



Ford Focus 2.5 ST 221bhp

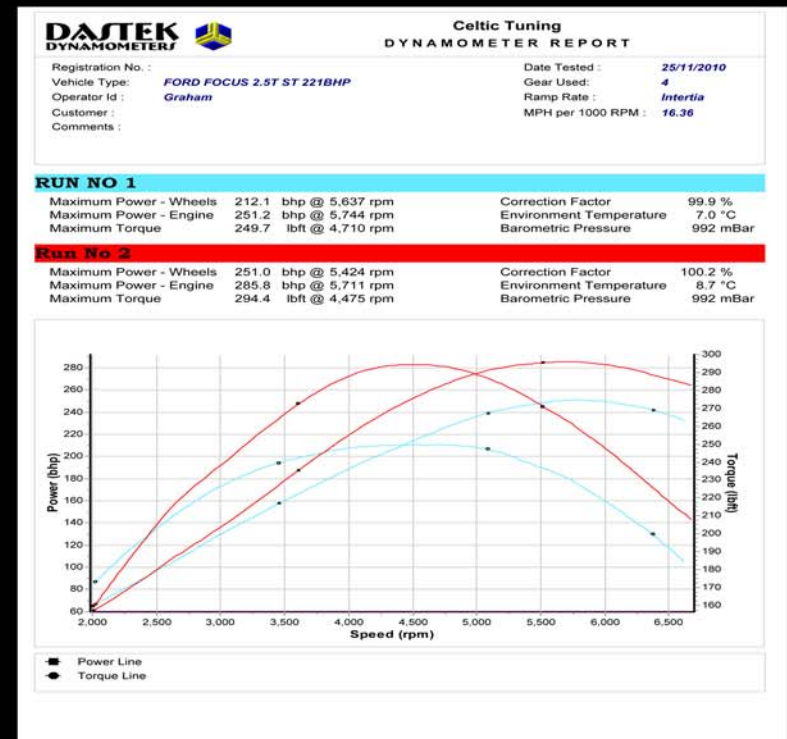
In 2005 Ford unveiled a hot hatch version of the Mk 2 Focus. Called Focus ST, and available in either three or five door hatchback variant, the car uses the Ford Duratec ST, a turbocharged 2.5 L 5-cylinder engine producing 225 hp (168 kW; 228 PS). The Ford Focus Mk 2 ST is also known as the XR5 Turbo in the Australian and New Zealand market, but is sold as a five door hatchback only. Due to the purchase of Volvo in 1999, Ford had instant access to the infamous 5 cylinder petrol turbo units developed by the Swedish firm. The unit fitted to the ST is the B5254T3 which is based on the B5254T2. It has VVT and is turbocharged and intercooled. Unlike previous designs, the turbocharger is integral with the exhaust manifold and uses the Bosch ME 9.0 engine management system. The power is transferred to the front wheels via the M66W manual transmission to control the 225bhp and 236lbft torque.

The ST carried on the success of the Ford Focus helping towards the sales success of 9.2 million examples sold worldwide since the launch of the Focus in 1998. With the restrictions on engine size in rallying, the impressive 2.5l 5 cylinder engine was unable to compete and was replaced by a 300bhp 2.0 Ford engine.

The Tuning potential of the ST was evident from the offset, being a derivative of the famous T5R engine fitted to the Volvos and producing a massive 300bhp, the ability of this engine fitted to the ST is yet to be fully unleashed.

In standard trim the ST managed a 0-60 time of 8.97 seconds and a 0-100mph time of 18.32 seconds. Whereas this may fall short of the acclaimed 6.6s it makes for a good comparison when tested on the same device. The reason for the disparity is the device picks up speed signal from the OBD which was 10 mph different to what was displayed on the clocks. The front wheel drive ST copes extremely well when applying its 225bhp to the front wheels, providing very little in the way of wheel spin and damping the torque steer with ease. Once modified all this changed, with 285bhp on demand and a massive 294lbft of torque the car felt like a different animal. With the 0-60 mph time now coming up in 6.8s, down 2.17s but not truly indicative as had it been able to apply traction properly in 1st and 2nd gears it would have been quicker still. The 0-100mph time now comes up in 14.76s, again slowed by the amount of wheel spin in the lower gears. Boosting up to 1.2 bar and with AFR's of 12.5, the ST is now providing solid reliable performance and power which is almost on a par with the latest edition RS with 300bhp as standard. One good indication of how much quicker the ST is in the real world, it managed to complete the 100mph sprint in 485m (meters) as standard whereas modified this came down to just 393m, some 92m sooner or approximately 20%.

Speed in MPH	0-30	0-40	0-50	0-60	0-70	0-80	0-90	0-100
Original time in secs	4.02	5.15	6.69	8.97	10.45	12.42	15.49	18.32
Modified time in secs	2.02	4.38	5.28	6.80	8.28	9.99	12.39	14.76
Improvement (s) in secs	-2.00	-0.77	-1.41	-2.17	-2.17	-2.43	-3.10	-3.56



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