



2018+ Ford Expedition 2.5 Front Coilover

Front Parts List:

- 2 – 2.5 Remote Reservoir Front Coilover Shocks (25001-182)
- 2 – Front Reservoir Mounts (25048-039 left & 25048-040 right)
- 4 – Reservoir Clamps (25042-020)
- 4 – 12mm-1.75x80mm Bolts (CB3829)
- 4 – 7/16 SAE Washers (CW1001)
- 6 – 3/8 X 1” HHCS (CB4701)
- 6 – 3/8 SAE HD Washers (CW1701)
- 4 – 1/4 X 1” SHCS (CB1501)
- 4 – 1/4 X 1/2” BHCS (CB2420)
- *4 – 10mm-1.5x35mm Bolts (CB3718)
- *4 – 10mm-1.5 Nylock Nuts (CN3001)
- *8 – 10mm Flat Washer (CW1802)

Tools Required:

- Floor Jack/Jack Stands
- Metric Socket/Wrench Set
- Standard Socket/Wrench Set

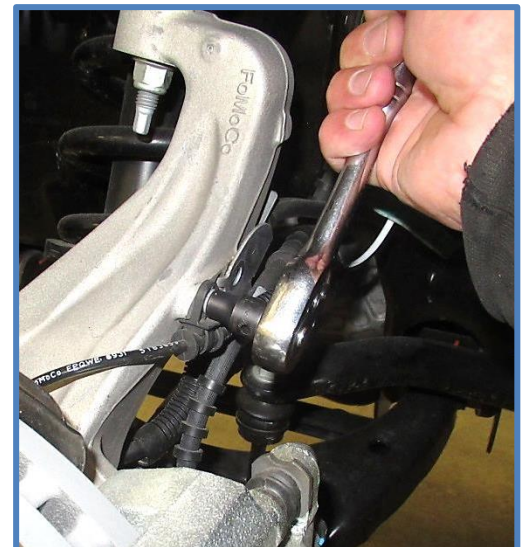
*(Use this hardware to mount reservoir brackets when tow hooks are not present.)
(Most 2wd models will not have tow hooks)

Ford Expedition
OEM PERFORMANCE SERIES



Front: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Then remove the front tires. **NOTE: Never work under an unsupported vehicle.**

1. Unbolt the brake line brackets so the suspension is not hanging by the brake/ABS lines during disassembly and installation. Unbolt brackets using a 10mm socket. Unbolt the ABS line from the upright using an 8mm socket.



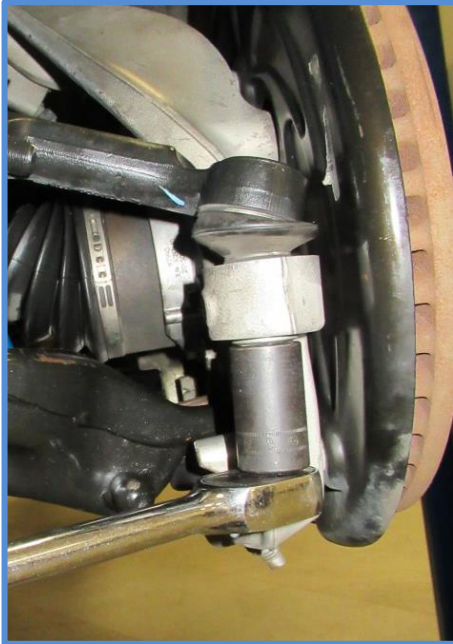
IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail.

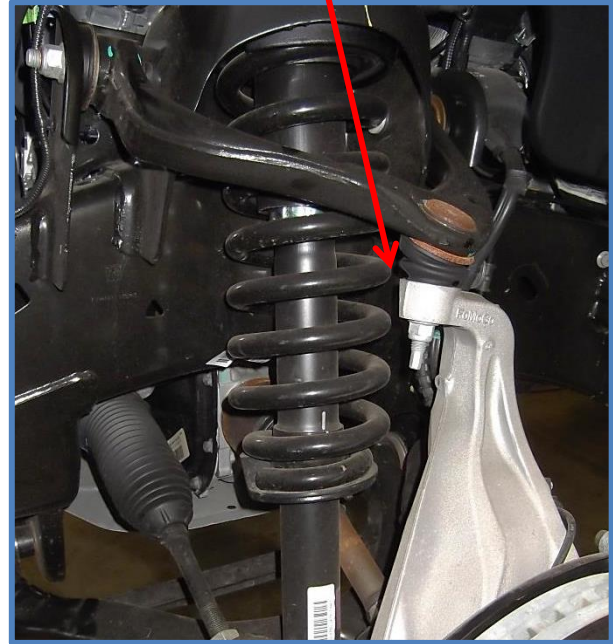


2018+ Ford Expedition 2.5 Front Coilover

2. Disconnect the tie rod from steering knuckle. Using a 21mm socket, loosen the nut on the tie rod end. Separate the tie rod end from the knuckle using the proper ball joint tools and remove tie rod end from steering knuckle.



3. Disconnect the upper A-arm from the upright. Using a 21mm socket, loosen the nut on the A-arm ball joint. Separate the ball joint from the upright using proper ball joint tools.



4. Remove the nuts from the lower shock mount using an 18mm socket. Save the nuts you will reuse them to mount the King Shocks.

5. Using a 15mm socket, remove the three nuts from the top of the shock assembly and remove the shock.



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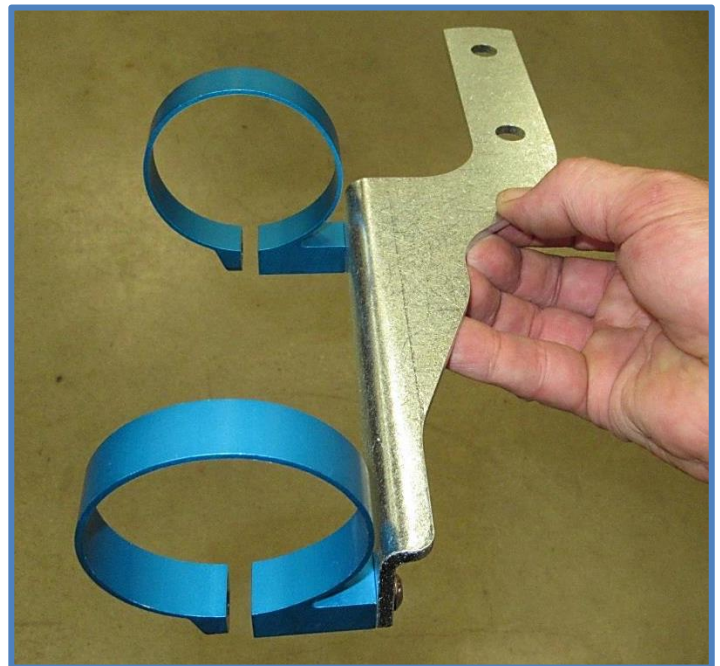
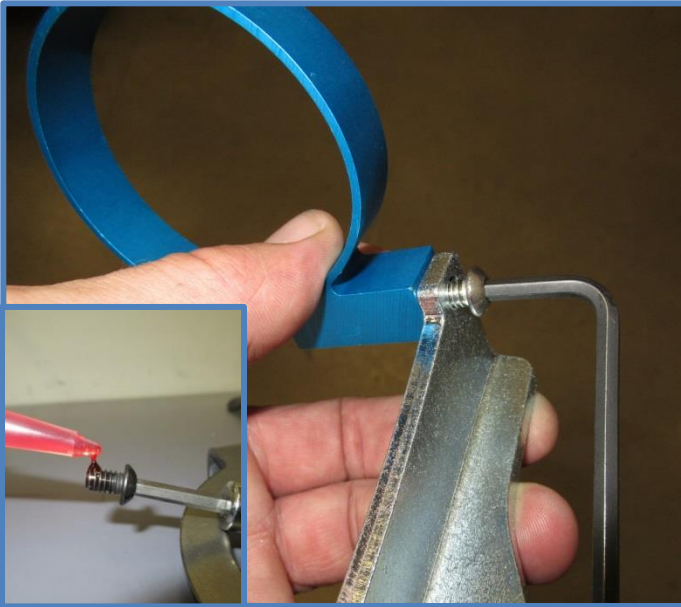
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**Reservoir brackets for shocks with finned reservoirs:**

Before installing the reservoir brackets you must attach the reservoir clamps to the reservoir brackets as shown below. Be sure to use Locktite on the screws to insure the clamps do not come loose. Install the 1/4 X 1/2" BHCS (CB2420) through the bracket and tighten clamps as shown.

Photos show the left bracket being assembled.



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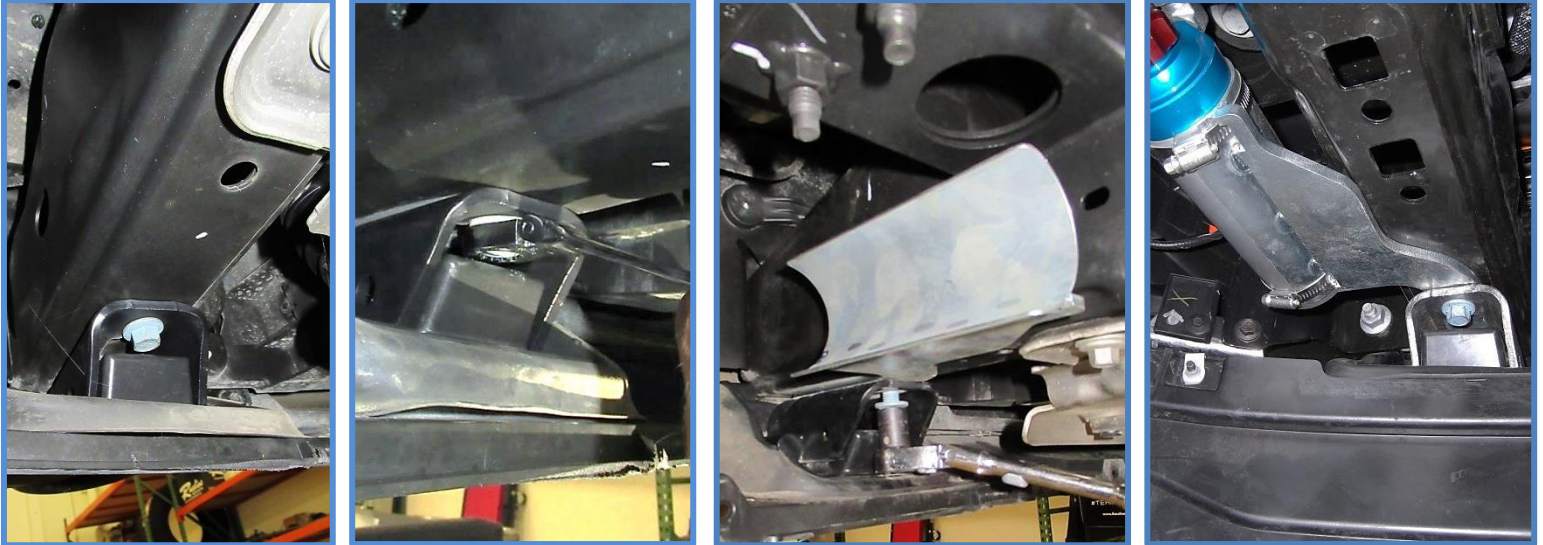
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2018+ Ford Expedition 2.5 Front Coilover

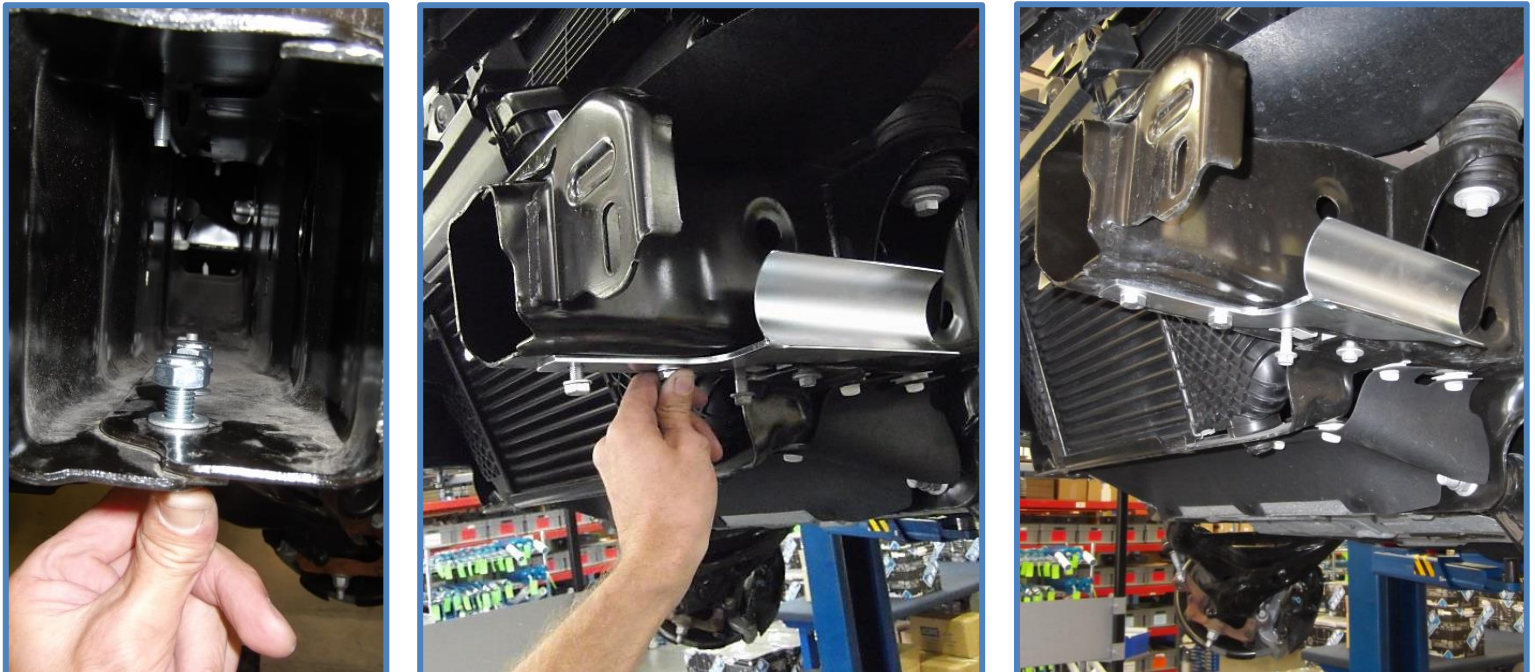


6. **4wd** – Locate the tow hooks at the front of frame and remove the two bolts from tow hooks. Place the reservoir mount between the frame and tow hook and install the two factory bolts you just removed. Reservoir brackets are side specific, see photos for proper mounting.

Please be advised that our kit has been updated to finned reservoirs. Some pictures may not represent actual product.



- NOTE: 2wd** – For 2wd models and/or vehicles without tow hooks you may need to remove bumper to install reservoir brackets if access to mounting points is not available. Use the supplied 10mm hardware to attach brackets to existing holes in frame if tow hooks and tow hook hardware are not installed on your vehicle.

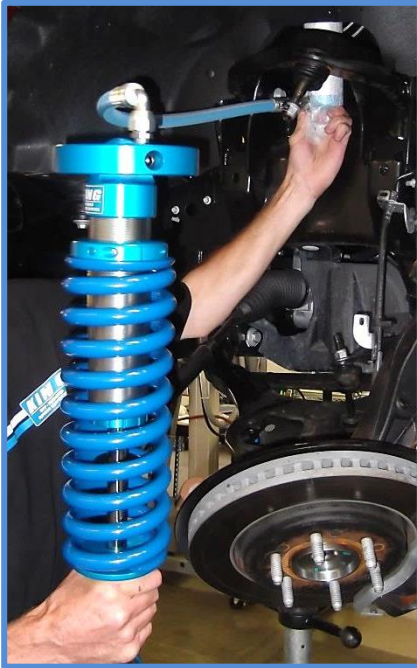


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7. Install King Remote Reservoir Shocks by first feeding the reservoir through the hole at the top of the shock mount. Shocks are side specific, the reservoir will route towards the front of vehicle as shown below.



8. Line up the holes in the upper mounting plate on coilover with the upper mount on the vehicle and use the supplied 3/8" bolts and washers to attach the new coilover to the factory upper mount. Thread the bolts in enough to hold shock in place but do not tighten yet.

9. Line up the lower mount and use the supplied 12mm bolts and washers along with the factory nuts. Install hardware but do not tighten yet.



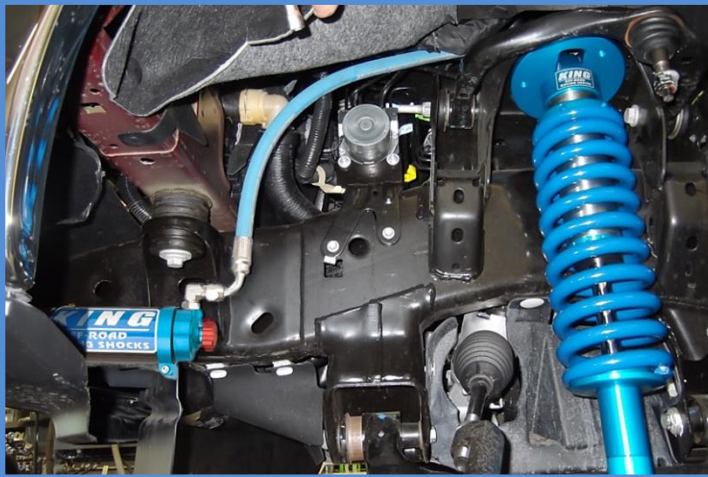
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10. Route the hose behind the fender liner and position the reservoir in the reservoir bracket. Use the 1/4 X 1" SHCS (CB1501) in the reservoir clamps and tighten using a 3/16 Allen wrench.

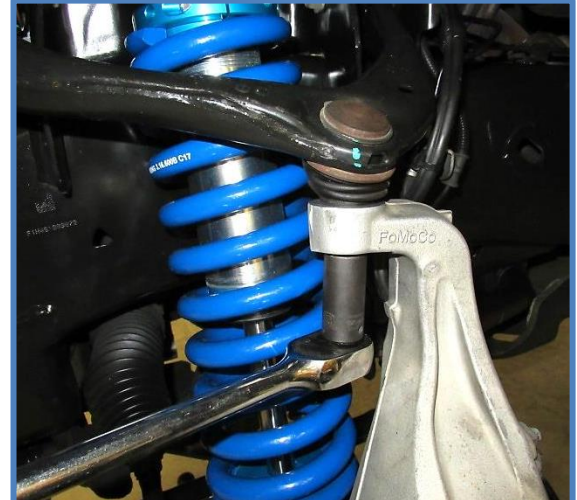
With Compression Adjuster

Expedition kit will have finned reservoir and blue clamps as shown above.

Without Compression Adjuster

11. Using a 9/16" socket, torque the 3/8" upper shock mount bolts to 35ft/lbs. Torque the lower shock bolts to 75ft/lbs. using an 18mm & 19mm wrench/socket.

12. Reconnect the upper A-arm and tighten to factory specs.



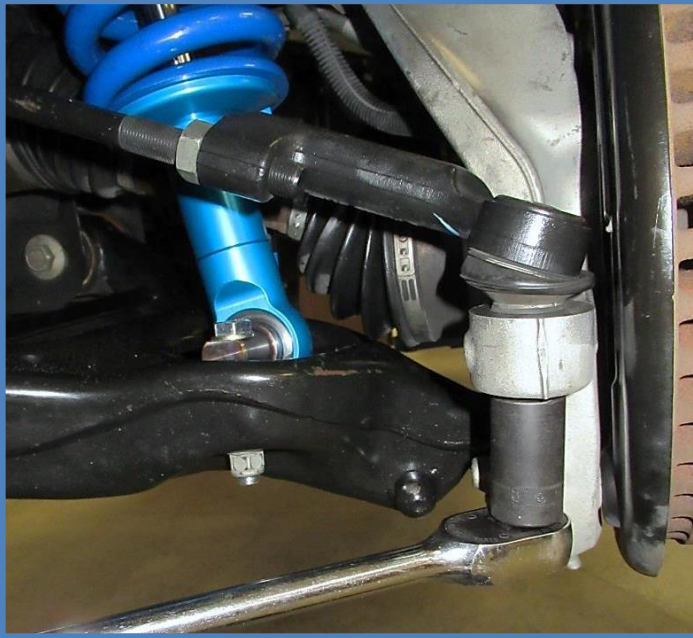
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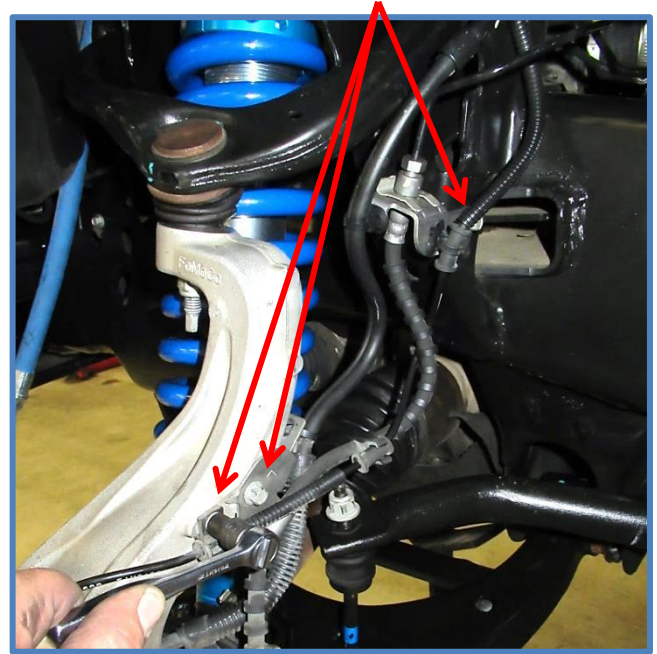
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13. Reconnect the tie rod and torque to factory specs.



14. Reconnect the brake line/ABS line brackets.



DOUBLE CHECK ALL HARDWARE:

Make sure everything is installed correctly and all hardware is tight before reinstalling tires. Install tires, remove jack stands and lower vehicle to the ground. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

Alignment is critical:

A professional alignment must be performed before driving this vehicle at highway speeds. Do not attempt to drive your vehicle after this install without having the alignment readjusted to factory specs!



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