2007-2017 Ford Expedition | Moderate | 45-75 minutes | $10 DIY

TOOLS

Tire-pressure gauge and air compressor or pump Floor jack, rated jack stands, and wheel chocks Lug wrench and calibrated torque wrench

PARTS

Valve-stem caps or replacement TPMS service parts only if inspection requires them
$10.00

STEPS

1. **Check cold pressures against the door-jamb sticker -- fronts and rears differ - Because** the TPMS monitors separate front and rear thresholds, wrong axle pressures are the top cause of a stubborn warning light, and on a vehicle that tows, correct pressure is a safety matter as much as a wear matter.
2. **Inspect tread and choose the rotation pattern - Inspect each tire for uneven wear, cuts,** bulges, and punctures, and check tread depth against the 2/32-inch wear bars - heavy SUVs punish worn tires. RWD (or 4WD): non-directionals use the rearward cross - rears straight forward same s...
3. **Rotate the tires safely -- heavy SUV precautions - Park the 2007-2017 Ford Expedition on** flat, solid ground, set the parking brake, and chock the wheels staying down. Use a jack and jack stands rated for the Expedition’s weight, positioned on the frame or axle points shown in your owner’s...
4. **Relearn the TPMS sensor positions - The 2007-2017 Ford Expedition uses direct TPMS** sensors that must be retrained after a rotation so each corner reports correctly -- and note that 2007-2009 models used band-mounted sensors while 2010 and later use valve-stem sensors, though...
5. **Road test and recheck - Recheck all cold pressures the next morning and correct any** settling. Re-torque the lug nuts after 50 to 100 miles. Check pressures monthly and before towing, and rotate every 5,000 to 7,500 miles.

TORQUE

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