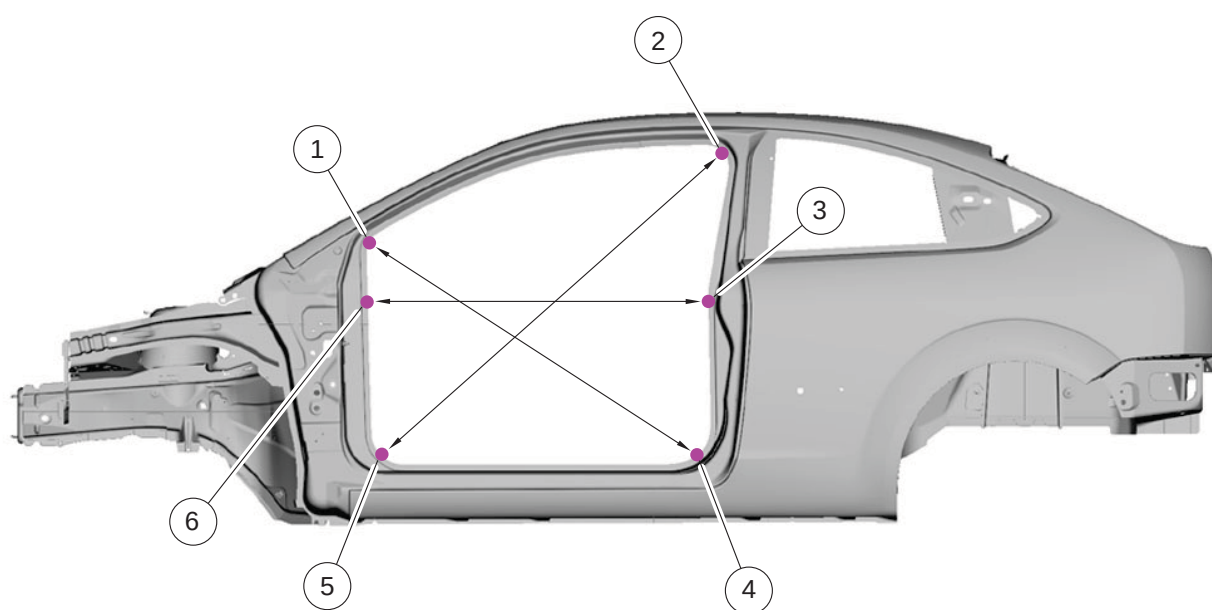
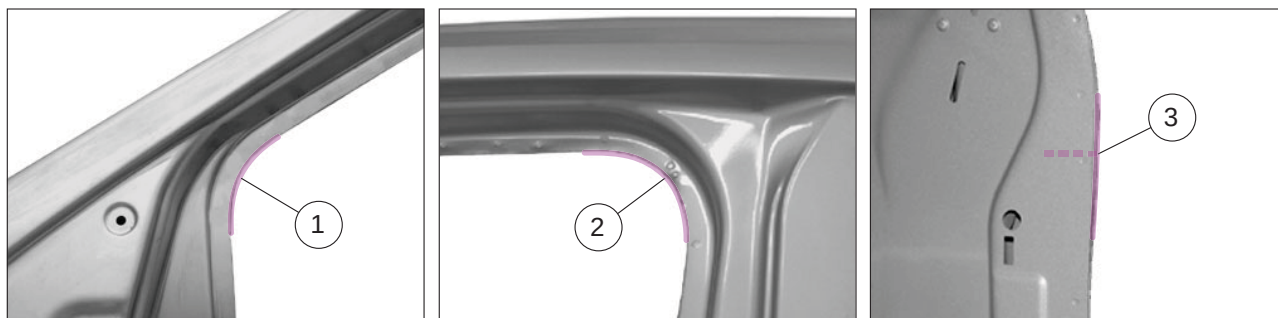
- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from the edge of the steel panel using a symmetrically adjusted measuring gauge.
- Measuring points 1, 2, 4 and 5 are measured in the curve and represent the greatest distance to the measuring point opposite.

- The detail views of measuring points 3 and 6 are shown looking from the vehicle interior outwards.

Measuring points and dimensions

1 - 4 = 1234 mm	3 - 6 = 1068 mm
2 - 5 = 1439 mm	

GENERAL PROCEDURES



E54962

6. Body dimensions, rear (3-door version)

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

the center of the welded flange using a symmetrically adjusted measuring gauge.

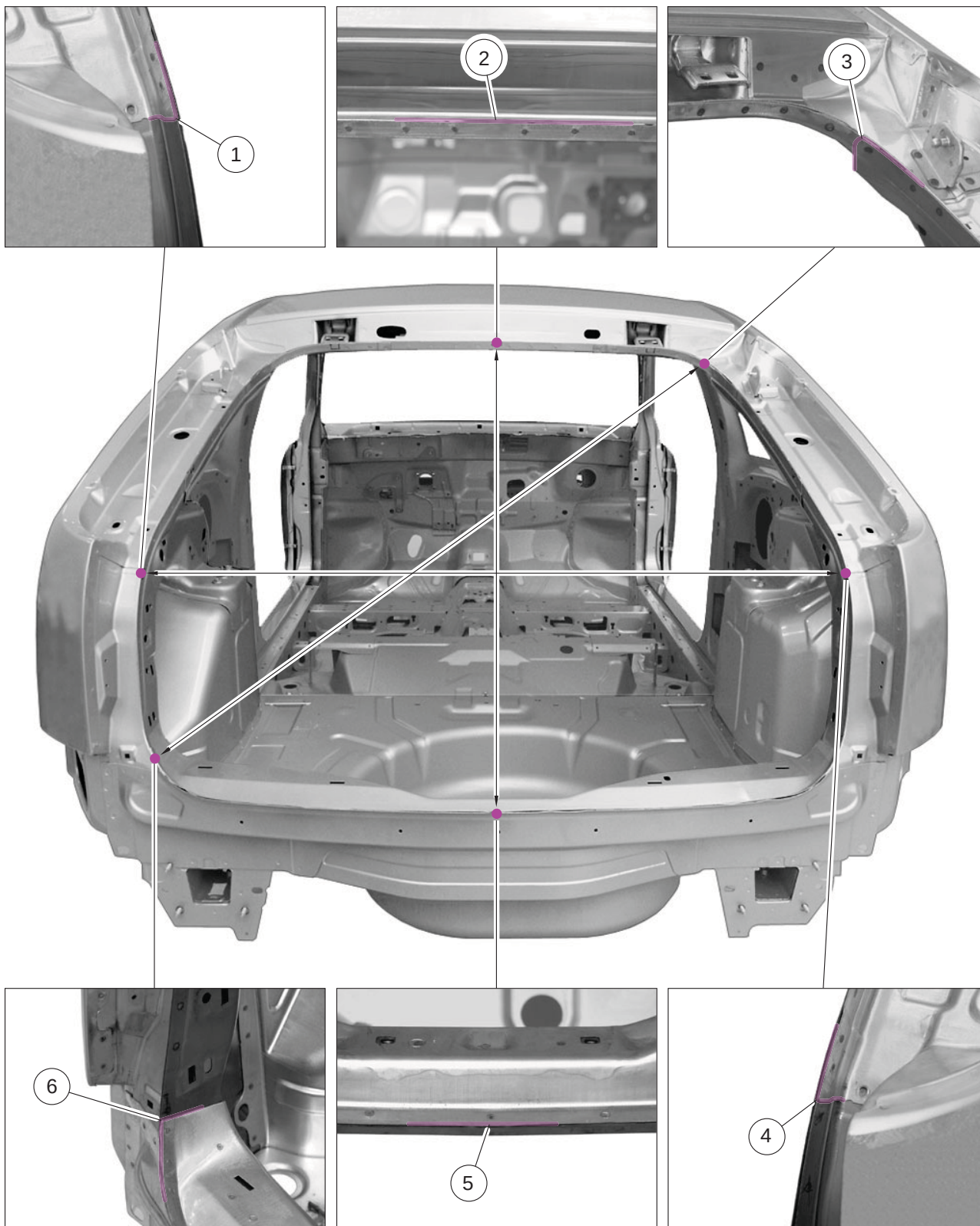
GENERAL PROCEDURES

Measuring points and dimensions

1 - 4 = 1115 mm

3 - 6 = 1327 mm

2 - 5 = 996 mm



E54963

7. Body dimensions, interior (3-door version)

- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from

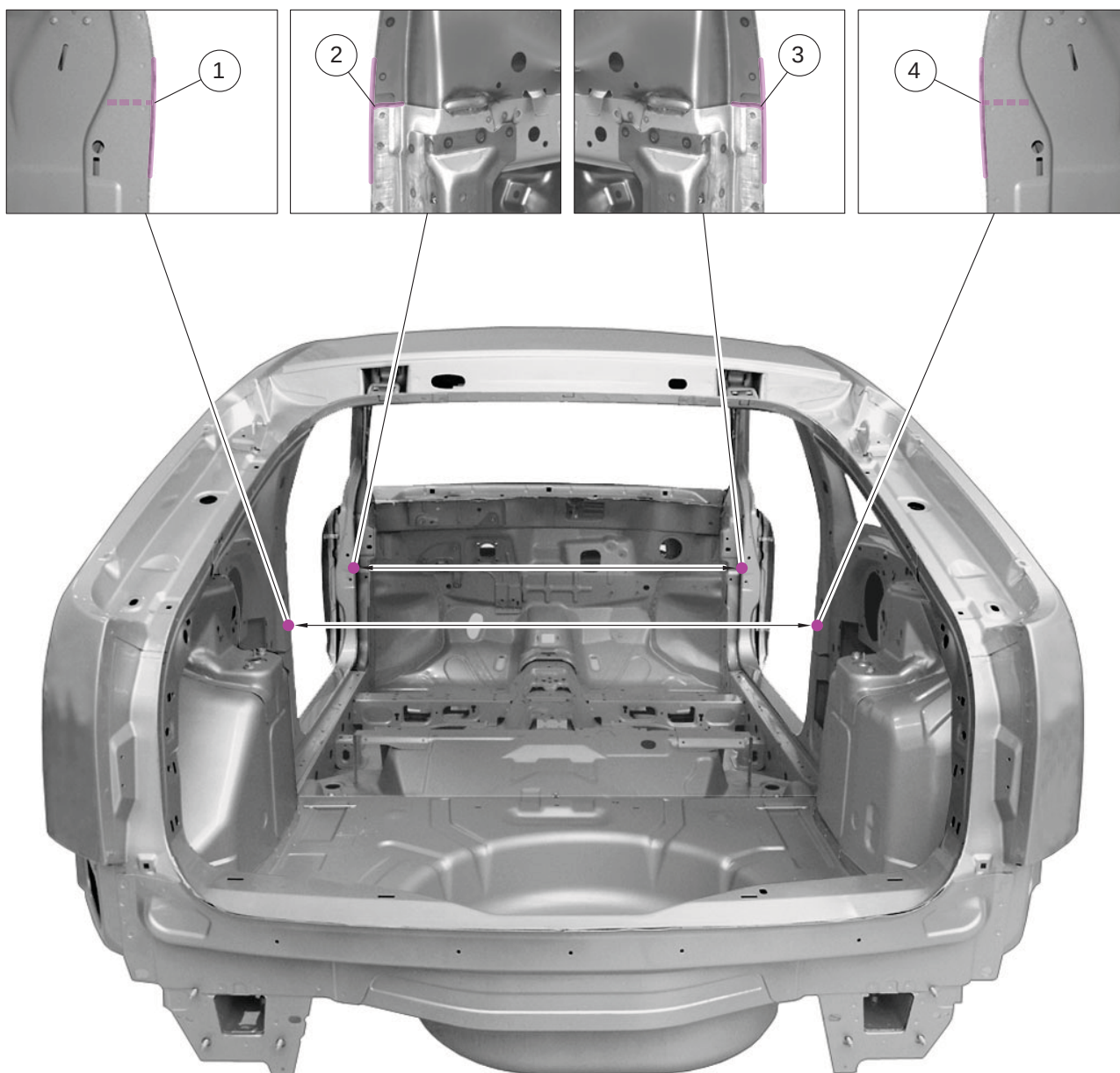
GENERAL PROCEDURES

the center of the welded flange using a symmetrically adjusted measuring gauge.

Measuring points and dimensions

$$1 - 4 = 1460 \text{ mm}$$

$$2 - 3 = 1442 \text{ mm}$$



E54965

8. Body dimensions, side view (4-door version)

- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from the edge of the steel panel using a symmetrically adjusted measuring gauge.
- Measuring points 1, 2, 3, 4, 6, 7, 10 and 11 are measured in the curve and represent the greatest distance to the measuring point opposite.

- The detail views of measuring points 5, 8, 9 and 12 are shown looking from the vehicle interior outwards.

Measuring points and dimensions

$$1 - 10 = 992 \text{ mm}$$

$$4 - 7 = 1095 \text{ mm}$$

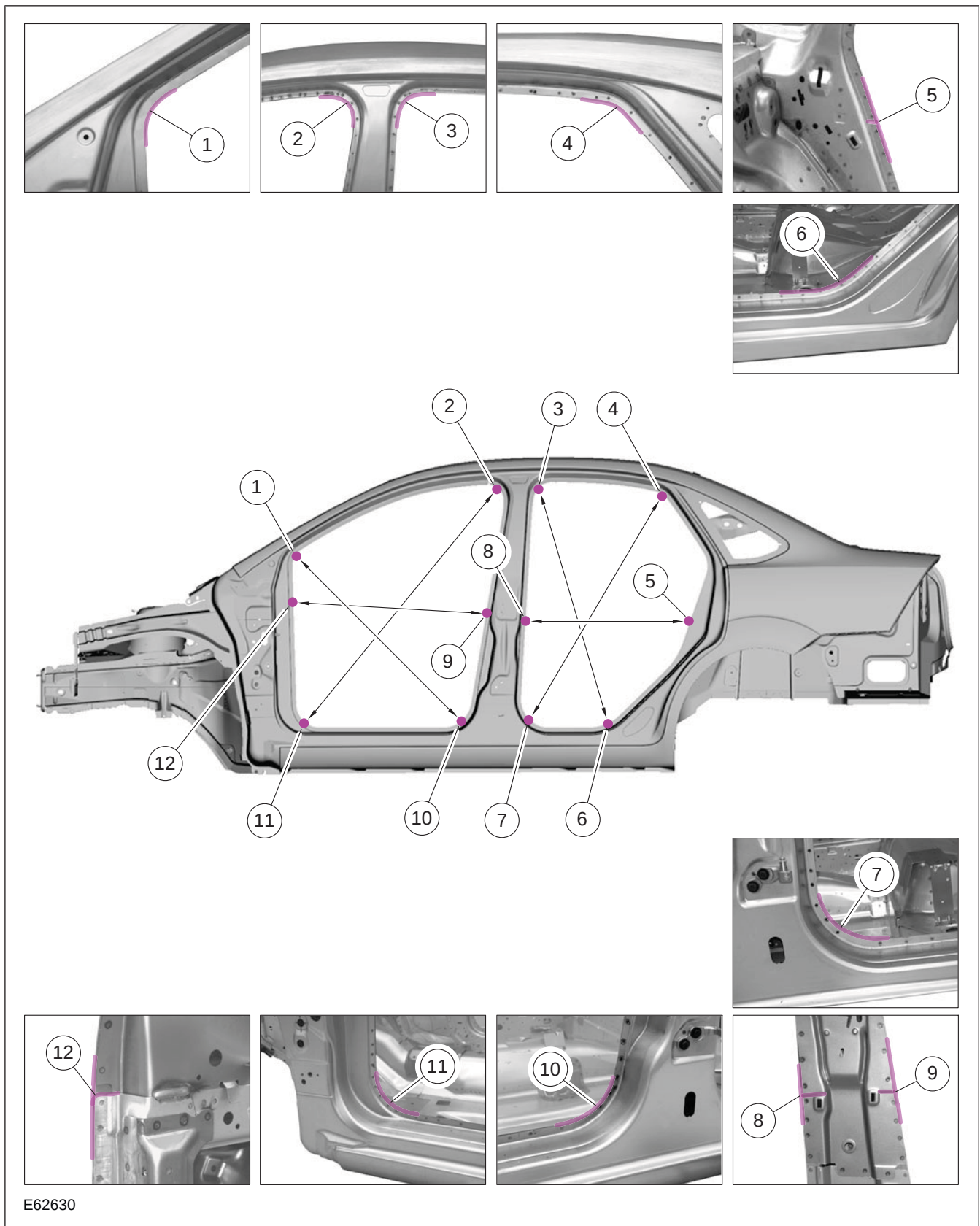
$$2 - 11 = 1281 \text{ mm}$$

$$5 - 8 = 711 \text{ mm}$$

$$3 - 6 = 1025 \text{ mm}$$

$$9 - 12 = 838 \text{ mm}$$

GENERAL PROCEDURES

**9. Body dimensions, rear (4-door version)**

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

the center of the welded flange using a symmetrically adjusted measuring gauge.

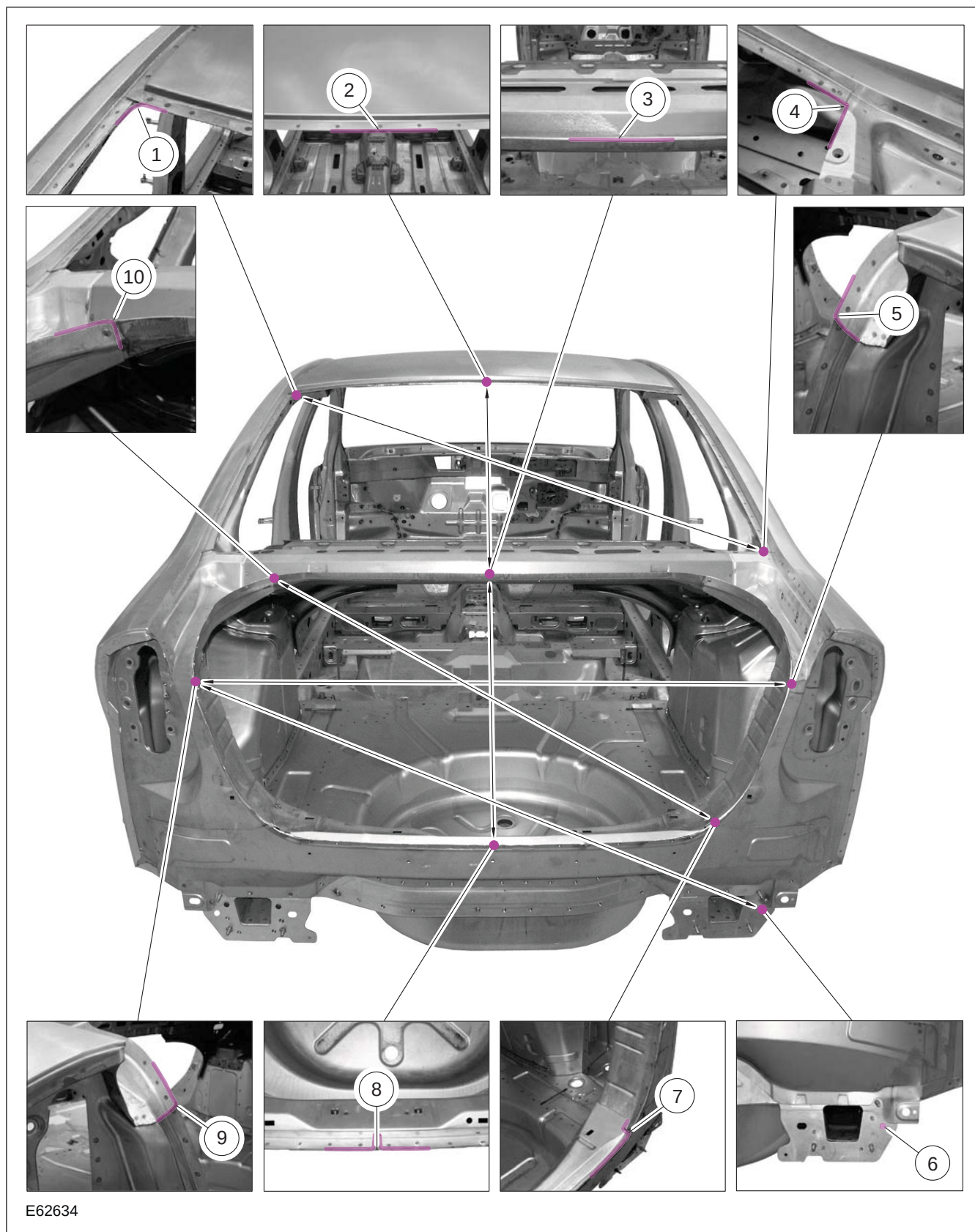
GENERAL PROCEDURES

- Measurement points 1 and 4 are measured in the curve and correspond to the largest distance to the opposite measurement point.
- Measurement point 6 is measured from the center of the hole.

Measuring points and dimensions

1 - 4 = 1324 mm	5 - 9 = 1043 mm
2 - 3 = 824 mm	6 - 9 = 1212 mm
3 - 8 = 512 mm	7 - 10 = 960 mm

GENERAL PROCEDURES

**10. Body dimensions, interior (4-door version)**

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

the center of the welded flange using a symmetrically adjusted measuring gauge.

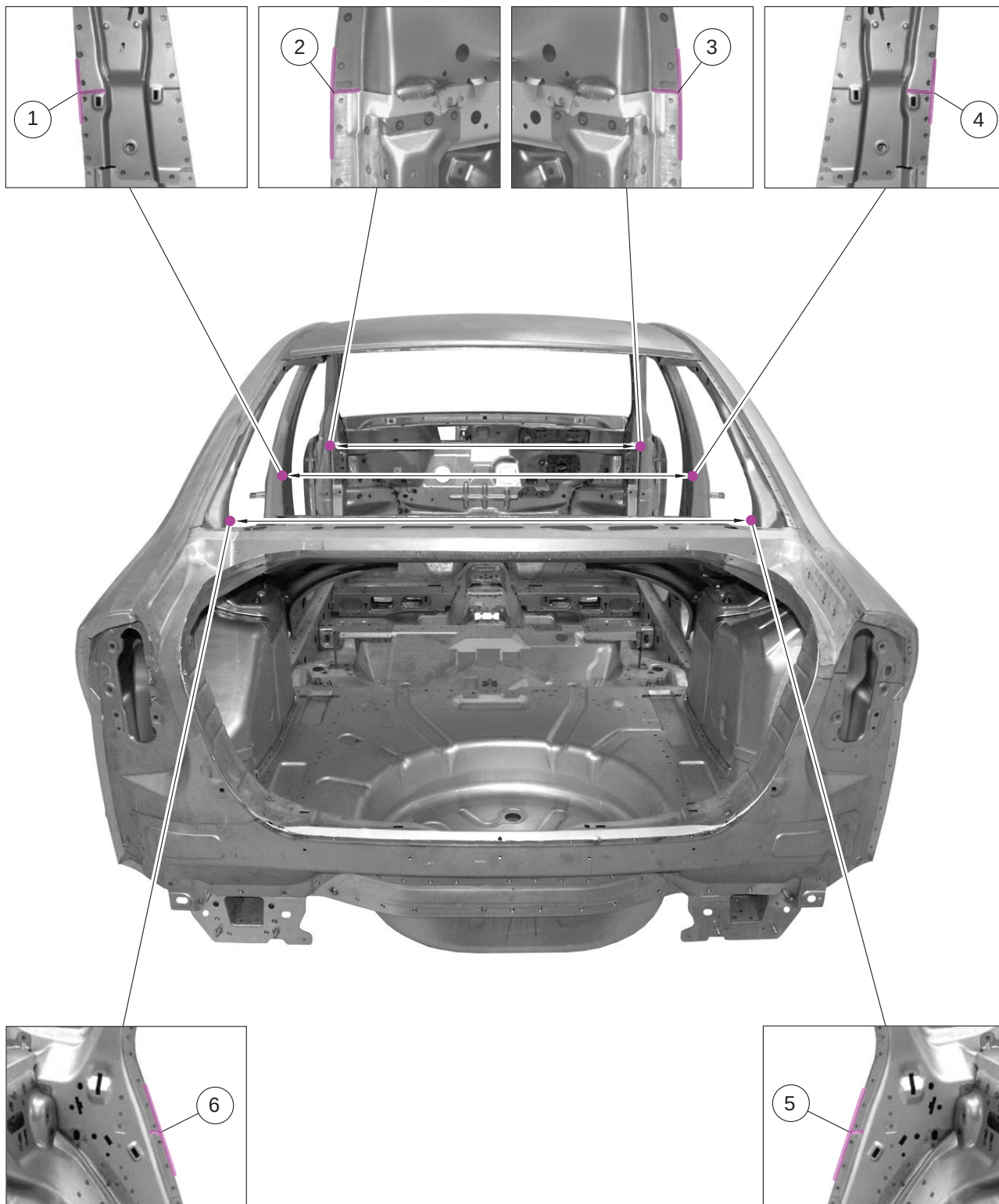
GENERAL PROCEDURES

Measuring points and dimensions

1 - 4 = 1458 mm

5 - 6 = 1441 mm

2 - 3 = 1442 mm



E62635

11. Body dimensions, side view (wagon)

- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from

GENERAL PROCEDURES

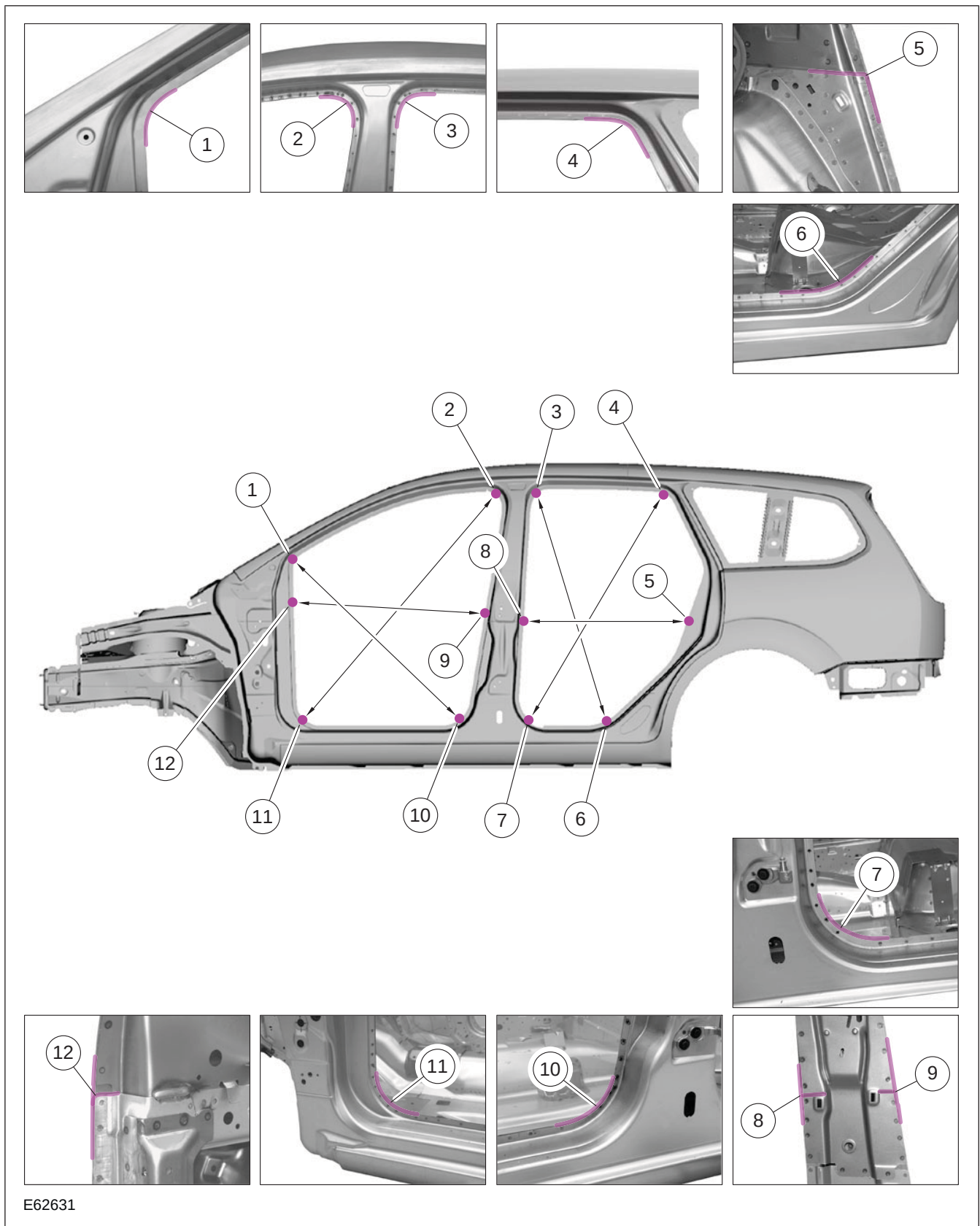
the edge of the steel panel using a symmetrically adjusted measuring gauge.

- Measuring points 1, 2, 3, 4, 6, 7, 10 and 11 are measured in the curve and represent the greatest distance to the measuring point opposite.
- The detail views of measuring points 5, 8, 9 and 12 are shown looking from the vehicle interior outwards.

Measuring points and dimensions

1 - 10 = 992 mm	4 - 7 = 1136 mm
2 - 11 = 1281 mm	5 - 8 = 711 mm
3 - 6 = 1025 mm	9 - 12 = 838 mm

GENERAL PROCEDURES

**12. Body dimensions, rear (wagon)**

- All dimensions have a tolerance of ± 3 mm.
All dimensions were determined starting from

the center of the welded flange using a symmetrically adjusted measuring gauge.

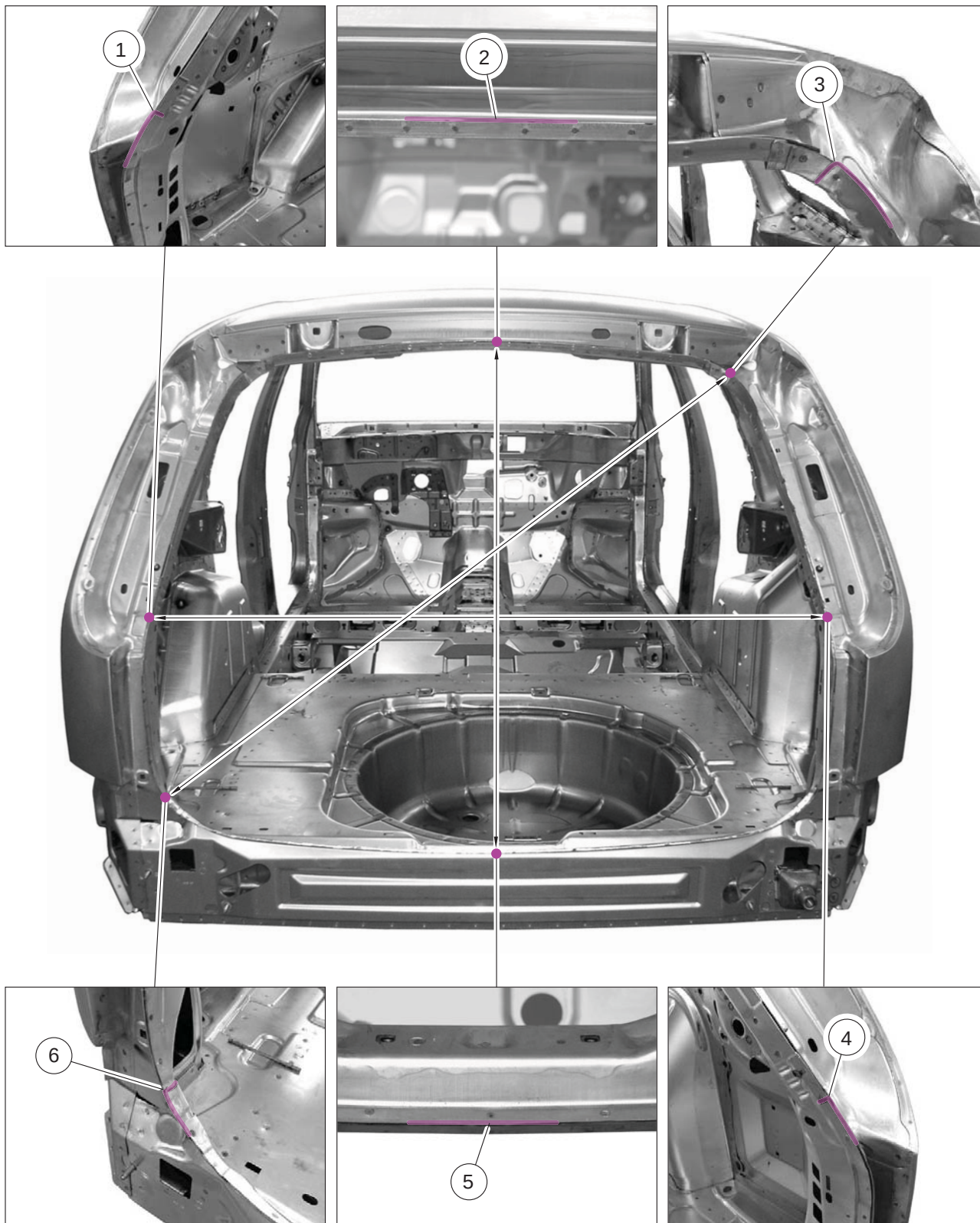
GENERAL PROCEDURES

Measuring points and dimensions

1 - 4 = 1155 mm

3 - 6 = 1276 mm

2 - 5 = 906 mm



E62632

13. Body dimensions, interior (wagon)

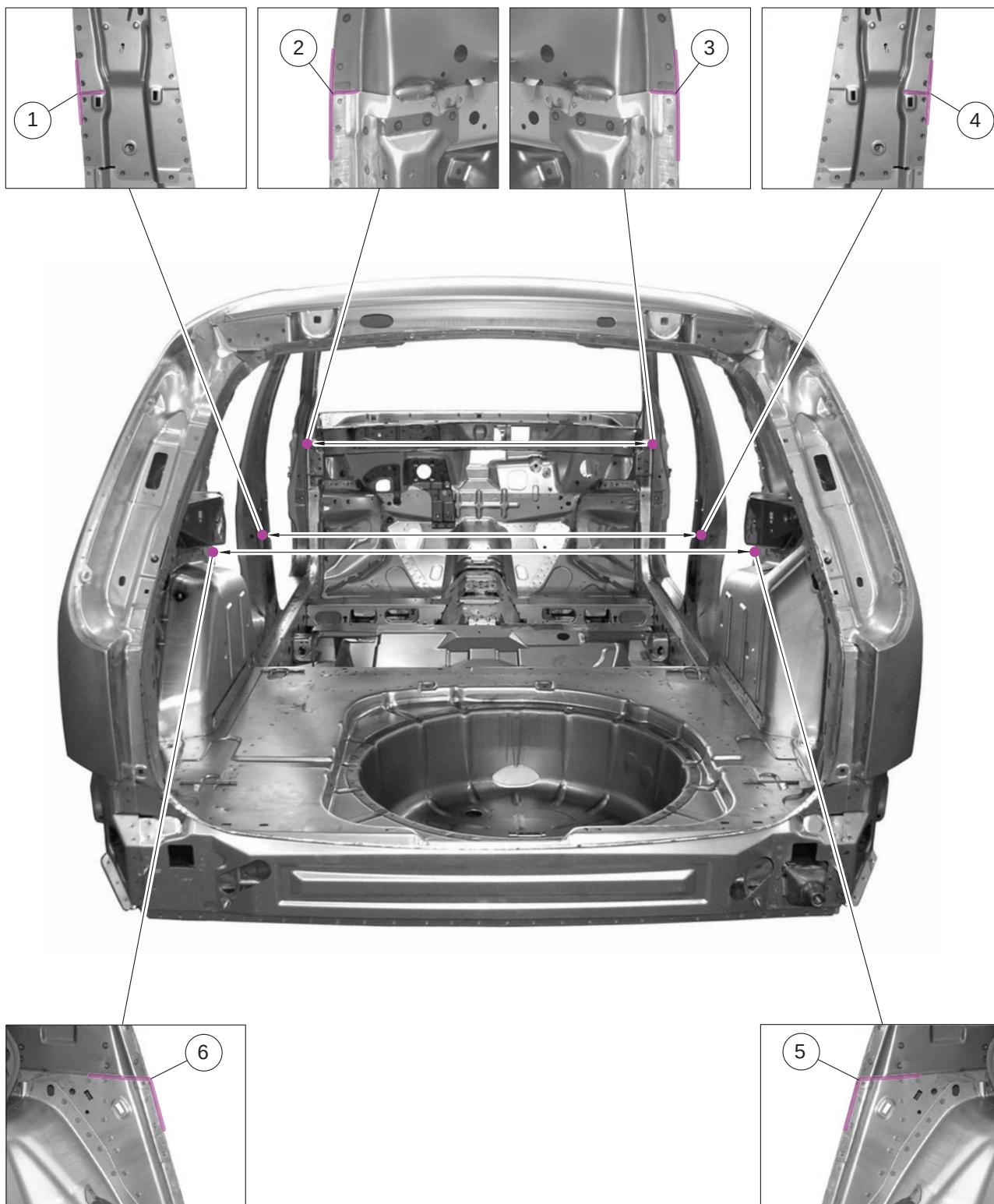
- All dimensions have a tolerance of ± 3 mm. All dimensions were determined starting from

GENERAL PROCEDURES

the center of the welded flange using a symmetrically adjusted measuring gauge.

Measuring points and dimensions

1 - 4 = 1458 mm	5 - 6 = 1441 mm
2 - 3 = 1442 mm	



E62633