

DIRENZA
PROVEN PERFORMANCE

Ford Focus ST250 MVT Intercooler Installation Guide

The Direnza ST250 MVT is a high performance aftermarket intercooler offering increased cooling and performance over the stock intercooler. The extra capacity along with revolutionary MVT technology gives lower output temperatures which result in performance gains and more consistent power.

DISCLAIMER

- Allow the vehicle to cool completely prior to installation.
- We recommend that the intercooler is installed by a professional.
- Direnza is not responsible for any vehicle damage or personal injury due to installation errors, missuse or removal of Direnza products.

TOOLS NEEDED

- | | |
|------------------------|-----------------------|
| - T30 Torx | - 10mm Socket |
| - T20 Torx | - 8mm socket |
| - Trim Tool | - 13mm socket/spanner |
| - Flathead Screwdriver | - 4mm Allen Key |
| - Philips Screwdriver | |

1x Direnza MVT Front Mount Intercooler
3x Polished Hard Pipe Sections
5x Silicone Joiners
10x Hose Clamps





1. Open the bonnet of your Ford Focus ST250.



4. Remember to disconnect the headlight unit plug.



2. Remove both front headlights by removing the 2x T30 screws per unit.



5. Step 4 continued.



3. To remove the light, pull it forward and it will pop out of position.



6. Remove the washer jet covers by pulling and rolling them from the bottom.



7. Remove the bonnet safety catch.



10. Remove the plastic diffuser lip from underneath the car by undoing 3x torx bits.



8. Remove the 4x plastic trim clips on the plastic slam panel cover.



11. Step 10 continued.



9. Remove the 2x T30 screws at either end of the slam panel cover.



12. Undo 8x screws on the fabric engine undertray and remove from the car.



13. Remove 6x plastic trim clips from underneath the front bumper.



16. Step 15 continued.



14. Step 13 continued.



17. Remove 1x T30 from the inner wheel arch. This needs to be done both sides.



15. There are also 4x T30 screws (2 per side) on the outer edge of the front bumper under tray.



18. Remove 3x T30 screws from the back section of the bumper under tray.



19. The bumper under tray can now be removed.



20. Pictured, all the undertray items you have just removed from the car.



21. Unplug front bumper wiring loom located on the passenger side of the car.



22. Remove T30 screw (1 per side) from higher up in the inner wheel arch.



23. There is also 1 trim clip per side that needs to be removed from the inner wheel arch. (Pictured at step 24).



24. Step 23 continued.



25. Lift and pull both edges of the front bumper to release from position.



26. Lift bumper release tabs.



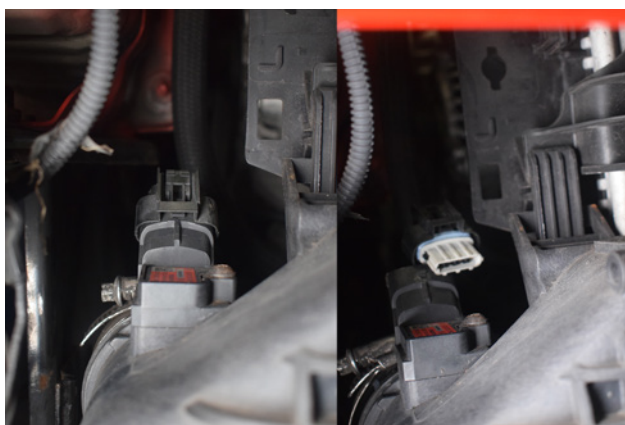
27. The front bumper can now be removed. Store in a safe location.



28. Undo jubilee clips connecting the intercooler to the cold side pipework.



29. Undo jubilee clip securing the intercooler to the hot side pipework.



30. Unplug sensor located on the Cold side of the intercooler.



31. Undo 2x 8mm bolts securing the intercooler to the rad pack.



34. Undo 2x T30 screws and remove large ducting panel.



32. Lift and title the intercooler to remove from locating tabs and release from intercooler pipework.



35. The top duct can be removed with a gentle pull.



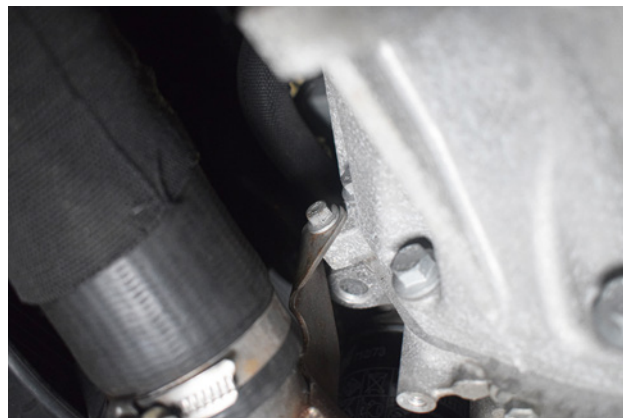
33. Step 32 continued.



36 Unplug flap control panel.



37. Remove the flap control panel by sliding and lifting out of position.



40. Remove 10mm bolt on intercooler pipework bracket.



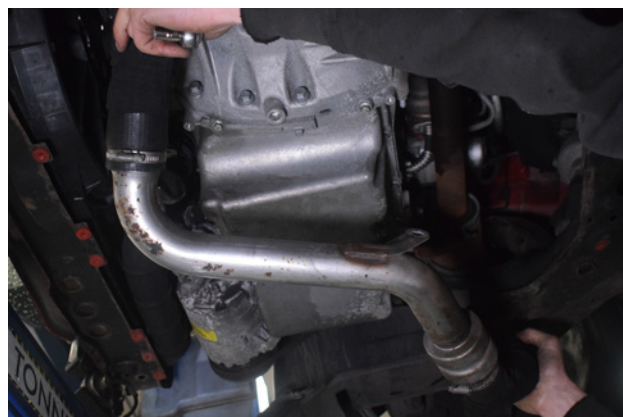
38 Step 37 continued.



41 Undo jubilee clip securing pipework to the turbo.



39. Remove 13mm nut on intercooler pipework bracket.



42 The hot side intercooler pipework can now be removed from the car.



43. Lift and pull engine cover to remove. This allows slightly better access to the the throttle body.



44 Undo jubilee clip securing the cold side pipework to the throttle body.



45. The cold side pipework can now be removed from the car.



46. It is always a good idea to compare the original pipework with the MVT kit for reference.



47. The new cold side pipework should look like this.



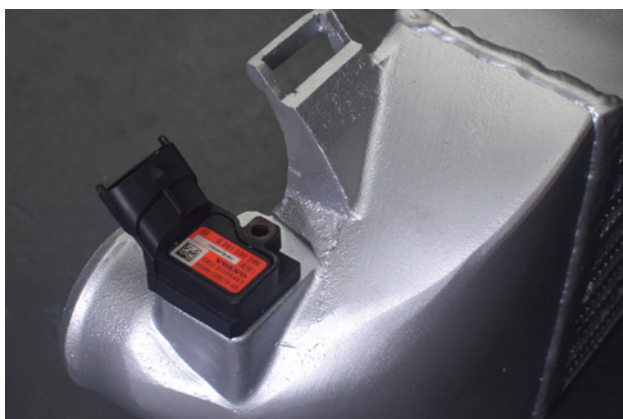
48. Lift the new cold side pipework into position on the car. At this point you can nip up the throttle body connection to avoid the pipework falling out of position.



49. Remove the sensor from the OEM intercooler by undoing T20 screw.



52. The MVT intercooler can now be lifted into position.



50. Install the sensor onto the MVT Intercooler using the Allen bolt supplied.



53. Step 52 continued.



51. Remove 2x spire clips from the original intercooler and install on to the MVT.



54. Ensure all mounting taps are correctly in position.



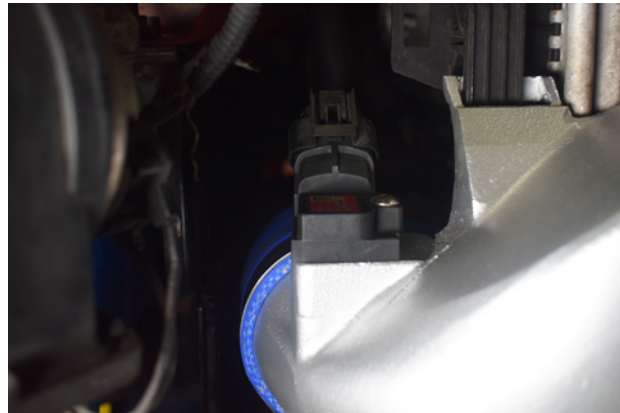
55. further secure the intercoolers position by re-fitting original 2x 8mm bolts underneath.



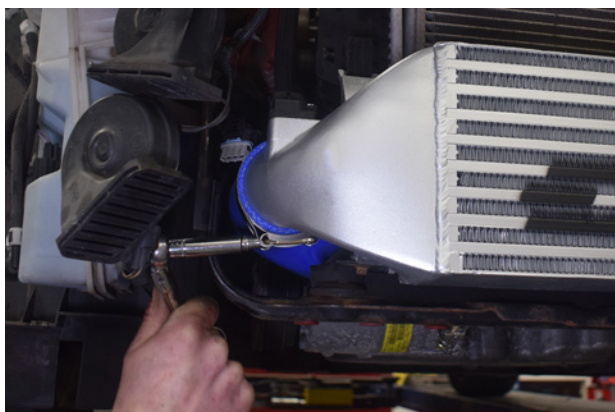
58. All other jubilee clips on the cold side of the intercooler system can now be tightened.



56. Push the intercooler into the cold side pipework.



59. Re-connect sensor located on top of the intercooler.



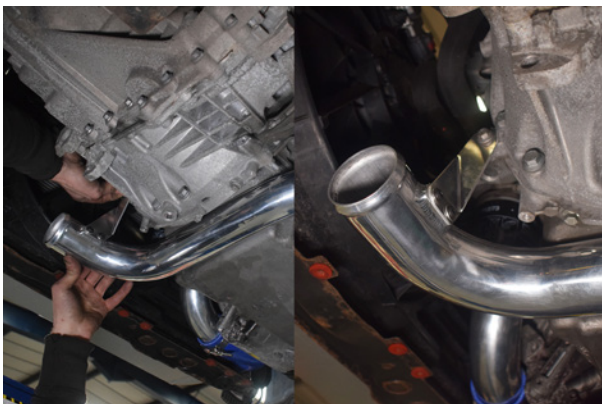
57. You can now tighten and secure the intercooler to this cold pipe silicone.



60. Using the small silicone jointer and small jubilee clips secure to turbo outlet.



61. Install the intercooler bracket onto the hot side pipework as pictured using supplied screws.



62. Using original 10mm bolt, secure the hot side hard pipe into position on the car.



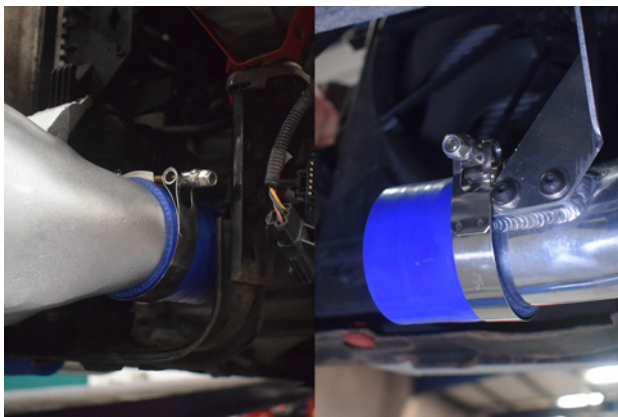
63. The hot side hard pipe can be pushed into the turbo silicone and secured using a jubilee clip.



64. Install silicone joiner onto the hot side inlet of the MVT intercooler.



65. Install the remaining silicone joiner on the end of the hot side hard pipe.



66. Secure the silicones from step 64 and 65 using jubilee clips.



67. Insert the last piece of hard pipe between the two silicone joiners and secure all jubilee clips.



68. Your intercooler and pipework has now been installed.



69. Step 68 continued.



70. The flap control panel and motor cannot be re-installed.



71. Install lower duct using original hardware.



72. Install upper duct.



73. Re-fit the front bumper and push the sides into position. Re-install all associated hardware. REMEMBER to plug in front bumper wiring loom.



74. Re-fit plastic inner arch clips and T30 screws.



76. Install lower inner arch T30 screw.



77. Install 4x T30 screws on the other edge of front bumper undertray (2 per side).



75. Install front bumper undertray and secure using original hardware.



78. Push all plastic trim clips into the underside of the front bumper.



79. Fit engine undertray and secure using 8x screws.



82. Re-connect bonnet release.



80. Fit plastic diffuser lip using 3x Torx.



83. Install washer jet covers.



81. Install 4x plastic trim pieces on the slam panel and 2x T30 screws at each end.



84. Re-connect headlights to plugs.



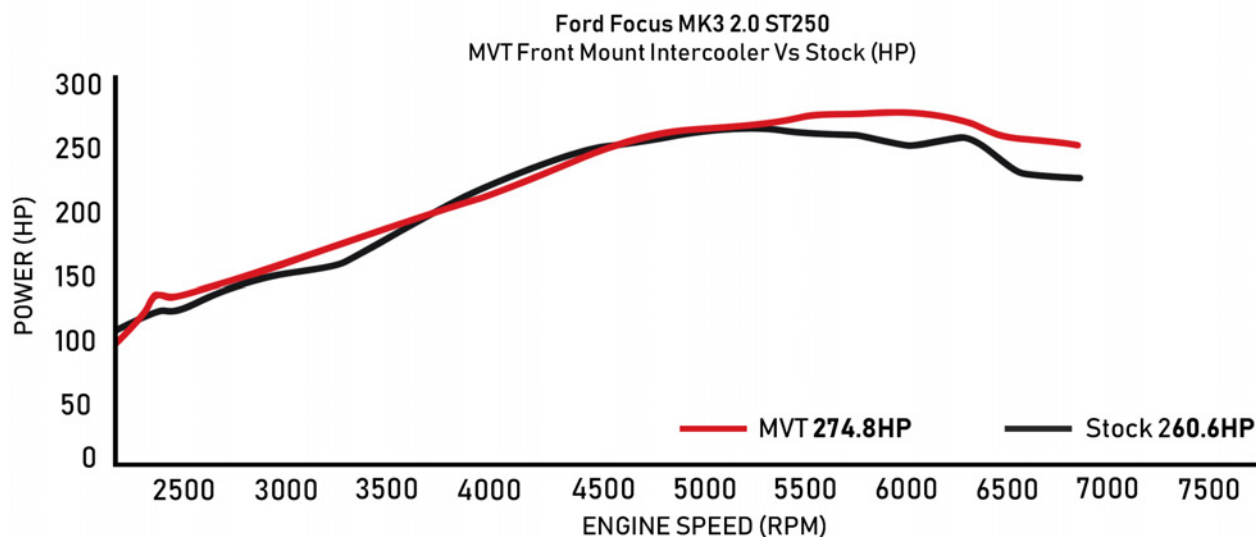
85. Install the headlights, once seated in the correct position.



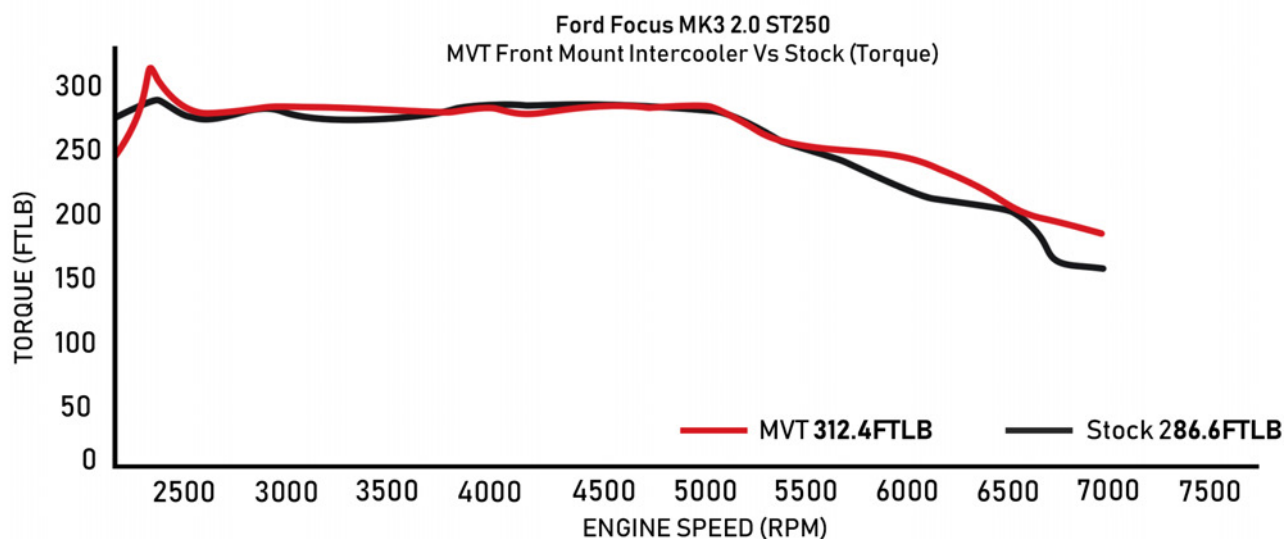
86. Secure the headlights using 2x T30 screws. Do this for both sides.



87. Your MVT Intercooler for the Ford Focus ST250 is installed!



With the Direnza MVT Front Mount Intercooler fitted, our Focus ST250 achieved 274.8Hp on the dyno, a gain of nearly 15Hp over the stock car. This was achieved without any further modifications or engine mapping.



Torque has also increased, up to 312.4FtLb, a gain of 25.8FtLb.

You may also like...



Ford Focus MK3 ST250
VORTEX Induction.



Ford Focus MK3 ST250
Cold Air Induction Kit.

THANKS FOR YOUR ORDER!

We really appreciate you choosing Direnza Performance for your recent purchase.

We are always looking to feature your cars on our Social Media. As a result, we are asking you to **tag and follow** us so we can keep the community growing! **@DIRENZAPERFORMANCE**

#DIRENZA #DIRENZAPERFORMANCE

