

Thank you for purchasing the Focus harness bar!

This bar was designed to fit a 2000-current Ford Focus 3dr or 4/5dr with stock seats. The maximum rearward position of the cross-bar is approximately 2 inches behind the OE seats with them moved fully rearward while reclined at approximately a 20° angle (typical performance driving position). The bar has not been designed or checked for fitment with aftermarket seats or seat re-positioning.

The harness bar is designed to more ideally position the shoulder harnesses of a 4/5/6-point aftermarket restraint system. The lap belts and anti-sub belt(s) do not attach to this harness bar – they should be mounted to the lower OE seat belt mounting points or per the manufacturers recommendations. For the Focus, lap belts benefit from an additional 8-12” of length per side over standard length belts when using the OE lower belt mounting points. The OE front seat belt systems can be retained. The OE rear seat belt systems are not functional when the harness bar uprights are installed.

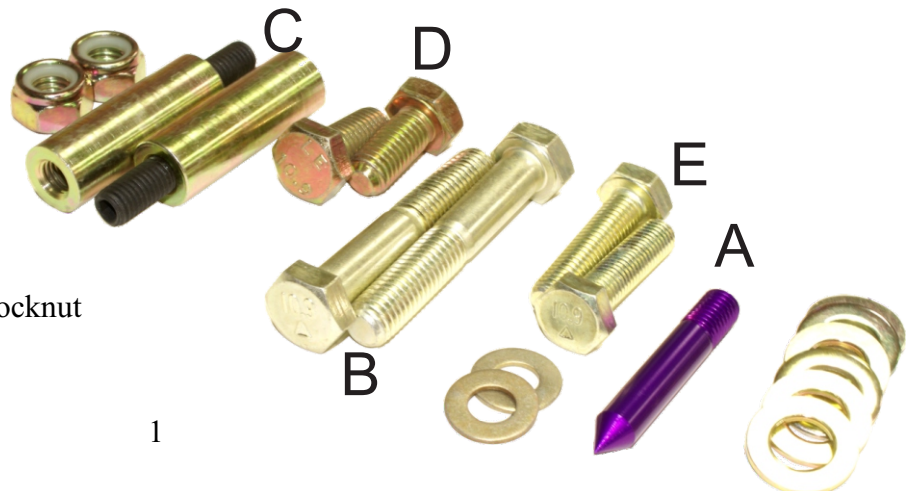
This bar is not intended to add to the vehicle structure in roll-over or side impact situations. The bar is intended for street performance driving, drag racing (slower than 11.99), auto-cross type events and High Performance Driving Events (HPDE) or open track events. These events are typically 8-9/10<sup>th</sup>s driving under controlled conditions. This bar is not intended, or legal, for any sanctioned event where wheel-to-wheel racing occurs – anywhere a dedicated roll bar/cage is required.

#### TOOLS REQUIRED

- T50 Torx bit and ratchet (with short extension helpful)
- 18mm and 19mm (or 3/4”) sockets and/or wrenches
- Drill with bits up to 3/4” (or step bit) ... or a suitable way to make a 3/4” hole in plastic
- Slip-jaw pliers
- 5mm Allen wrench (optional)

#### PARTS INCLUDED

- One cross-bar
- Two uprights – marked Left and Right
- Hardware kit (as shown)



- A = One locator pin
- B = Two M12x75 bolts w/2 washers & locknut
- C = Two B-pillar standoffs
- D = Two M12x25 bolts w/1 washer each
- E = Two M12x30 Bolts w/1 washer ea

# INSTRUCTION MANUAL

## Focus Harness Bar

### Step #1

Start on either the Drivers Side (left) or Passenger Side (right) of the vehicle.

### Step #2

Remove the B-pillar trim cover by pulling away from the roofline first and then pulling away the bottom of the cover in the front and rear.



### Step #3

Using a T50 Torx bit, remove the upper and lower slider track bolts. The lower bolt is behind the belt. Pull the slider track away from the B-pillar.



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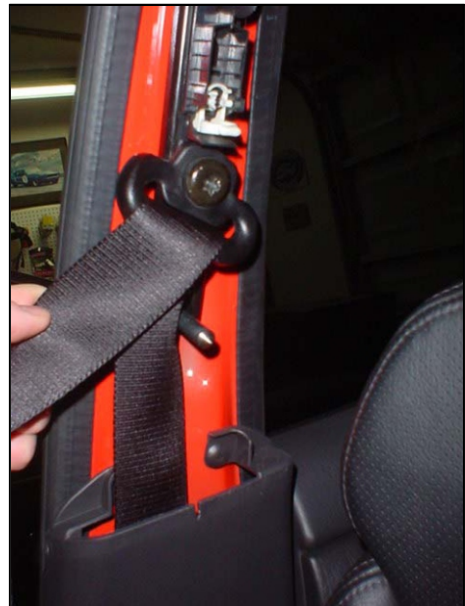
### Step #4

Remove the lower slider track bolt from the slider track. Hold the capturing washer with a pair of slip-jaw pliers and back out the bolt.



### Step #5

Re-install the slider track using the upper bolt only. Install the locator pin behind the belt and into the lower slider track bolt location. Thread-in the pin until the point is approximately 2" from the inside surface of the slider track.



### Step #6

Re-install the B-pillar trim cover taking care to align the slider cover with the slider toggle mechanism. Position the belt slider where you normally prefer it (or as low as you can if you prefer a low position). Use your hand and firmly press or hit the trim cover in the vicinity of the locator pin hard enough to permanently mark the inside of the plastic cover.

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## Focus Harness Bar

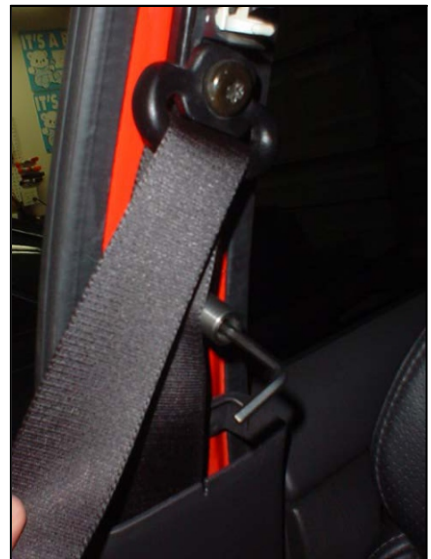
### Step #7

Remove the B-pillar trim cover again and drill the trim cover where the locator pin made its mark to a  $\frac{3}{4}$ " hole. Recommend starting with a  $\frac{1}{8}$ " bit and then proceed to open it up to  $\frac{3}{4}$ " with a step drill bit or suitable tool(s).



### Step #8

Remove the locator pin and install a B-pillar standoff into the lower slider track bolt hole behind the belt. Use slip-jaw pliers or a 5mm Allen wrench (as shown) to tighten down the standoff. Make sure the T50 Torx upper track bolt is sufficiently tightened.



### Step #9

Re-install the B-pillar trim cover taking care to align the toggle mechanism and the B-pillar standoff. The B-pillar standoff should be flush or barely protruding from the trim cover.



# INSTRUCTION MANUAL

## Focus Harness Bar

### Step #10

Repeat Steps #2 thru #9 on the opposite side B-pillar.



### Step #11

Install the cross-bar into the vehicle behind the rear seats and between the B-pillar standoffs. Upright tabs point downwards. Fasten the cross-bar to the B-pillar standoffs with two M12x30 bolts (one washer each). Hand tighten bolts.

### Step #12

Flip forward the rear seat lower cushion(s). Use a T50 Torx bit to remove the left and right seat belt receivers. The right side receiver can be completely removed from the vehicle (save and re-install when the harness bar is removed). The left side receiver must remain in the vehicle because of the mid-seat position shoulder belt. There should be a 'pocket' large enough in the floor to accommodate the left side receiver once the cushion is flipped down into position.



### Step #13

The underside of the upright plates are marked with a **L** for the left side and a **R** for the right side. Install the uprights to the floor with a M12x25 bolt (one washer each). Hand tighten bolts. Align the upper upright sleeves between the pair of brackets on the cross-bar and insert the M12x75 bolts (one washer under the bolt head and one under the locknut). Once all fasteners are installed, sufficiently tighten all bolts (18mm) and nuts (19mm or 3/4").



# INSTRUCTION MANUAL

## Focus Harness Bar

### Step #14

Flip the rear seat cushion down. The uprights should be positioned in the cutouts originally for the seat belt receivers.



REMOVAL IS IN REVERSE ORDER OF STEPS #14 THRU #11.

Re-install the rear seat belt receivers if you intend to carry passengers in your rear seat.

Install the shoulder harnesses per the manufacturers recommendations (normally wrap around style). The harnesses should pass thru the middle of the head rest posts in the seats.

The bars have been test fit to at least three body styles (3dr or 4/5dr) each of various years and have installed without issues. All the vehicles were known to have been in original condition or had suffered light front/rear body repair. If the bar does not fit your particular vehicle without minor modification (ie. minor shortening of the B-pillar standoffs), you vehicle may have a serious structural issue.

**No Warranty** of any kind, express or implied, is made respecting this product. Because racing is a dangerous sport, the buyer assumes all risk and liability whatsoever resulting from the use of this product.