

SKYJACKER

SUSPENSIONS

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2018 > Ford Expedition 4WD 2" Front Leveling Kit Installation Instructions

Required Tools List:

- Metric Sockets \ Wrenches
(8mm, 10mm, 11mm, 18mm, 21mm)
- Strut Spring Compressor
- Plastic Fastener Removal Tool
- Tie Rod Puller Tool
- Ball Joint Puller Tool
- Standard Screwdriver
- Ball Peen Hammer
- Bench Vise
- Safety Glasses
- Wheel Chocks
- Measuring Tape
- Torque Wrench
- Pry Bar
- Jack Stands
- Floor Jack
- Paint Marker



Before beginning installation, read these instructions & enclosed driver's WARNING NOTICE thoroughly & completely. Also affix WARNING decal in passenger compartment in clear view of all occupants. Please refer to Parts List to insure that all parts & hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

Please Record Important Measurement Information Below for Reference.

It Is Very Helpful on Determining an Accurate Achieved Lift Height Measurement.

Make sure you park vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from factory, but is usually not noticed until a lift kit has been installed which makes difference more visible. Using a measuring tape, measure front & rear (both sides) from ground up to center of fender opening above axle.

Driver Side Front: _____ / _____
BEFORE / AFTER

Passenger Side Front: _____ / _____
BEFORE / AFTER

Driver Side Rear: _____ / _____
BEFORE / AFTER

Passenger Side Rear: _____ / _____
BEFORE / AFTER

Important Notes:

- This Suspension Lift is NOT Designed to Fit Following Models:
 - 2022-2024 Timberline Models.
 - 2025> Tremor Models.
- Fits Models with Continuously Controlled Damping (CCD).
- If Equipped, Advanced Driver Assistance Systems (ADAS) Recalibration May Be Necessary. Contact Your Local FORD Dealer or an Authorized Skyjacker® Dealer for Details.
- If Larger Tires (10% More Than OEM Diameter) Are Installed, Speedometer Recalibration Will Be Necessary. Contact Your Local FORD Dealer or an Authorized Skyjacker® Dealer for Details.
- After Installation, a Qualified Alignment Facility Is Required to Align Vehicle to OEM Specifications.

Kit Box Breakdown:

Part # F1820MS

Item #	Description	Qty
F920MS-2	STRUT SPACER, TOP & PRELOAD	4
F182FCCD-D	CCD BRACKET, FRONT, DR.	1
F182FCCD-P	CCD BRACKET, FRONT, PA.	1
HB-F920MS	HDWR BAG: F920MS	1

Hardware Bag Breakdown:

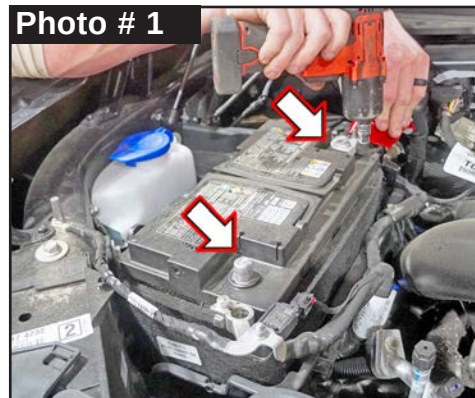
Part # HB-10MM/NFN

Item #	Description	Qty
10MMX1.5NFN	10MM X 1.5 N/I FLANGE NUT	6
10MMX60MMB	10MM X 60MM METRIC BOLT/10.9	6

Front Installation: Note: Save all factory components & hardware for reuse, unless noted.

Tech Note: When you remove a OEM nut or bolt, like ABS fasteners, sway bar link, ball joint nut, etc, put it back into OEM position for safe keeping. You will not have to look or sort through removed hardware to find proper factory fastener.

1. With vehicle on flat level ground, set emergency brake & chock rear tires \ wheels.
2. Open hood. First, disconnect ground terminal cable from battery. (Photo # 1) Next, disconnect positive terminal cable from battery. (Photo # 1).
3. Raise front of vehicle, support frame rails using jack stands at indicated lift points in OEM service manual.
4. Remove front tires \ wheels using a 21mm socket \ wrench.



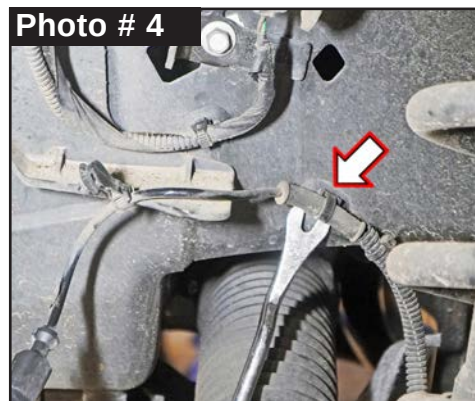
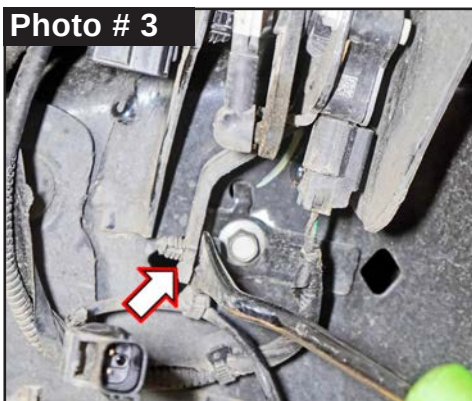
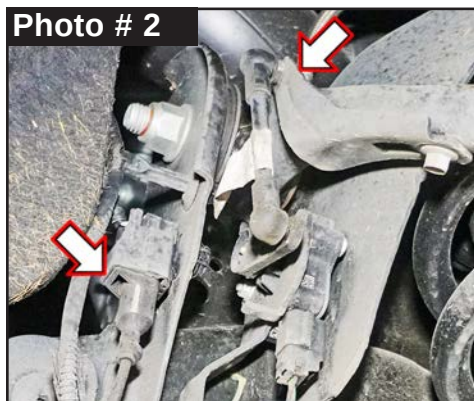
Note: Ford year make & models have various sway bar links, knuckles, brake lines designs. This removal is an example. It can vary, but removal process is similar.

NOTE: Perform Steps 5-19 on One Side at a Time.

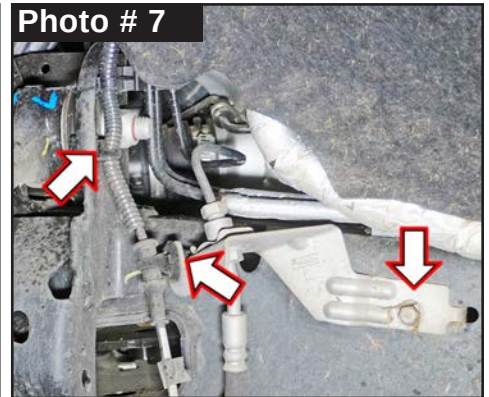
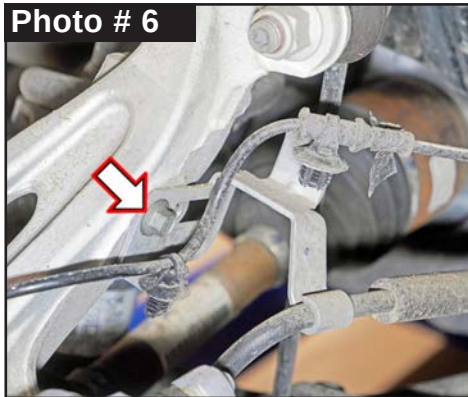
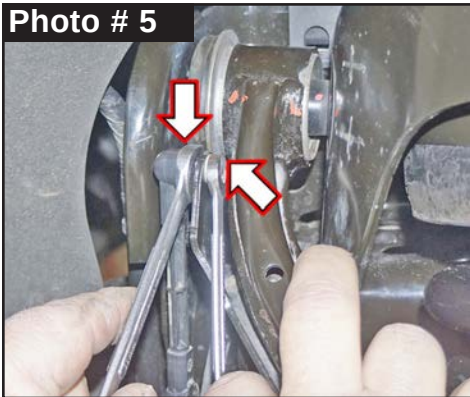
If Equipped with Continuously Controlled Damping (CCD), Proceed to Steps 5-7.

If Not Equipped with Continuously Controlled Damping (CCD), Proceed to Step 8.

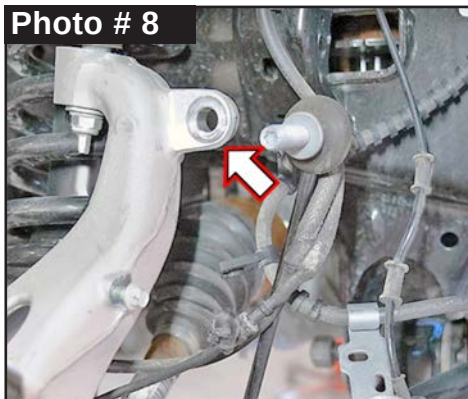
5. Disconnect OEM ball link from OEM Upper Control Arm (UCA) bracket using a 8mm & a 11mm wrench. (Photo # 2) Press forward clip on top mounted CCD plug, then pull CCD plug down to disconnect. (Photo # 2)
6. Disconnect one (1) CCD line plastic clip from frame mount bracket (below link arm) using a plastic fastener removal tool. (Photo # 3)
7. Disconnect one (1) CCD line plastic clip from frame mount using a plastic fastener removal tool. (Photo # 4)



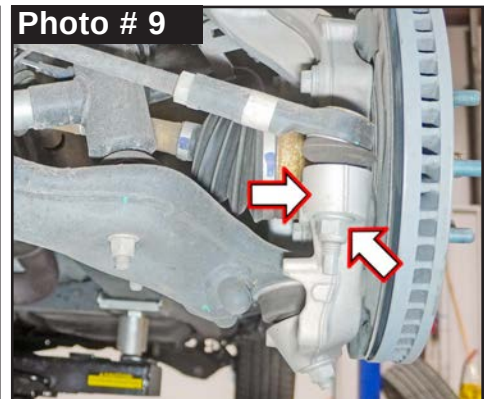
8. If equipped with auto adjusting headlights, disconnect upper OEM ball link mount from driver side OEM Upper Control Arm (UCA) using a 8mm & a 11mm wrench. (Photo # 5)
9. Disconnect OEM brake line bracket from rear side of OEM steering knuckle using a 10mm socket \ wrench. (Photo # 6)
10. Disconnect one (1) OEM ABS \ 4WD actuator line plastic clip from OEM UCA frame mount & one (1) from OEM brake line bracket using a plastic fastener removal tool. (Photo # 7)
Disconnect OEM brake line bracket from OEM frame mount using a 10mm socket \ wrench. (Photo # 7)



11. Disconnect OEM sway bar end link from rear side of OEM steering knuckle using a 18mm socket \ wrench. (Photo # 8)



12. Disconnect OEM outer tie rod end bolt from OEM steering knuckle using a 21mm socket \ wrench. (Photo # 9)



Disconnect OEM outer tie rod end from OEM steering knuckle using a tie rod end puller tool.

Tech Note: To unseat tie rod taper without puller tool, strike tie rod boss of knuckle at tie rod end with ball peen hammer to dislodge. **Note:** ONLY strike knuckle portion.

13. Support bottom of OEM Lower Control Arm (LCA) with jack. Loosen, but do not remove upper OEM ball joint nut from OEM knuckle using a 18mm socket \ wrench. (Photo # 10)

Disconnect upper OEM ball joint from OEM steering knuckle using a ball joint puller tool. Take caution not to tear drag link grease boot. **Tech Note:** To unseat upper OEM ball joint without puller tool, strike ball joint boss of knuckle using ball peen hammer to dislodge. **Note:** ONLY strike knuckle portion only.

14. Remove nut & remove ball joint from knuckle.

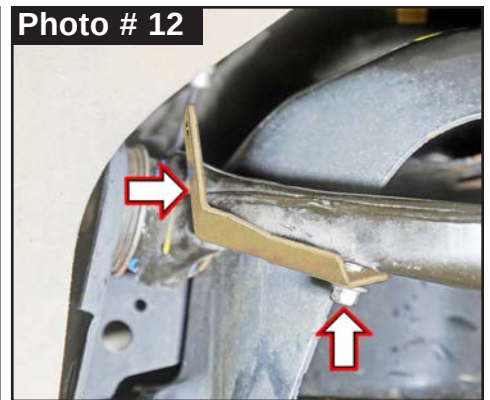
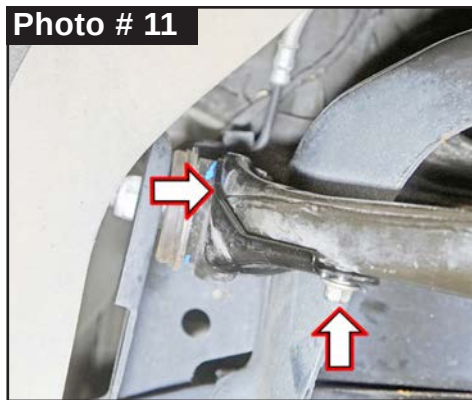
Tech Note: You may need to pry OEM UCA down to disconnect ball joint. (Photo # 10)

Ease knuckle to rest back away from front strut.

CAUTION: Do not let knuckle fall to side abruptly. It could cause damage to brake lines, etc.



15. If equipped with CCD \ auto adjusting headlights, disconnect OEM bracket from bottom of OEM UCA using an 8mm wrench. (Photo # 11)



16. **Note:** Skyjacker Front CCD \Auto Adjusting Headlights Brackets Are Side Specific:
F182FCCDD-D Driver &
F182FCCDD-P Passenger.

Install Skyjacker CCD Bracket to appropriate side of vehicle at OEM UCA location with OEM hardware using a 8mm wrench. (Photo # 12)

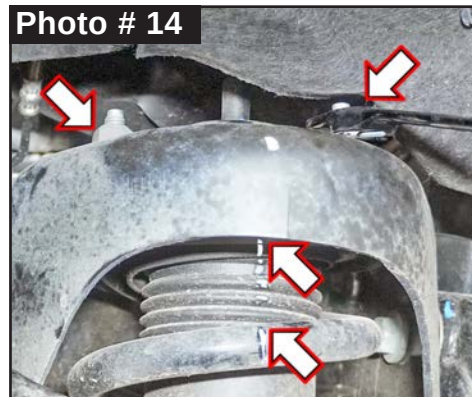
17. Remove two (2) OEM lower strut mount bolts from OEM LCA using a 18mm socket \wrench. (Photo # 13)

18. **Note:** For proper reassembly alignment, mark 'outside' of top hat upper strut mount isolator & rubber isolator. (Photo # 14)

Disconnect three (3) OEM upper strut mounting nuts from frame mount using a 18mm socket \wrench. (Photo # 14) **Note:** Do Not remove center strut rod nut.

Tech Note: Loosen OEM UCA outer nuts slightly using a 21mm socket \wrench to allow UCA to pivot upward.

Remove OEM strut assembly. (Photo # 15)



19. If OEM UCA outer nuts were loosened, tighten back into position using a 18mm & a 21mm socket \wrench. Torque 120 ft-lbs. **Note:** Final torque will be set by alignment technician.

NOTE: Perform Steps 5-19 on Opposite Side Now.
Then Proceed to Step 20.

20. **Note:** For proper reassembly realignment, mark top hat upper strut mount isolator, rubber isolator & coil spring at top of strut. (Photo # 16) Continue your mark from Step 18.

Compress coil spring on strut assembly with a suitable strut spring compressor & remove OEM upper strut isolator nut using an 8mm & an 18mm socket. (Photo # 16)



21. Separate OEM rubber coil spring isolator from OEM upper strut mount isolator using a standard screwdriver. (Photo # 17)

Remove OEM dust boot from OEM upper strut mount isolator. (Photo # 18)

22. Remove three (3) OEM pressed-in studs from OEM upper strut mount isolator using a hammer & bench vise. (Photo # 19)

Tech Note: Place a OEM nut onto stud to protect threads. If OEM stud plate comes dislodged, remove three (3) OEM pressed-in studs from plate. (Photo # 20)

23. Align OEM stud plate \upper strut mount isolator stud holes. Install OEM dust boot. (Photo # 21)

24. Place Skyjacker # F920MS-2 Aluminum Preload Strut Spacer over OEM dust boot into OEM upper strut mount isolator. (Photo # 22)

Note: Machined recessed slots visible.

Align slots with OEM holes. Insert three (3) supplied 10mm x 60mm Metric Bolts into slots.

Note: Make sure hex heads of bolts seat into slots.

25. Place OEM rubber coil spring isolator over OEM dust boot into OEM upper strut mount isolator. Align OEM strut mount isolator & rubber isolator with previous marks. (Photo # 23)

Note: Be sure OEM bump stop is still on OEM strut shaft. (Photo # 24)

Photo # 17



Photo # 18



Photo # 19



Photo # 20



Photo # 21



Photo # 22



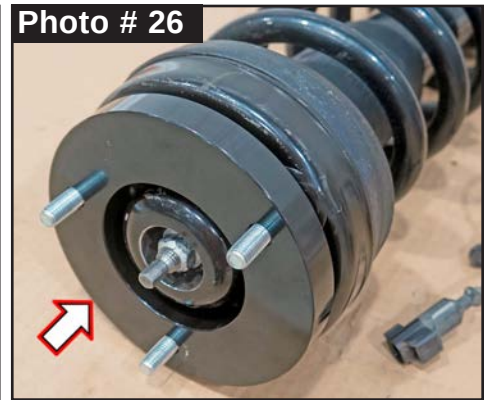
Photo # 23



Photo # 24



26. Assemble Skyjacker\OEM strut assembly in strut spring compressor with OEM hardware using a 18mm socket. (Photos # 25) Align previous OEM strut mount isolator & rubber isolator marks.



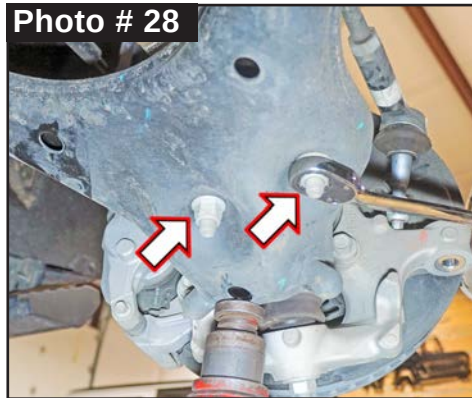
27. Install Skyjacker # F920MS-2 Aluminum Upper Strut Spacer on top of Skyjacker\OEM strut assembly. (Photos # 26) **Note:** Machined recessed slots down.

NOTE: Perform Steps 28-36 on One Side at a Time.

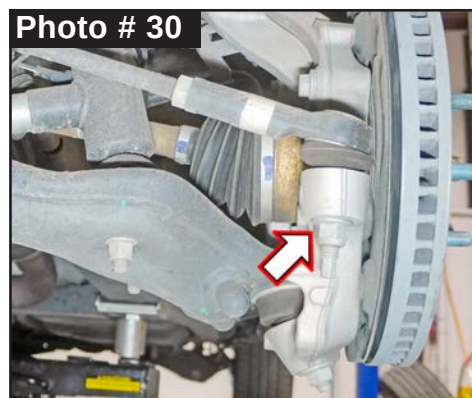
28. Install Skyjacker\OEM strut assembly into upper strut mount at frame. Attach with three (3) OEM upper strut mounting nuts using a 18mm socket\wrench. (Photo # 27)

29. Connect Skyjacker\OEM strut assembly to OEM LCA with OEM hardware using a 18mm socket\wrench. (Photo # 28) **Note:** Make sure lower bar pin aligns flush with OEM LCA.

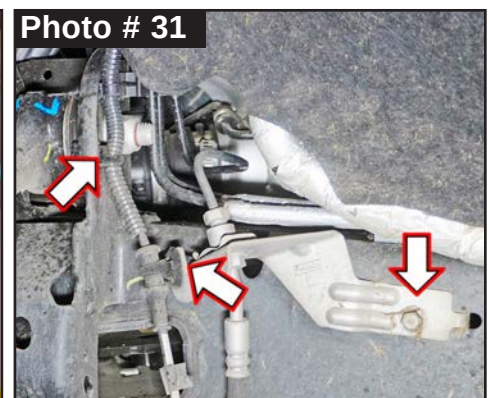
30. Connect OEM UCA to OEM steering knuckle ball joint with OEM nut using a 18mm socket\wrench. (Photo # 29) **Tech Note:** You may need to pry OEM UCA down to connect ball joint.



31. Connect OEM tie rod end to OEM steering knuckle with OEM hardware using a 21mm socket\wrench. (Photo # 30) Secure, but **Do Not Completely Tighten**.



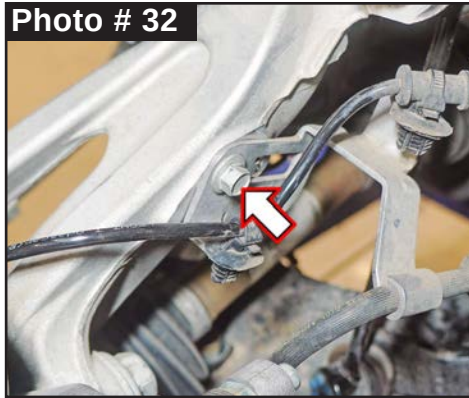
32. Connect OEM brake line bracket to OEM frame mount using a 10mm socket\wrench. (Photo # 31) Torque 108 in-lbs.



Connect OEM ABS\4WD actuator line plastic clip to OEM UCA frame mount & OEM brake line. (Photo # 31)

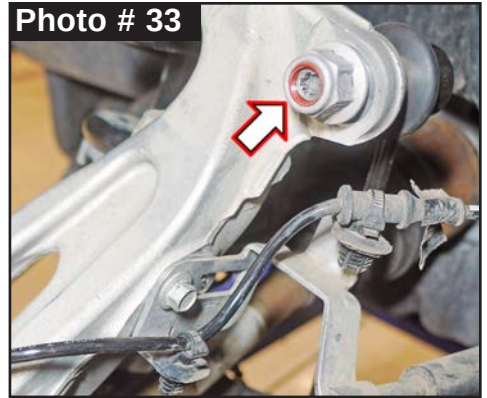
33. Connect OEM brake line bracket to steering knuckle using a 10mm socket \ wrench. (Photo # 32)
Torque 108 in-lbs.

Photo # 32



34. Connect OEM sway bar end link to rear side of OEM steering knuckle on driver & passenger side using a 18mm socket \ wrench. (Photo # 33) Secure, but **Do Not Completely Tighten**.

Photo # 33



If Equipped with Continuously Controlled Damping (CCD), Proceed to Steps 35-37.

35. Connect OEM ball link to Front CCD Bracket using a 8mm & a 11mm wrench. (Photo # 34)
Plug CCD wiring harness to top mounted CCD plug. (Photo # 34)

36. Connect one (1) CCD line plastic clip to frame mount bracket (below link arm). (Photo # 35)
Connect one (1) CCD line plastic clip to frame mount. (Photo # 35)

37. If equipped auto adjusting headlights, connect OEM ball link to driver side Skyjacker Front Auto Adjusting Headlights Bracket using a 8mm & a 11mm wrench. (Photo # 36)

Photo # 34

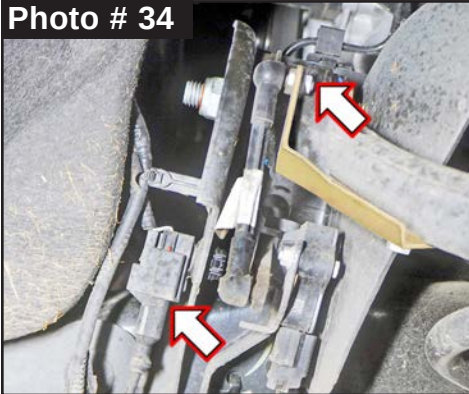


Photo # 35

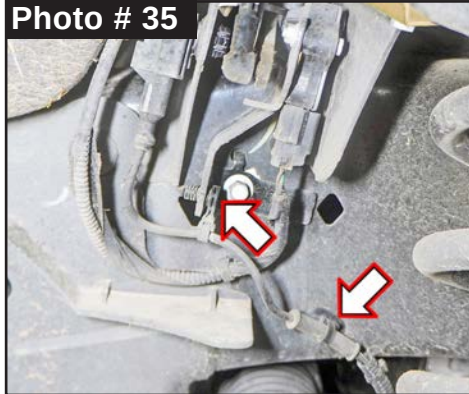
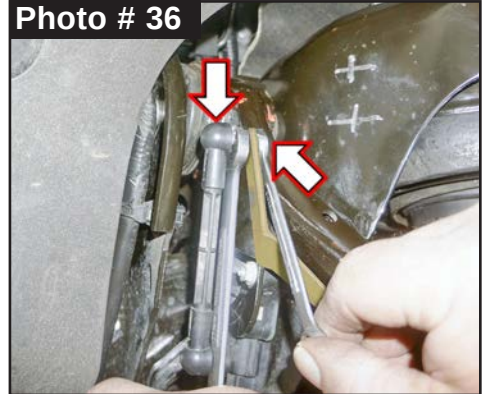


Photo # 36



NOTE: Perform Steps 28-37 on Opposite Side Now. Then Proceed to Step 38.

38. Install each front tires \ wheels using a 21mm socket. Lower front vehicle to ground. Torque lugs to OEM service manual specifications.

39. Connect positive terminal cable to battery using a 10mm socket \ wrench. (Photo # 37)

Connect ground terminal cable to battery using a 10mm socket \ wrench. (Photo # 37)

Photo # 37



Final Front Steps:

1. Start vehicle. Make sure there are no dash lights pertaining to suspension.
2. Jounce vehicle a couple of times. This will help suspension settle to new ride height. Cycle steering lock-to-lock & check all components for proper operation & clearances. Pay special attention to clearance between tires\wheels, strut assembly, control arms, brake hoses, ABS wiring, etc.
3. **Front Tighten & Torque Sequence.**
Front Skyjacker\OEM strut upper mount using a 18mm socket\wrench. Torque 25 ft-lbs.
Front Skyjacker\OEM strut lower mount using a 18mm socket\wrench. Torque 50 ft-lbs.
Tie rod end to steering knuckle using a 21mm socket\wrench. Torque 65 ft-lbs.
Sway bar end link to knuckle using a 18mm socket\wrench. Torque 35 ft-lbs.

Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications. (**Note:** Do not re-tighten nuts & bolts where thread lock compound was used.)
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9
5/16	180 in-lbs	240 in-lbs	6MM	102 in-lbs	108 in-lbs
3/8	30 ft-lbs	35 ft-lbs	8MM	16 ft-lbs	23 ft-lbs
7/16	45 ft-lbs	60 ft-lbs	10MM	32 ft-lbs	45 ft-lbs
1/2	65 ft-lbs	90 ft-lbs	12MM	55 ft-lbs	75 ft-lbs
9/16	95 ft-lbs	130 ft-lbs	14MM	85 ft-lbs	120 ft-lbs
5/8	135 ft-lbs	175 ft-lbs	16MM	130 ft-lbs	165 ft-lbs
3/4	185 ft-lbs	280 ft-lbs	18MM	170 ft-lbs	240 ft-lbs
Above Specifications Are Not to Be Used When Bolt Is Being Installed With a Bushing.					

Seat Belts Save Lives, Please Wear Your Seat Belt.