



69-25300 2025+ FORD EXPEDITION 3" SST

IF your ReadyLIFT® product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.

(877) 759-9991

MON-FRI 7AM-4PM PST

OR

EMAIL: support@readylift-ami.COM

WEBSITE: ReadyLIFT.COM

****Please retain this document in your vehicle at all times.****

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT manufactures. The ReadyLIFT product warranty only extends to the original purchaser of any ReadyLIFT product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts.

Our Limited Lifetime Warranty excludes the following ReadyLIFT items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship.

This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.

Product purchased directly from ReadyLIFT has a 90 day return policy on uninstalled products from the date of purchase (may be subject to restocking fee). Uninstalled product returns must be in the original ReadyLIFT packaging. Please call **(877) 759-9991** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT. **Returns without RGA# will be refused.** Contact ReadyLIFT directly about any potentially defective parts prior to removal from vehicle.

ReadyLIFT products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT product. ReadyLIFT is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT reserves the right to change, modify or cancel this warranty without prior notice.



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

SAEJ2492 Warning

By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

This suspension system was developed using a 295/60R20 tire with 20" x 9" wheel and a offset of +20mm. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over ***" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

IMPORTANT NOTE:

DOES NOT FIT TIMBERLINE (USE 69-25150)

PRE-INSTALLATION MEASUREMENTS:

It is imperative that you record the following measurements and factory components in the tables below. ReadyLIFT tests and records as much data from each application as available at the time of product development. Vehicle manufacturers may change components or add models with different options. Recording and not exceeding the fender-to-hub-center ReadyLIFT calls out will ensure the lift on the vehicle is correct.

These measurements will affect the performance of this lift kit. Failure to ensure proper stock conditions may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in an incorrect wheel alignment. This will wear tires incorrectly. Incorrect alignment will cause poor vehicle handling issues including but not limited to under steer. Over lifting will also cause a shock top off condition resulting in poor ride quality accompanied by pops and clunks which are symptoms of prematurely wearing components.

Failure to adjust head lamps may cause dangerous driving conditions for you and other drivers on the road. Record the head lamp position before the installation of this lift or leveling kit and adjust to original factory position after the completion to ensure a safe and enjoyable experience.

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

****MEASUREMENT IS TO BE PERFORMED FROM CENTER OF HUB TO FENDER EDGE STRAIGHT UP FROM HUB.****

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

BILL OF MATERIALS

COMPONENTS	QTY
HEADLIGHT SENSOR BRACKET KIT	1
ADJUSTER CAM NUT	4
ADJUSTER PLATE	4
FRONT SWAY BAR BRACKET	2
3/8 FRONT PRELOAD SPACER	2
RIGHT UPPER CONTROL ARM	1
LEFT UPPER CONTROL ARM	1
FRONT TOP HAT SPACER	2
REAR TOP HAT SPACER	2
EXPEDITION SST HARDWARE KIT	1

HARDWARE	QTY
FRONT STRUT SPACER	
M10-1.5 SERRATED FLANGE NUT YL ZC	12
FRONT SWAY BAR BRACKET	
M10-1.25X20 HHCS 10.9 ZC	4
M10-1.5X35 FLAT HEAD ALLEN BOLT	4
M10-1.5 TOP LOCK NUT 10.9	4
M10 FLAT WASHER 10.9	8
REAR STRUT SPACER	
M10-1.25 SERRATED FLANGE NUT CL ZC	6
M10-1.5 SERRATED FLANGE NUT YL ZC	6



Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service or check out the dealers tab on our Website for authorized installers .

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

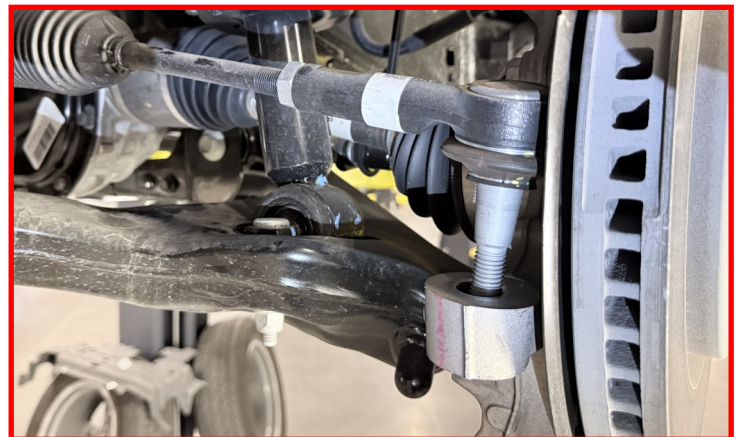
Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Remove the front wheels.



Remove the tie rod.

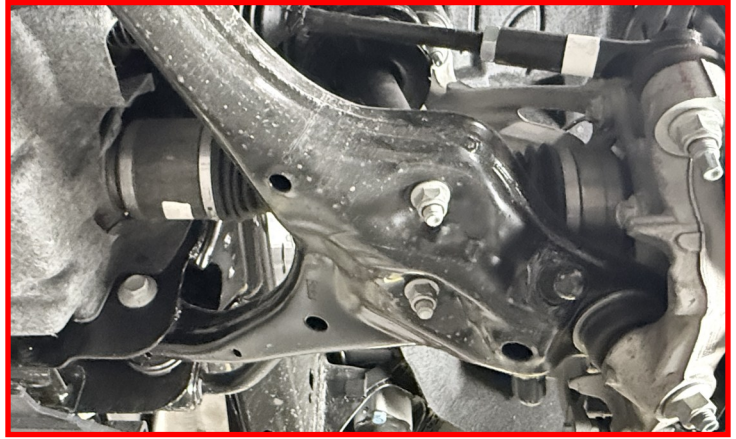
Retain the factory hardware.



NOTE: USING A MARKING DEVICE LIKE A PAINT PEN, MARK THE STRUT AT THE OUTBOARD POSITION. THE STRUT BODY WILL MOUNT THE SAME, BUT THE TOP HAT WILL BE ROTATED 180°.

Remove the two nuts securing the strut to the lower control arm.

Retain factory hardware.



Remove the nuts from the lower control arm bolts.

Discard the factory nuts and washers. Provided alignment cam nuts and washers will be installed later.



Support the knuckle and remove the lower control arm from the frame pockets.

NOTE: Take care not to overextend the cv axle, any brake lines, abs wires, etc.



CAUTION: BE SURE TO SUPPORT THE STRUT WHILE REMOVING THE TOP STRUT NUTS.

Remove the three nuts from the top strut mount.

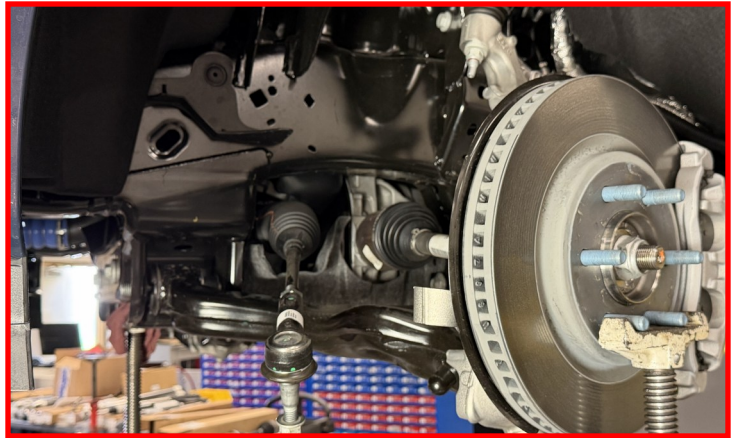
Discard the factory nuts.



Remove the strut from the vehicle.



With the strut removed, raise the lower control arm into the frame pockets and insert the factory bolts.



NOTE: IF INSTALLING KIT ON A VEHICLE EQUIPPED WITH AUTO ADJUSTING HEADLIGHTS OR CCD, REMOVE THE BALL STUD MOUNTED TO THE FACTORY CONTROL ARM BRACKET. RETAIN THE MOUNTING HARDWARE.



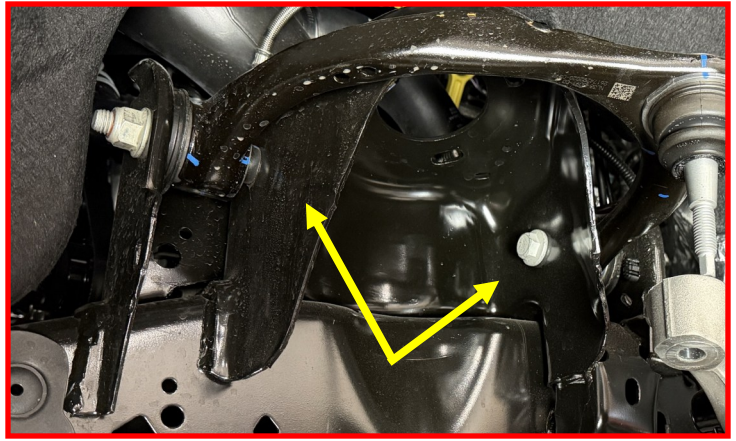
Remove the ball joint nut and dislodge the ball joint taper from the control arm.

Discard factory hardware.



Remove the upper control arm bolts.

Retain the factory hardware.



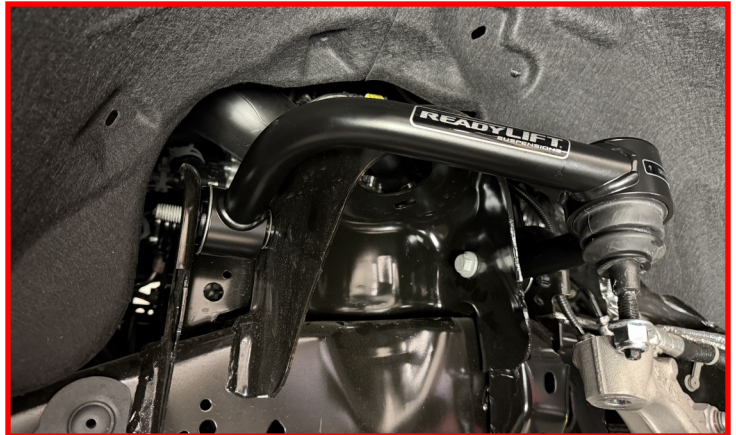
Remove the upper control arm.

Discard factory upper control arm.



Install the supplied ReadyLIFT upper control arm to the frame using the factory bolts.

Torque to 120 ft-lbs.



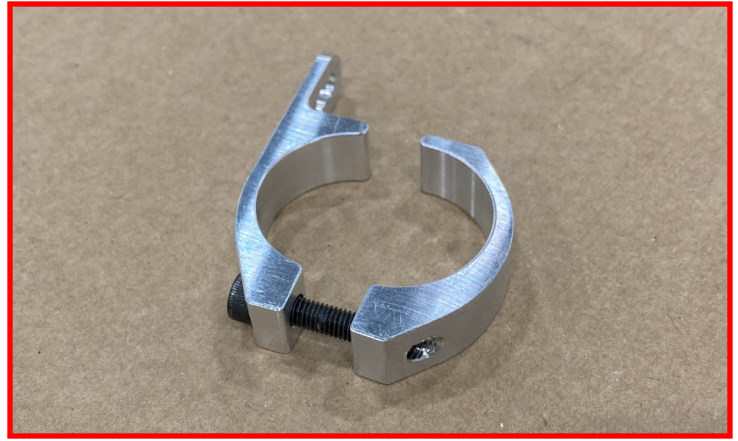
Using the supplied ball joint nut, attach the ball joint to the knuckle.

Torque to 65 ft-lbs.



Use the **supplied M5-0.8mm socket head cap screw** to join the two halves of the **headlight level sensor bracket**.

NOTE: Only engage the first 2-3 threads for ease of installation.



Position the **bracket** on the front side of the ReadyLIFT control arm as close to the gusset as possible without contacting the gusset or weld.

Orient the **clamp** with the two holes facing forward and up in line with the angle of the control arm bushing.

Torque the screw to **7 ft-lbs (84 in-lbs)**.



Using the factory ball stud and nut, attach the stud to the lowest hole on the clamp assembly.

Torque the nut to **7 ft-lbs (84 in-lbs)**.

If applicable, perform these steps on both sides of the vehicle.

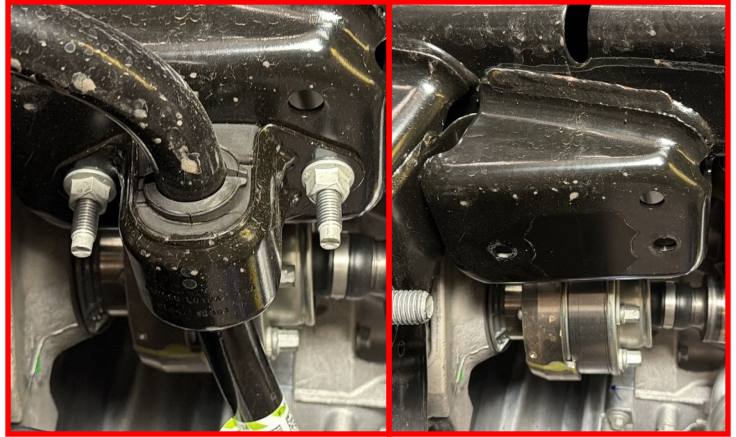


For vehicles with the "SHORT" knuckle, install the supplied sway bar drop brackets.



Remove the nuts securing the sway bar to the from.

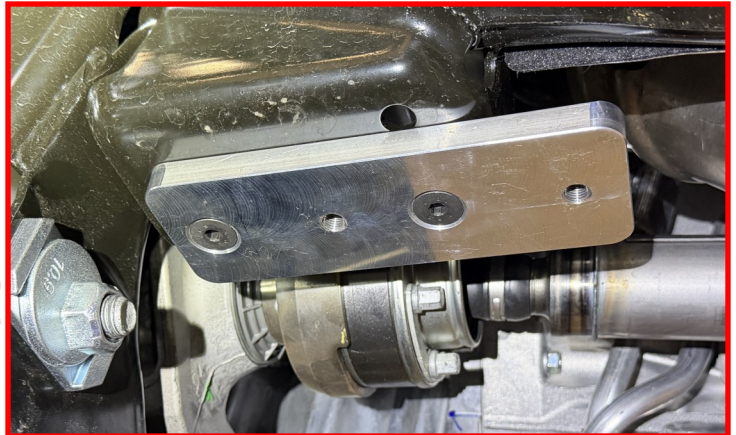
Discard the factory nuts and bolt plates hanging through the frame.



Using the M10-1.5x35mm Flathead Allen Screws and the top lock nuts with washers provided, secure the Sway Bar Relocation Bracket to the frame.

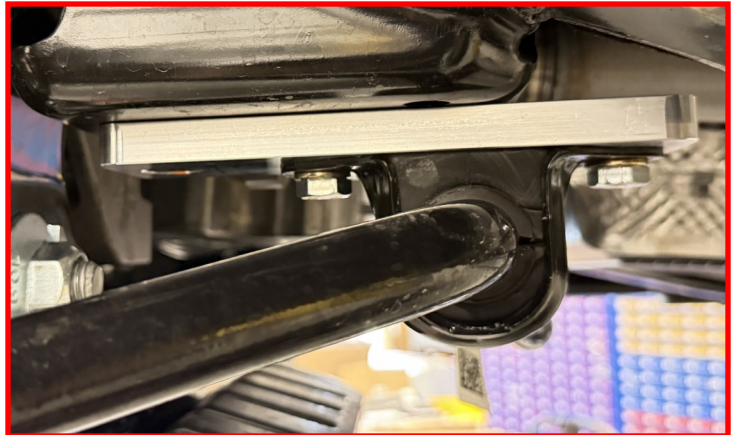
Torque to 44 ft-lbs.

NOTE: Some hardware packs may have (4) extra shorter flathead bolts (25mm). Those can be discarded.



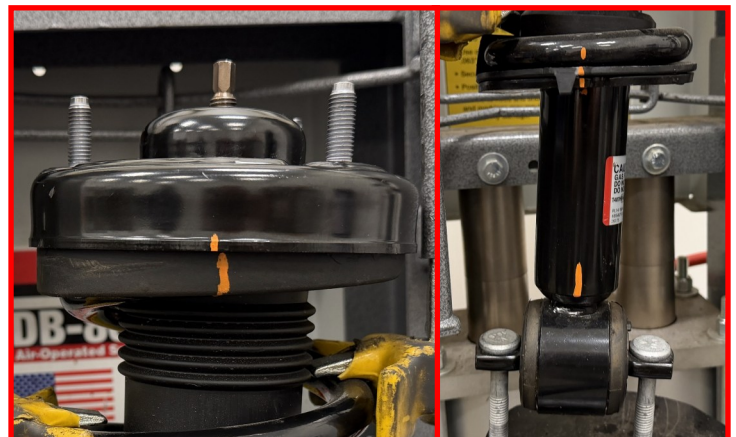
Use the supplied M10-1.25x20mm hex head bolts and washers to secure the sway bar bushing mounts to the new sway bar relocation bracket.

Torque to 44 ft-lbs.



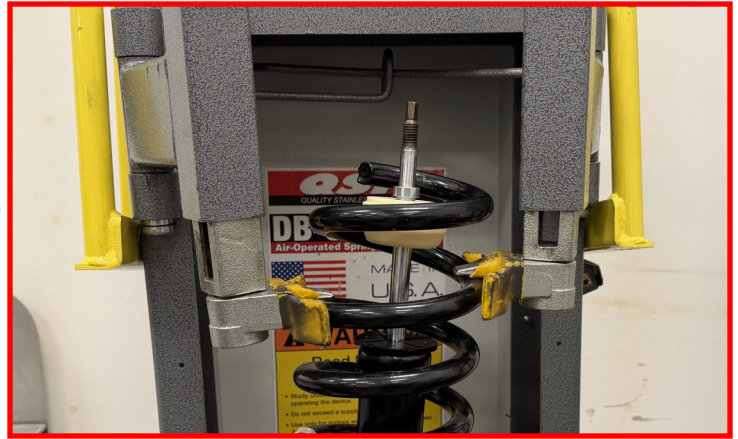
Before disassembling the strut, mark the top hat, isolator, spring, and shock body for reassembly orientation.

NOTE: THE SPRING IS UNDER EXTREME PRESSURE AND CAN CAUSE BODILY INJURY AND/OR DEATH IF HANDLED IMPROPERLY.



NOTE: THE SPRING IS UNDER EXTREME PRESSURE AND CAN CAUSE BODILY INJURY AND/OR DEATH IF HANDLED IMPROPERLY.

Using a spring compressor, remove the top hat from the strut.



Install the provided preload spacer.

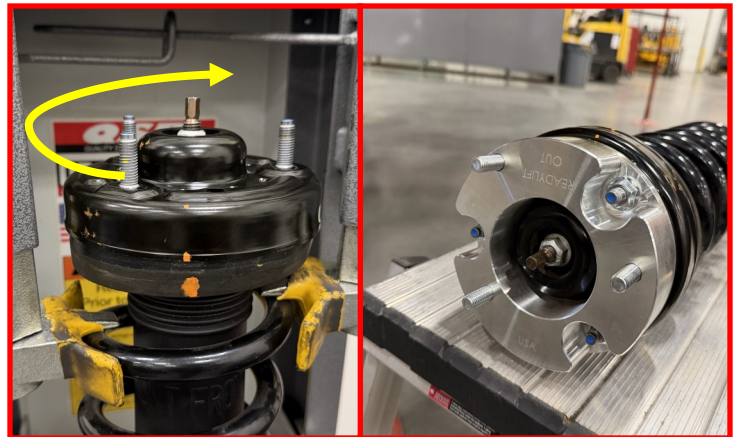


Rotate the top hat 180° and reinstall the spring isolator.

Torque to **41 ft-lbs.**

Install the front strut spacer using the supplied M10-1.5 serrated flange nuts.

Torque to **46 ft-lbs.**



Remove the lower control arm bolts.

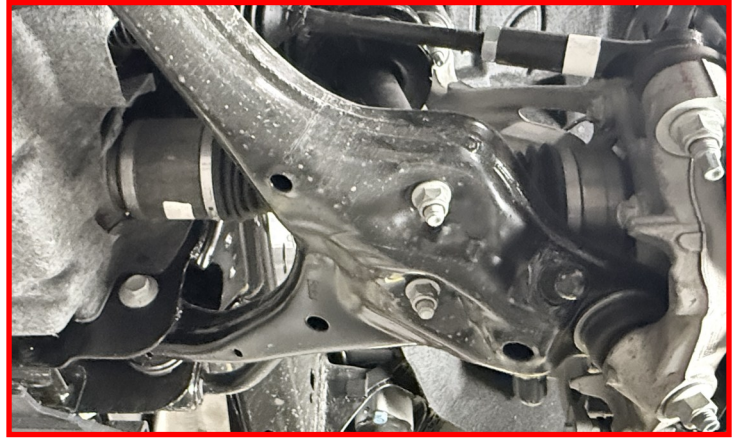
Use the provided M10-1.5 serrated flange nuts to install the front strut spacer upper mount.

DO NOT TIGHTEN AT THIS TIME



Raise the control arm and install the two lower factory strut nuts.

Torque to **66 ft-lbs**.



Connect the lower control arm to the frame pockets using the factory lower control arm bolts.

NOTE: Front bolt installs back to front. The rear bolt installs front to back.



Install the supplied alignment cam plate over pivot bolt so pin fits in existing small hole in frame and then install alignment eccentric cam nut by threading bolt into nut.

Install alignment cam nut towards the center of the vehicle (Most positive camber position of wheel) and tighten slightly.

Torque **during alignment** to **258 ft-lbs**.



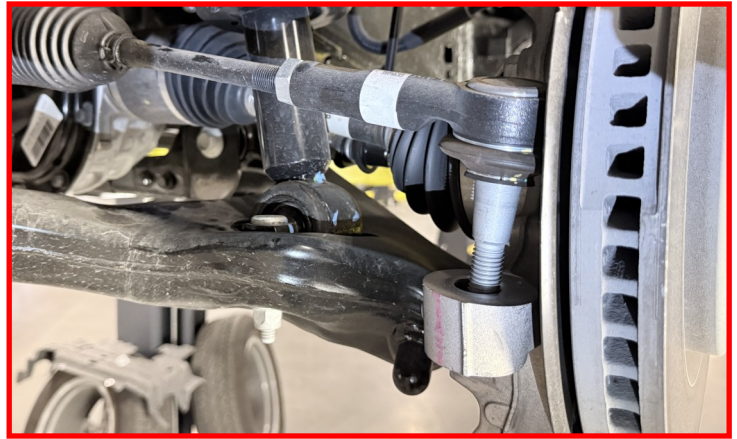
Tighten the top strut nuts.

Torque the M10 nut to **35 ft-lbs**.



Attach tie rod to the knuckle.

Torque to **66 ft-lbs**.



With everything tightened and torque to the specified specifications, install front tires and lower vehicle.

With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

Using the appropriate tool, grease the upper ball joint just until the boot just starts to expand. **Do not over grease. Over grease can cause pre-mature wear.**

Rear Installation

Block the front tires and raise the rear of the vehicle using a suitable jack.

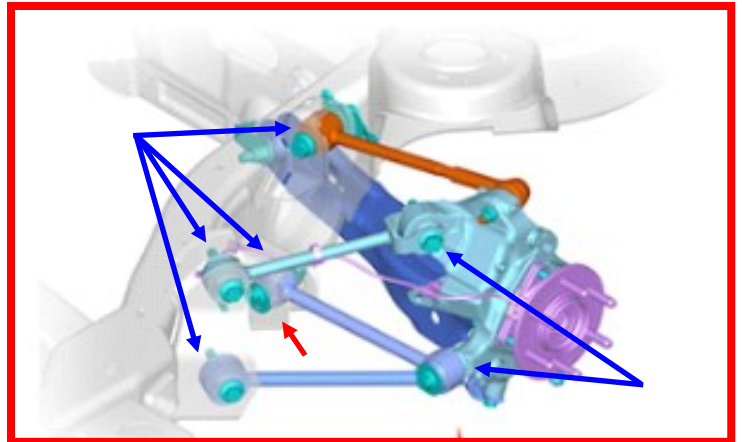
Support with jack stands at each frame rail in front of the rear leaf spring hangers.

Remove the rear tires.

Mark the cam location on the to link.

Loosen but do not remove the control arm bolts on the knuckle and the frame.

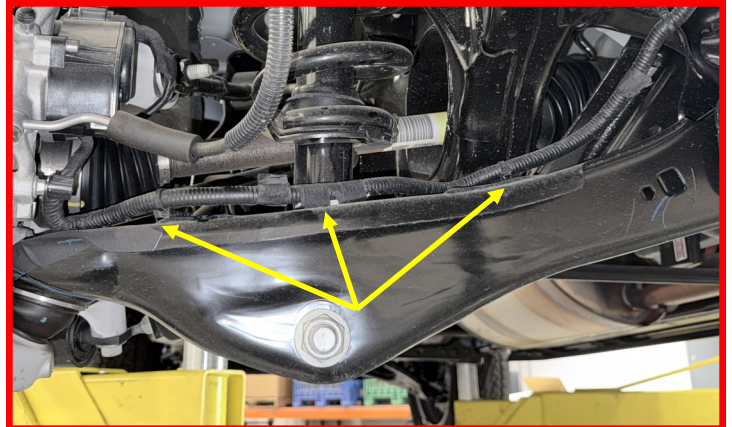
NOTE: If you do not loosen and retorque the bolts, the bushings will be holding extra energy and the vehicle will not drive and handle properly after install.



Remove the three wiring harness clips from the lower control arm.

Remove the nut on the lower shock mount at the control arm.

Retain the factory hardware.



Support the knuckle and remove the lower control arm bolt at the frame.

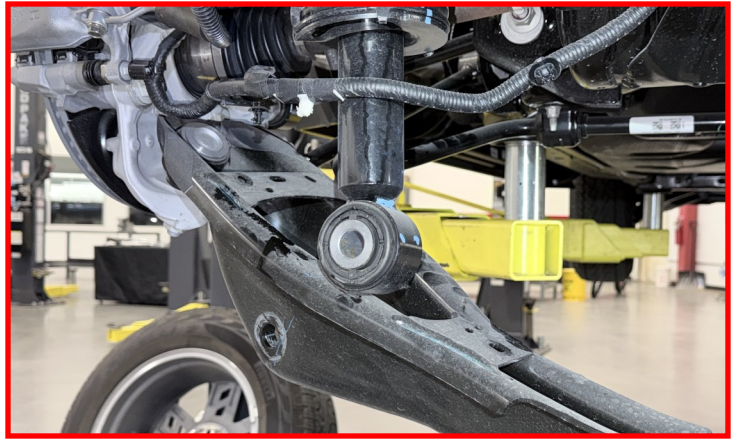
Retain the factory hardware.



Remove the bolt securing the lower control arm to the strut.

Retain factory hardware.

NOTE: Take care not to overextend the cv axle, any brake lines, abs wires, etc.



Support the strut and remove the three nuts securing the top hat to the frame.

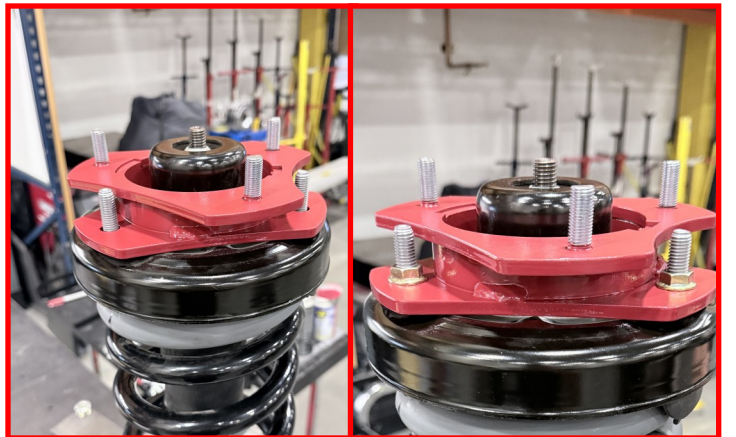
Discard the factory nuts.



Remove the strut from the vehicle and use the supplied M10-1.5 serrated flange nuts to install the ReadyLIFT strut spacer.

NOTE: If the OE stud sticks up past the strut spacer, grind the studs flush or just below the top surface of the spacer.

Torque to **30 ft-lbs.**



Use the supplied M10-1.25 serrated flange nuts to install the strut to the frame.

Do not tighten hardware at this time.



Install the factory lower shock bolt.

Do not tighten at this time.



Raise the lower control arm and use the factory hardware to secure the arm to the frame.

Do not tighten at this time.



Prior to installing wheels, complete all installation steps on the opposite side. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the vehicle to settle the suspension to the new ride height.

Reconnect the battery ground terminal. Start the vehicle and turn the steering wheel lock to lock and verify all clearances between tire, body and suspension components. Adjust as necessary.

Have wheel alignment performed by qualified alignment technician. Have the alignment set to the recommended specs at the end of the instructions.

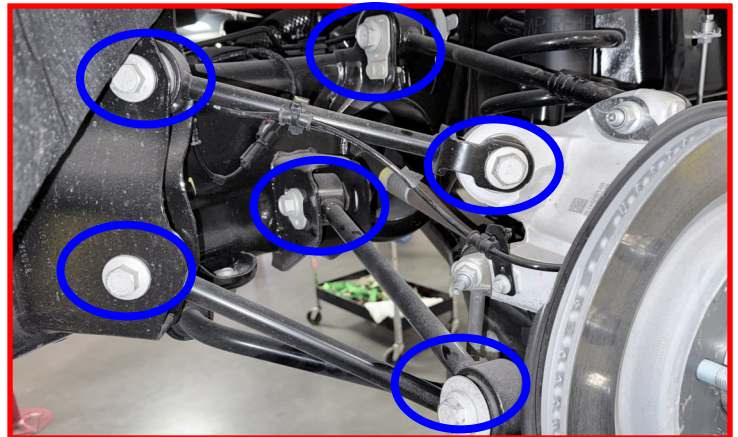
Lower the vehicle to the ground– Roll the vehicle to settle the suspension. Torque the following hardware:

BLUE – 203 ft-lbs

Upper Strut Mount – 30 ft-lbs

Lower Shock Mount – 240 ft-lbs

Lower Control Arm (Frame) - 266 ft-lbs





FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

Front	Driver	Passenger	Tolerance	Total / Split
Camber	0.0°	0.0°	+/- 0.7	+0.8
Caster	5.0°	5.0°	+/- 1.0°	+/-0.6
Toe	+0.05°	+0.05°	+/-0.1	+0.1°