

FORD FOCUS 1.0-LITRE ECOBOOST SPECIFICATIONS

Type		Т	T				
Displacement cm³ 999 Bore mm 71.9 Stroke mm 82.0 Compression ratio 10.0:1 Max power PS (kW) 100 (73.5) 125 (92) Max torque Nm 170 170 (up to 200 with transient overboost) At rpm 1400-4000 1400-4500 Valve gear DOHC with 4 valves per cylinder, twin independent variable cam timing Cylinder head Cast aluminium Cylinder head Cast iron Camshaft drive Low friction Belt-in-Oil with dynamic tensioner Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission control System Emission Electronically controlled variable displacement oil pump for improved fuel economy System Day System System with 2 thermostats Transmission Durashift 5- speed (iB5) speed (iB6) manual Gear ratios direct fuel in 32 (2nd 1.387 2nd 1.387 2nd 1.387 2nd 1.387 2nd 1.381 3nd 1.357 2nd 1.382 Reverse Reverse 3.62 3.82			1.0-litre EcoBoost (100, 125PS)				
Simple common	Туре		Inline three cylinder turbo petrol,				
Displacement Cm³ 999 Bore mm 71.9 Stroke mm 82.0 Compression ratio Max power PS (kW) 100 (73.5) 125 (92) at rpm 6000 6000 with transient overboost) At rpm 170 170 (up to 200 with transient overboost) At rpm 1400-4000 1400-4500 Valve gear DOHC with 4 valves per cylinder, twin independent variable cam timing Cylinder head Cast aluminium Cylinder head Cast aluminium Cylinder block Cast iron Camshaft Low friction Belt-in-Oil with dynamic drive Crankshaft Cast iron, 6 counterweights, 4 main bearings Bosch MED17 with CAN-Bus and individual cylinder knock control High pressure direct fuel injection High pressure direct fuel injection System Control System Continental low inertia turbo Electronically controlled variable displacement oil pump for improved fuel economy System Litres Capta Split cooling system Litres Capta Split cooling system Cooling Coolin							
Bore	Displacement	cm ³					
Stroke							
Compression ratio							
Patron P							
Max torque			. •				
Max torque Nm 170 170 (up to 200 with transient overboost) at rpm 1400-4000 1400-4500 Valve gear DOHC with 4 valves per cylinder, twin independent variable cam timing Cylinders 3 in line Cylinder block Cast aluminium Cylinder block Cast iron Crankshaft Low friction Belt-in-Oil with dynamic tensioner Crankshaft Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system litres capacity with filter Cooling system Proceeding Split cooling system with 2 thermostats Transmission Durashift 5- speed (B5) speed (B6) manual manual Gear ratios Split cooling system with 2 thermostats Transmission Durashift 5- speed (B6) manual manual Gear ratios Reverse Reverse 3.62 3.82	Max power	PS (kW)	100 (73.5)	125 (92)			
with transient overboost) Valve gear at rpm 1400-4000 DOHC with 4 valves per cylinder, twin independent variable cam timing Cylinders Cylinders Cylinder head Cylinder block Camshaft drive Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management Engine management Fuel injection Cintrol Emission control Cont		at rpm					
Valve gear Standard	Max torque	Nm	170				
Valve gear September 1400-4000							
Valve gear DOHC with 4 valves per cylinder, twin independent variable cam timing Cylinders 3 in line Cylinder head Cast aluminium Cylinder block Cast iron Camshaft Low friction Belt-in-Oil with dynamic tensioner Crankshaft Cast iron, counterweights, 4 main bearings Engine Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication Electronically controlled variable displacement oil pump for improved fuel economy System Continental low inertia turbo System Continental low inertia turbo Cooling Split cooling system with 2 thermostats Transmission Durashift 5 Durashift 6- speed (iB5) speed (B6) manual manual Gear ratios Sthook of the cooling of the co			4.400.4000				
Cylinders Cylinder head Cylinder head Cylinder block Cast aluminium Cylinder block Cast iron Camshaft Crankshaft Crankshaft Coast iron, 6 counterweights, 4 main bearings Engine Management Fuel injection Emission Control Control Company Emission Control Control Company Emission Emission Control Company Emission Control Emission Emission Control Company Emission Emission Emission Control Company Emission Emission Emission Emission Control Company Emission Emission Emission Emission Emission Control Emission E	\/-1	at rpm					
Cylinders 3 in line Cylinder head Cast aluminium Cylinder block Camshaft drive tensioner Crankshaft Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission Control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst monitor sensor post catalyst Euro Stage 5 Turbocharger Continental low inertia turbo Electronically controlled variable displacement oil pump for improved fuel economy System litres 4.1 Cooling System System System with 5 purashift 6-speed (iB5) speed (B6) manual manual Gear ratios Sth 0.756 5th 0.821 4th 1.032 3rd 1.281 3rd 1.357 2rd 1.926 2rd 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82	valve gear						
Cylinders Cylinder head Cylinder block Cast aluminium Cylinder block Camshaft drive Crankshaft Cran							
Cylinder head Cast aluminium Cylinder block Cast iron Camshaft drive Low friction Belt-in-Oil with dynamic tensioner Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter Split cooling system with 2 thermostats Transmission Durashift 5- speed (B6) manual manual Gear ratios 5th 0.756 5th 0.821 4th 1.032 3th 1.281 3t	Cylinders						
Cylinder block Cast iron Camshaft drive Low friction Belt-in-Oil with dynamic tensioner Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter Split cooling system with 2 thermostats Transmission Durashift 5- speed (iB5) manual Gear ratios 5th 0.756 5th 0.821 4th 1.032 3th 1.281 3th 1.357 2th 1.926 2t							
Camshaft drive Low friction Belt-in-Oil with dynamic tensioner Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter 4.1 Cooling system with 2 thermostats 4.1 Transmission Durashift 5- speed (iB5) speed (B6) manual manual Gear ratios 5th 0.756 5th 0.821 4th 1.032 3th 1.357 2th 1.926 2th 1.9							
drive tensioner Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter 4.1 Cooling system Split cooling system with 2 thermostats Transmission Durashift 5-speed (iB5) speed (B6) manual Gear ratios 5th 0.756 5th 0.821 4th 0.951 4th 1.032 3th 1.357 2nd 1.926 2nd 2.048 1st 3.727 Reverse 3.62 3.82 1st 3.582 1st 3.727 Reverse 3.62 3.82							
Crankshaft Cast iron, 6 counterweights, 4 main bearings Engine management management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter 4.1 Cooling system Split cooling system with 2 thermostats Transmission Durashift 5-speed (iB5) speed (B6) manual Gear ratios 5th 0.756 5th 0.821 4th 0.951 4th 0.951 4th 1.032 3rd 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.727 Reverse Reverse 3.62 3.82				-			
Engine management Bosch MED17 with CAN-Bus and individual cylinder knock control Fuel injection High pressure direct fuel injection with 6 hole injectors Emission Control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System capacity with filter Cooling System with 2 thermostats Transmission Durashift 5-speed (iB5) speed (B6) manual manual Gear ratios Split cooling system with 2 thermostats Fig. 10.756 5th 0.690 5th 0.690 5th 0.821 4th 0.951 4th 1.032 3rd 1.281 3rd 1.357 2rd 1.926 2rd 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82							
management individual cylinder knock control Fuel injection Fuel injection Fuel injection Fuel injection High pressure direct fuel injection with 6 hole injectors Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Electronically controlled variable displacement oil pump for improved fuel economy System System System Cooling Split cooling system with 2 thermostats Transmission Durashift 5- purashift 6-speed (iB5) speed (B6) manual Gear ratios Fuel Cooling Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Fuel Cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Fuel Cooling system with 2 speed (iB5) speed (B6) speed (iB5) speed (B6) manual Gear ratios Fuel Cooling system with 2 speed (iB5) speed (B6) speed (iB5) speed (iB5) speed (B6) speed (
Fuel injection High pressure direct fuel injection with 6 hole injectors Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Electronically controlled variable displacement oil pump for improved fuel economy System System Cooling System Cooling Split cooling system with 2 thermostats Transmission Durashift 5- speed (iB5) speed (B6) manual Gear ratios Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Split cooling system with 2 speed (iB5) speed (B6) manual Gear ratios Reverse 1.357 2nd 1.281 3nd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82							
Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system litres capacity with filter Cooling system System Durashift 5- speed (iB5) speed (B6) manual manual Gear ratios Fig. 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse 3.62 3.82							
Emission control Close coupled three-way catalyst system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Turbocharger Lubrication system System System Cooling system Cooling system Transmission Durashift 5- speed (iB5) speed (B6) manual Gear ratios Sth 0.756 5th 0.821 4th 1.032 3rd 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse 3.62 3.82	Fuel injection						
control system with heated universal oxygen sensor and catalyst monitor sensor post catalyst Emission level Euro Stage 5 Turbocharger Continental low inertia turbo Lubrication system Electronically controlled variable displacement oil pump for improved fuel economy System litres 4.1 Cooling Split cooling system with 2 system Transmission Durashift 5- speed (iB5) speed (B6) manual manual Gear ratios Sth 0.756 5th 0.821 4th 1.032 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse 3.62 3.82	Fmission						
Oxygen sensor and catalyst monitor sensor post catalyst							
Monitor sensor post catalyst							
Turbocharger Lubrication system System System Cooling system Cooling system Transmission Coar ratios Cooling system Cooling system with 2 thermostats Durashift 5- speed (iB5) speed (B6) manual Gear ratios Cooling system with 2 thermostats Cooling system with							
Electronically controlled variable displacement oil pump for improved fuel economy System Capacity with filter Split cooling system with 2 system Split cooling system with 2 thermostats	Emission level						
System Capacity with filter Split cooling system with 2 System Cooling system with 2 Split cooling system with 2 Speed (iB5) S			Continental low inertia turbo				
System Capacity with filter Split cooling system with 2 System Split cooling system with 2 System Split cooling system with 2 Split cooling system with 2 Split cooling system with 2 Speed (iB5) Speed (iB5							
System capacity with filter Split cooling system with 2 Spli	system						
Capacity with filter Split cooling system with 2 thermostats Transmission Durashift 5- speed (iB5) speed (B6) manual manual Gear ratios 5th 0.756 5th 0.821 4th 1.032 3rd 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse 3.62	0 /	114					
filter Cooling system Split cooling system with 2 thermostats Transmission Durashift 5- peed (iB5) peed (B6) manual Gear ratios Sth 0.756 5th 0.821 4th 1.032 3td 1.281 3td 1.357 2td 1.926 2td 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82		litres	4.1				
Split cooling system with 2 thermostats							
thermostats Transmission Durashift 5- speed (iB5) speed (B6) manual manual Gear ratios 6th 0.690 5th 0.821 4th 1.032 3rd 1.281 3rd 1.357 2nd 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82			Split cooling system with 2				
Transmission Durashift 5-							
speed (iB5) manual speed (B6) manual Gear ratios 5 th 0.756 5 th 0.821 4 th 1.032 3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse 3.62 3.82							
speed (iB5) manual speed (B6) manual Gear ratios 5 th 0.756 5 th 0.821 4 th 1.032 3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse 3.62 3.82	Transmission		Durashift 5-	Durashift 6-			
Gear ratios 5th 0.756 5th 0.821 4th 0.951 4th 1.032 3rd 1.281 3rd 1.357 2nd 1.926 2nd 2.048 1st 3.582 1st 3.727 Reverse Reverse 3.62 3.82			speed (iB5)	speed (B6)			
5 th 0.756 5 th 0.821 4 th 0.951 4 th 1.032 3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82			manual	manual			
5 th 0.756 5 th 0.821 4 th 0.951 4 th 1.032 3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82	Gear ratios	T		I - th			
4 th 0.951 4 th 1.032 3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82			eth o zeo	41-			
3 rd 1.281 3 rd 1.357 2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82			di.	et.			
2 nd 1.926 2 nd 2.048 1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82				- 4			
1 st 3.582 1 st 3.727 Reverse Reverse 3.62 3.82							
Reverse Reverse 3.62 3.82				,			
3.62 3.82				'			

PERFORMANCE AND ECONOMY

			Fuel consumption I/100 km (mpg)			Performance		
Engine	Power (PS)	CO ₂ (g/km)	Urban	Extra Urban	Combined	Max speed kph (mph)	0-100 kph 0-62 mph (sec)	50-100 kph 31-62 mph (sec)*
Focus 5-Door								
1.0 EcoBoost (5-sp man)	100	109	5.9 (47.8)	4.1 (68.8)	4.8 (58.8)	185 (115)	12.5	13.2
1.0 EcoBoost (6-sp man)	125	114	6.3 (44.8)	4.2 (67.3)	5.0 (56.5)	193 (120)	11.3	10.8
Focus 4-Door								
1.0 EcoBoost (5-sp man)	100	112	6.0 (47.0)	4.2 (67.1)	4.9 (57.6)	187 (116)	12.6	13.3
1.0 EcoBoost (6-sp man)	125	117	6.4 (44.0)	4.4 (64.1)	5.1 (55.3)	195 (121)	11.4	10.9
Focus Wagon								
1.0 EcoBoost (5-sp man)	100	112	6.0 (47.0)	4.2 (67.1)	4.9 (57.6)	185 (115)	12.7	13.4
1.0 EcoBoost (6-sp man)	125	117	6.4 (44.0)	4.4 (64.1)	5.1 (55.3)	193 (120)	11.5	11.0

DIMENSIONS

	5-Door	4-Door	Wagon
Dimensions (mm)			
Exterior			
Overall length	4358	4534	4556
Overall width with/without mirrors	2010/1823	2010/1823	2010/1823
Overall width with folded back mirrors	1858	1858	1858
Overall max height (unladen)	1484	1484	1505
Wheelbase	2648	2648	2648
Track front min/max depending on tyre size and wheel offset	1544/1559	1544/1559	1544/1559
Track rear min/max	1534/1549	1534/1549	1534/1549
Interior			
Front headroom (without/with sunroof)	993/977	993/977	993
Front max legroom (mid-height rearmost seating posn)	1094	1094	1094
Front shoulder room	1411	1411	1411
Rear headroom (without/with sunroof)	962/962	962/961	999
Rear legroom	849	849	849
Rear shoulder room	1336	1336	1336
Luggage capacity (litres) [‡]			
5-seat mode, laden to package tray (with full spare)	277	372	No full size spare
5-seat mode, laden to package tray (with mini spare)	316	421	476
5-seat mode, laden to package tray (with tyre repair kit)	363	475	490
2-seat mode, laden to roof (with full spare)	1062		No full size spare
2-seat mode, laden to roof (with mini spare)	1101		1502
2-seat mode, laden to roof (with tyre repair kit)	1148		1516
Fuel tank capacity (litres)			
Petrol	55	55	55

 $[\]ddagger \text{Measured}$ in accordance with ISO 3832. Dimensions may vary dependent on the model and equipment fitted.

WEIGHTS

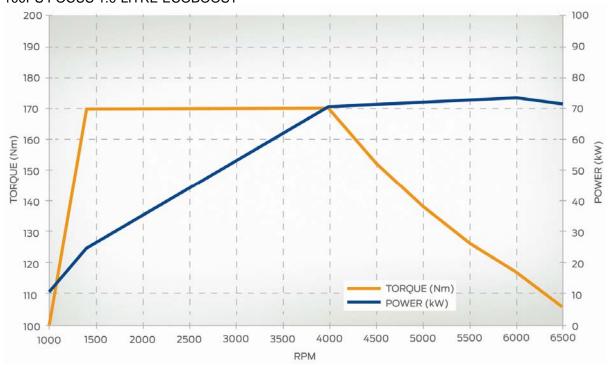
	Kerb weight (kg)#	Gross Vehicle Mass (kg)	Gross Train Mass (kg)	Max. Towable Mass (braked) (kg)	Max. Towable Mass (unbraked) (kg)
5-Door					
1.0 EcoBoost 100PS (5-sp man)	1276	1900	2900	1000	635
1.0 EcoBoost 125PS (6-sp man)	1279	1900	3100	1200	635
4-Door					
1.0 EcoBoost 100PS (5-sp man)	1302	1900	2900	1000	650
1.0 EcoBoost 125PS (6-sp man)	1306	1900	3100	1200	650
Wagon					
1.0 EcoBoost 100PS (5-sp man)	1313	1900	2900	1000	655
1.0 EcoBoost 125PS (6-sp man)	1316	1900	3100	1200	655

[#]Represents the lightest kerbweight assuming driver at 75 kg, full fluid levels and 90% fuel levels, subject to manufacturing tolerances and options, etc., fitted.

Towing limits quoted represent the maximum towing ability of the vehicle at its Gross Vehicle Mass to restart on a 12 per cent gradient at sea level. The performance and economy of all models will be reduced when used for towing. Nose weight limit is a maximum of 75 kg on all models. Gross Train Mass includes trailer weight

POWER/TORQUE GRAPHS

100PS FOCUS 1.0-LITRE ECOBOOST



125PS FOCUS 1.0-LITRE ECOBOOST

