



Focus RS RT Suspension kit Installation Guide

***NOTE:** We recommend a DSC Sport dealer or professional for installation of this kit

The following OEM parts are used:

- The front spring top plate.
- The rear shock top plate and dust cover.
- The rear spring upper rubber bushing.

1. Start by removing the OEM suspension including the rear divorced spring from the vehicle. You may have to drop the rear control arm partially at the hub to do the removal of the divorced spring.
2. Starting with the rear of the vehicle, remove the OEM top plate and dust cover to be mounted to the tractive damper. Torque the top plate nuts to 35 ft/lbs. After this is complete bolt up the rear shocks to the chassis of the vehicle.



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3. The DSC Sport rear adjustable spring perch is to be installed in the control arm on the bottom of the divorced spring location, this will have to be disassembled to install. Remove the three socket head bolts to install like shown.

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4. The assembly of the rear spring should be like shown below with the OEM rubber top mount on top of spring, spring, plastic divider, and then the adjustable spring perch for the lower control arm. When installing the rear adjustment plate first remove the OEM rubber bushing that fits in the lower control arm. It's there and difficult to see. Remove the three Allen head screws on the adjustment plate and remove the plate those screws hold. Position the large adjustment plate in the hole at the bottom of the control arm (don't forget the gasket) and reattach the cover with the three Allen screws to the underside of the control arm and torque to hold it in place. Make any height adjustment BEFORE attaching the control arm to the hub. It is EXTREMELY difficult to make adjustments after the control arm has been attached to the hub. Ride heights are stated below and shown online in the setup notes section of the website, www.dscsport.com/setup-notes.



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5. In order to connect the rear shock wiring to the chassis harness wiring, remove the green clips from the OEM connector. Be very careful when lining up the pins with the connectors and assure that they are fully seated.



6. The new front shocks reuse the OEM top plates and requires disassembly of the OEM front shocks. Easiest way is to use an impact to remove with a spring compressor to prevent any harm or spring pop from removing the top plates or slowly remove in a similar orientation below with tools.



7. When the top plate is removed and the OEM bearing and bump stop is removed, begin assembling the new shock with this orientation; note the “o-ring” plastic spacer that goes above the new Febi axial bearing at the top of the shock between the top plate and axial bearing as shown below. In order: Top Plate, o-ring spacer, new Febi axial bearing, spring. This will make sure the bearing moves smooth on the top plate.





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8. When ready to torque and finalize full assembly, keep these notes in mind as you proceed with the install. The front spring top plate indicating the "Nub" which in the picture is at the bottom. Note the "nub" on the OEM top plate perimeter. That nub must be installed AWAY from you as you face the shock during install. The mounting holes are not equally distant from each other and will not align if the top plate installation is attempted with the nub in any other location. Also when assembling the front shock/springs be sure the pre-load adjustment collar is positioned so the locking Allen screw is facing outward. If the locking Allen screw is positioned inward and away from you as you install the shock, releasing that screw is difficult due to lack of clearance. Torque the top plate nut to 25 ft/lbs.



9. Install the completed front shocks and use provided extension wires to connect the shocks. Tractive shocks have the wire at the BOTTOM of the shock. Be very careful to not pinch the wire between the hub and the shock during install. It's very easy to do. When routing the wires, zip-tie the front electrical wire to the ABS line and tuck in the excess wire behind the fender liner. Route the wires to the REAR of the hub to avoid rocks being kicked up that could damage the wire over time. Equally important - do not allow excess slack in the wire at the bottom of the hub when wire is zip-tied. With even a little excess slack the wire will rub on the CV boot causing damage to the wire. There is not much clearance.



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10. Corner balance or adjust ride height to stock ride heights for the best travel and optimal performance of the active suspension kit. The approximate stock ride heights are 22mm for the front shock from the top of the shock body where the seal is located to the top flat surface of the spring collar where the spring sits. For the rear spring perch, it is full extension of the center Allen head away from the control arm then one full turn in. From here, you can make adjustments if needed to achieve a different ride height. The setup sheet for ride height and recommended alignment spec can be found on the website, www.dscsport.com/setup-notes in the Focus RS row.
11. Double check that all bolts are torqued and that all connections to the shocks are secure.
12. Update your DSC Sport controller if you previously purchased it before the suspension kit with the Tractive calibration file and using the DSC Sport Tuner 1.8.3 software found on our website for download.
13. If you have received the DSC Sport controller with your RT suspension kit, the DSC Sport controller is programmed and all you need to do is plug the device in using our installation guide on our website.