

FOCUS RS MK3 – T1 - FLASHER UNIT INSTALLION INSTRUCTIONS

WARNING – BEFORE STARTING ANY WORK, ENSURE VEHICLE IS PARKED ON A LEVEL SURFACE WITH THE HANDBRAKE APPLIED AND THE IGNITION SWITCHED OFF.

TEST OPERATION OF ALL VEHICLE LIGHTING BEFORE READING ANY FURTHER TO IDENTIFY ANY LIGHTING FAULTS. RECTIFY ANY ISSUES BEFORE INSTALLING THE FLASHING UNIT.

Tools and Materials required

- 1/4" Drive Metric Socket Set
- Torx Drivers
- Terminal Crimping Tool
- Wire Cutters
- Wire Strippers
- Heat Gun
- Stanley Knife
- Heat shrink **(included)** or Insulation Tape
- Crimps **(included)**
- Cable ID's **(included)**
- Ø20mm Hole Saw
- Ø10mm Drill Bit
- Battery Drill
- Small Cable Ties **(included)**
- Double Sided Tape or Strong Self-Adhesive Velcro **(included)**

Step A - Removing the Existing “RS” Foam Tray

1. Remove the parcel shelf
2. Remove the boot carpet to expose the foam tray (See Figure 1 below)
3. Lift out the foam tray RHS half by separating it at the joint (1)
4. Unscrew the sub-woofer centre nut (2), disconnect cable and lift the sub-woofer out.
5. Remove the foam tray LHS half.

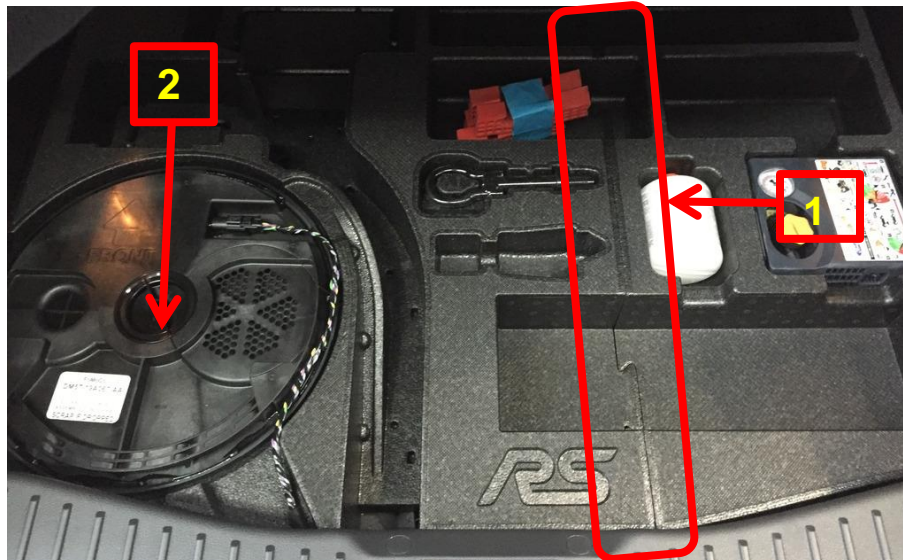


Figure 1

Step B – Accessing the Rear Wiring Loom

1. Gently pull the rear plastic trim away from the back bumper (See Figure 2) to release the 4 plastic studs (3). Pull the studs out and keep them.
2. Lift the rear trim vertically upwards out of its metal clips (4).

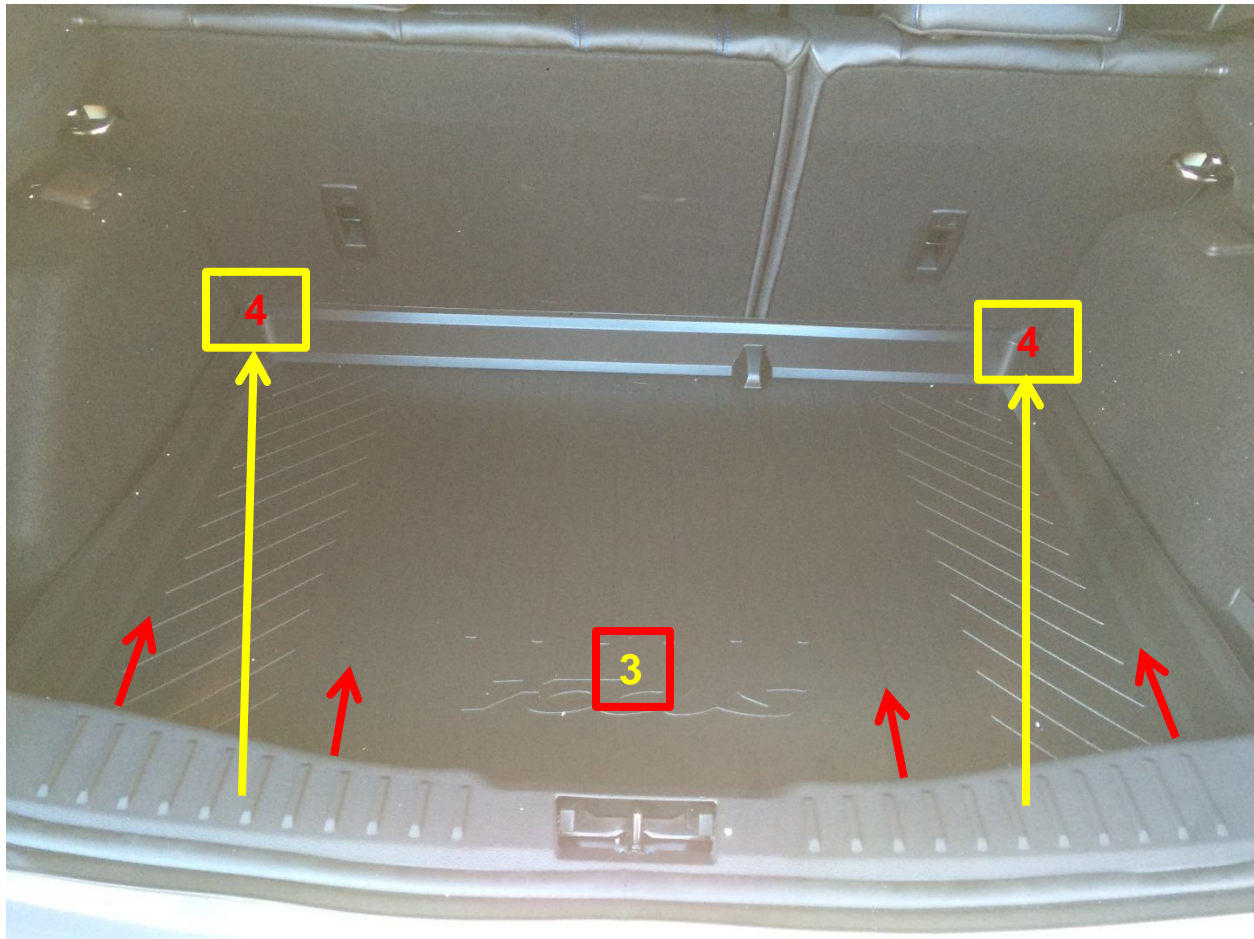


Figure 2

3. Remove the two Torx screws (T25 or T27 depending on RS build date) from the RHS parcel shelf mounting plastic trim. (See Figure 3)



Figure 3

4. Working from the rear of the car, pull the RHS parcel shelf mounting plastic trim out of its retaining clips but **DO NOT** remove it completely.
5. Working from the rear of the car, pull the RHS arch carpet out from under the plastic trim and remove it to allow access to wiring loom.
6. The Flasher Unit – T1 **MUST** be firmly attached to the foam tray in the location shown in Figure 4 – Pass the wires through the foam tray by drilling a suitable hole (approx. Ø10mm) – Firmly attach the Flasher Unit using the Velco.



Figure 4

Step C – Fitting the Flasher Unit

1. Carefully remove the insulation tape from around the main wiring loom coming from behind the rear seats and over the wheel arch towards the rear lights and boot floor (Fog light location). Note: The wires in this loom are now referred to as “Wiring Loom Side” (See Figure 5)

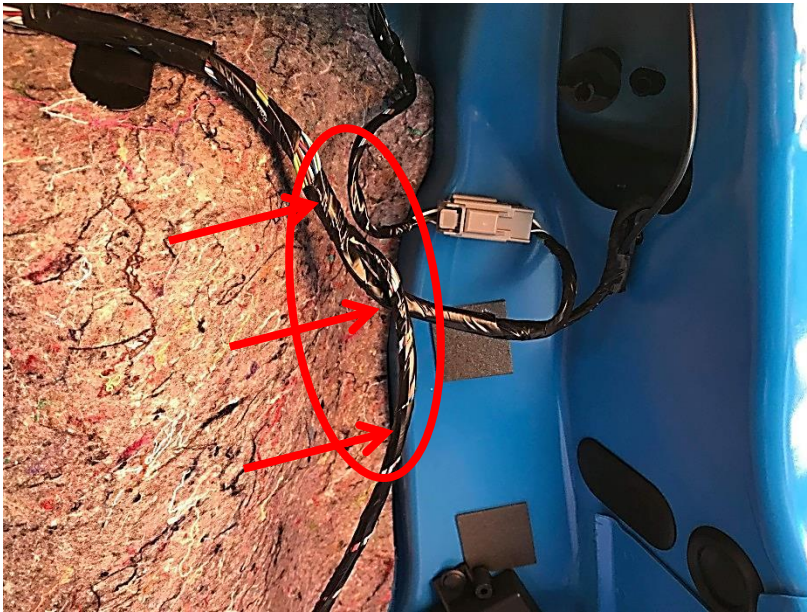


Figure 5

2. Locate the following wire:

- **Red/Black Stripe – Rear Fog Light +ve**

3. Once you have positively identified the wire, cut it in half.
(Tip: Slide heat shrink onto cables now so it can be heated to insulate connections after testing)
4. Label the **Red/Black Stripe** wire with new ID's and then fit spade connector crimps in the following locations:

Wire	Description	Connector Type	New ID
Red/Black Stripe	Rear Fog Light Side (Boot floor)	Female	C2
Red/Black Stripe	Wiring Loom Side – Rear Fog Light	Male	C5

5. Plug each of the wires from the Flasher Unit into its respective location.
(**C2** to **C2** and **C5** to **C5**)
6. Connect **C6** from the Flasher Unit to the earth pin (M6 bolt) in the top right corner behind the rear light cluster.

Step D – Fitting the Isolator

1. Remove the driver's side storage bin to give access to the back of the dashboard.
2. Remove the OBD socket by squeezing the lugs on the white OBD connector and place it to one side.
3. Drill a Ø20 hole under the dash near the driver foot well flood light. (See Figure 6)

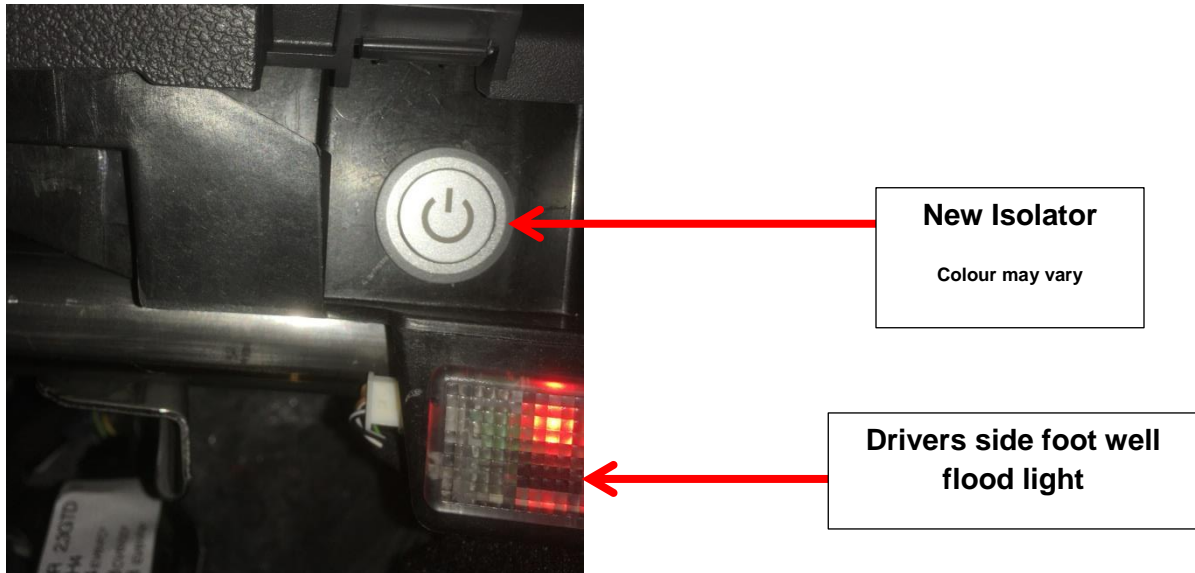


Figure 6

WARNING: Be careful not to damage any wiring when drilling.

4. Run the extension cable from the new hole to the rear arch wiring loom by removing the plastic trims along the door sills and cable tying the wire to the existing wires.
5. Replace all the plastic trims.
6. Plug the two female spade connectors of the extension cable onto the two pins on the isolator (See Figure 7 – Not polarity sensitive) and push the isolator into the hole.
7. Replace OBD port and drivers side storage bin.



Figure 7

7. Connect **J1** (On the extension cable) to **J1** on the Flasher Unit Wiring harness
8. Connect **C1** (On the extension cable) to **C1** on the Flasher Unit wiring harness

Step E – Testing

Isolator ON (I position)

Note: ON in this instance means OEM Fog system ON (I.E Fog light operational)

1. Switch on headlights and Rear Fog Light. Check for normal operation (i.e. solid lights)
2. Switch off all lights.

Isolator OFF (0 Position)

Note: OFF in this instance means OEM Fog system OFF (I.E Rain Light operational)

1. Switch on headlights and Rear Fog Light. The Fog light should now be flashing.
2. Switch off Fog light and headlights.
3. Secure all cables as required – cover all joints with heat shrink. (Preferred method) or insulation tape.

Step F – Replace Trim

1. Re-fit the RHS arch carpet.
2. Re-fit the RHS parcel shelf mounting plastic trim and replace the two Torx screws.
3. Re-fit subwoofer, foam tray and boot carpet.
4. Re-fit the rear plastic trim and replace the 4 plastic studs.
5. Re-fit the parcel shelf.

Fitting complete.

Always follow best practice when installing wiring in a vehicle – making sure all connections are secure, safe and insulated. If in doubt consult a qualified automotive electrician.

Check local regulations regarding vehicle lighting – This may vary depending on your location.

Caution: The T1 flasher unit is intended for TRACK use only in Wet Conditions to identify vehicle location to other drivers when visibility is poor. Use on the public highway is prohibited.