



2000 / FORD / F-250 / 7.3L, DIESEL X

SHOP CATEGORIES

WHY S&B



INSTALL INSTRUCTIONS FOR 10-1004



PRINT

BEFORE YOU START

- Please read the entire product guide before proceeding
- Ensure all parts are present.
- If you are missing any parts, please call or text us at (909)-675-1313
- Do not work on your vehicle while the underbody components are hot.
- Make sure the vehicle is in park or the parking brake is set if you plan on working on the ground. If working on a lift, make sure the vehicle is lifted safely and securely.
- Drain your original fuel tank before beginning the S&B Installation process. S&B Tanks recommends removing only an empty or near empty tank for your safety. We recommend using a siphon or electronic transfer pump.

- **Disconnect and isolate both of the negative battery cables**

- **Before installing S&B Tank, conduct pressure test to ensure o'ring is properly seated.**

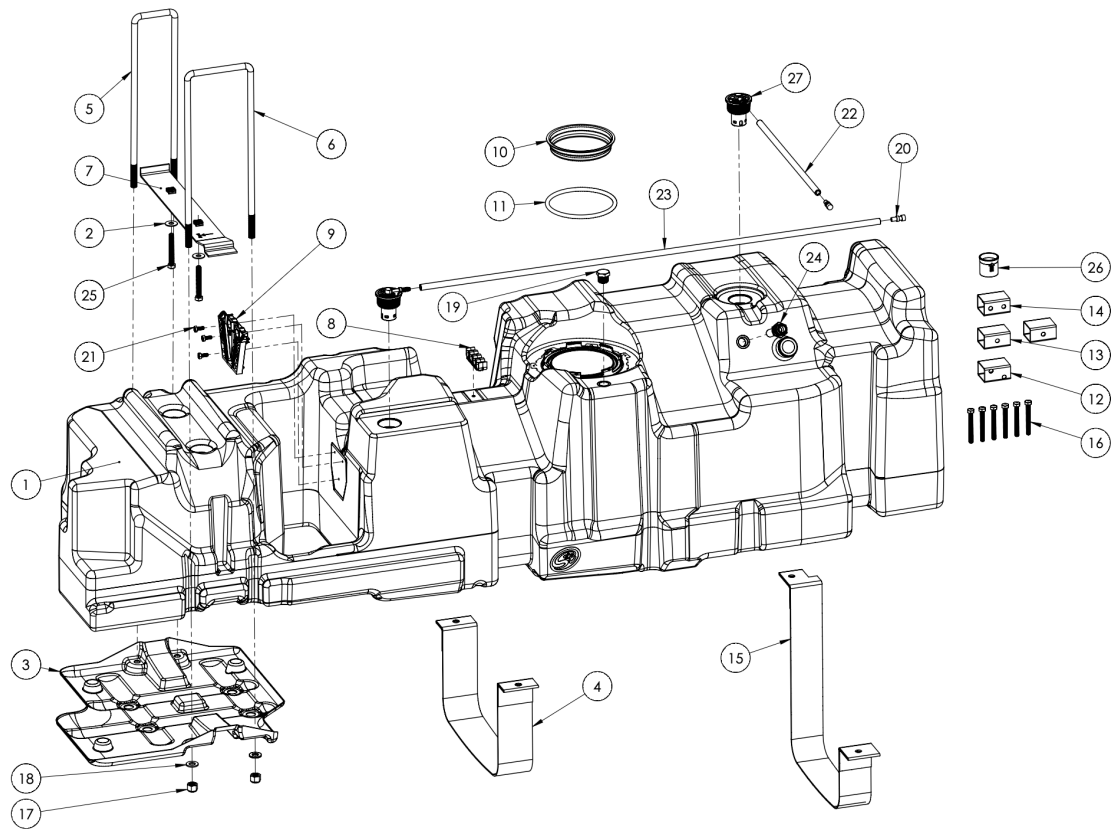
- **In-bed Auxiliary Fuel Tanks will void the Lifetime Warranty.**

- **Nozzle at high flow fuel station may continue to "click off". Tank is designed to work at regular fuel stations.**

REQUIRED TOOLS

- Flathead Screwdriver or 5/16" Nut Driver
- Torx 30
- Mallet/Hammer
- 13mm Socket
- 19mm Deep Socket
- 10mm Socket
- Ratchet
- 12" Driver Extension





ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	10-1004	HIGH CAPACITY REPLACEMENT TANK	1
2	A11341-00	3/8" WASHER FLAT SS, 1" OD, .406" ID	2
3	T11005-00	10-1004 FRONT SUPPORT / SHIELD	1
4	T11006-00	MID STRAP FOR 10-1004	1
5	T11007-00	UBOLT PASSENGER SIDE FOR 10-1004	1
6	T11008-00	UBOLT DRIVER SIDE FOR 10-1004	1
7	T11009-00	CROSSMEMBER STRAP	1
8	T11010-00	FUEL LINE HOLDER (4 LINES)	1
9	T11011-00	WATER SEPARATOR BRACKET (INJECTION MOLDED)	1
10	T11093-00	TANK OPENING PLUG	1
11	T11094C-00	BUNA-N 50 DURO 8MM O-RING	1
12	T11105-00	1-3/4" SKID PLATE SPACER FOR 10-1004, 2 HOLES DIAGONAL	1
13	T11106-00	1-3/4" SKID PLATE SPACER FOR 10-1004, 1 HOLE	2
14	T11107-00	1-3/4" SKID PLATE SPACER FOR 10-1004, 2 HOLES (CENTERED)	1
15	T11109-00	REAR STRAP FOR 10-1004	1
16	T11110-00	M8 X 1.25 mm, 70 mm	6
17	T11123-00	NYLON-INSERT LOCK NUT	4
18	T11124-00	WASHER	4
19	T11125-00	.5" PIPE PLUG	1
20	T11141-00	ROLLOVER VENT CAP	2
21	T11146-00	1/4"-20 SCREW, HEX HEAD 5/8" LONG	3
22	T11149-15	5/16" FUEL HOSE 15"	1
23	T11149-40	5/16" FUEL HOSE 40"	1
24	T11165-00	3/4 BARB TO 1/2 NPT. STRAIGHT W/STRAW	1
25	T11166-00	18-8 SS HEX HEAD SCREW 3/8"-16 THREAD SIZE, 2-3/4" LONG, FULLY THREADED	2
26	T11175-00	ICV, IN FILL PIPE	1
27	T11226-00	OE STYLE ROLLOVER VENT VALVE	2

STEP 1

If the truck came with a OEM skid plate, remove the (6) 13mm head bolts.



STEP 2

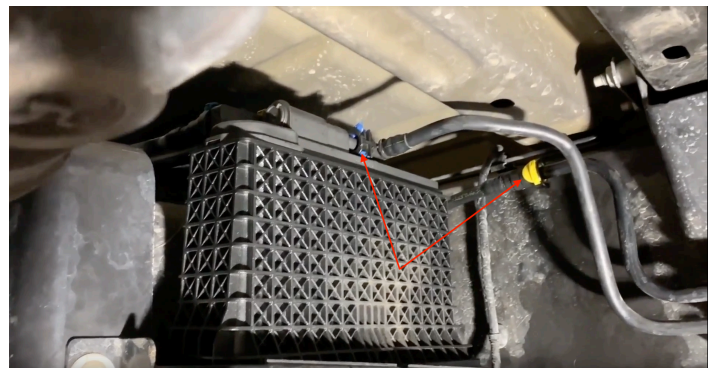
Remove the hose clamps with a short 5/16" socket/ratchet. If you are having trouble removing the hose then you can wait until everything is removed from the tank and then pull from the driveline side.



STEP 3

Remove the two fuel lines positioned on top of the fuel water separator. For the blue connector, push both tabs towards the rear of the vehicle and remove the line. For the yellow connector, pull the locking tab out and depress the upper tab to remove the connector.

Be careful with these connectors, they are known to break. Refer to [this](#) video to see just how to remove them.



STEP 4

Remove the water in fuel sensor located on the bottom of the water separator. Depress the tab and the sensor will release.

STEP 5

Remove the bolt holding the water separator to the bracket. 2017-19 trucks use a T-27 torx and 2020+ trucks use a 8mm.

STEP 6

Center the hydraulic jack underneath the fuel tank and raise until the jack contacts the tank. If you can't reach the connected in step 7 without lowering the tank, drop the tank 6". Caution: Support the tank properly as remaining fuel can slosh and cause the tank to shift.

[Cookie Preferences](#) Lift Install: Hydraulic Jack

- - Floor Install: Floor jack with added support to properly hold tank

STEP 7

Reach over the frame rail to disconnect the electrical connection for the sending unit. Depress the tab and the connector will release.

STEP 8

Remove the 4 bolts holding the 2 tank straps in place with a 13mm socket. Do NOT use a drill/air ratchet or you risk spinning the cage nuts.

STEP 9

On 2023-24 Models, there is a fuel line that connects into the DPF. To remove this line, depress the button and slide out the green tab.

STEP 10

Remove the 3 nuts that hold the sending unit guard to the locking ring with a 10mm socket. It is important to remember the orientation of the sending unit guard.

STEP 11

Remove the fuel lines from the hold down on the OEM tank. Simply pull upwards on the lines to pop them out. The new DPF line that is pointed out in the picture will not have a place in the bracket.

STEP 12

Remove the fuel water separator from its bracket. Simply pull upwards on the separator to remove it.

STEP 13

Move the fill and vent lines over to your new S&B Tank. Make sure they are installed in the same orientation as they were on the OEM tank

STEP 13B

Before installing the filler hose onto the S&B Tank. Place the white check valve into the bottom of the filler hose with the blue arrow pointing into the tank.

STEP 13C

Zip tie the rear vent to the filler hose or main vent line. Make sure there are no sags in this line.

STEP 14

Remove the sending unit by hammering the locking ring counter clockwise.

STEP 15

According to the Ford TSB 17-0046. If your truck has a build date prior to 3-20-17. Replace the fuel Level Sender Resistor Card Assembly with Ford part # HC3Z-9A299-N. [Watch Here](#)

STEP 16

Place the black S&B o-ring in the o-ring groove and then carefully put the OEM sending unit(with OEM float attached) into the tank with the tab on the sending unit facing the arrow molded into the tank.

STEP 17

Secure the sending unit into the tank. Make sure the locking ring is oriented as it was on the OEM Tank so the sending unit guard will install without interference. Hammer the locking ring clockwise and ensure the rib on the locking ring slides into the indentation of the receiving ring on your S&B Tank.

STEP 17B

Ensure the locking ring is fully rotated until the rib on the OEM locking ring is PAST the indentation on the S&B receiving ring. The locking ring should be very tight and not move after it's past the indentation. This insures sufficient o'ring compression.

STEP 18

Install the fuel water separator onto the S&B Tank. To install simply push the separator onto the bracket that is installed on the S&B Tank. Don't worry about the bolt for now, it is easier to do that once the tank is in the truck.

STEP 19

Reinstall the fuel lines into the fuel line holder on the S&B Tank.

STEP 20

Install the sending unit guard back onto the locking ring. If the guard doesn't fit over the fuel lines, your locking ring isn't oriented correctly. Do not over tighten these bolts.

STEP 21

Remove the two fuel lines from the bracket on the frame. Slide the wider U Bolt up and over the crossmember. Position it between the fuel lines and the frame rail. Reinstall the fuel lines into the bracket.

STEP 22

Slide the narrower U Bolt up and over the crossmember and position it against the driveshaft. Take your U Bolt positioning bracket and slide it on top of the cross member. Make sure the arrow is facing forwards. Align the holes on the bracket with the holes in the crossmember. Please proceed to step 24b and secure the bracket with the included nuts and bolts

- Tip: To keep the Ubolt in place while installing the tank, place a piece of duct tape over the Ubolt

- Important: If the u-bolts (**G** & **F**) are not positioned on the crossmember bracket (**F**) correctly, the tank will not be secured properly and can lead to the tank shifting

STEP 22B

Secure the bracket in place with the included hardware.

STEP 23

[Cookie Preferences](#) » now ready to raise your S&B

Tank into place. It is important to guide the fill and vent lines over the frame rail while raising the tank into position. Also make sure to plug in the sending unit electrical connection while the tank is roughly 6" from being fully installed.

STEP 23B

Route hose over crossmembers and zip tie to the filler neck

STEP 23B (IMAGE 2)

STEP 24

Reinstall the filler neck and vent assembly. Slide the hoses over the assembly and tighten the hose clamps(44 lb.in)

STEP 25

Reconnect the electrical connection for the sending unit.

STEP 26

Connect all of the fuel water separator connections. To reconnect the yellow clip fuel line connector, slide it back onto the frame mounted fuel line and

[Cookie Preferences](#) he locking tab back into place.

For the blue fuel line connector, slide it back onto the top of the water separator and slide the locking ring back to the locked position. At this point you can also connect the electrical connector at the bottom of the separator.

STEP 27

Reinstall the Torx water separator screw. If the screw will not easily thread in, your water separator isn't fully seated on the bracket. Wiggle it gently while looking through the bolt hole to see when it fully seats.

- Torx 30

STEP 28

Reconnect the DPF line.

STEP 29

With the tank fully raised, install the tank straps and bolts(30 lb.ft (40 Nm).

[Cookie Preferences](#) rap bolts are 13mm. We like to install the longer of the 4 bolts in the middle strap driver side bolt position.

STEP 30

Install the front S&B Skid Plate Support. Guide the U-bolts through the holes on the skid plate and use a washer and nylon lock nut on each U-bolt. Make sure to start these lock nuts by hand before tightening down. Use a hand ratchet to torque these in a diamond pattern to ensure the skid plate contacts the tank evenly. THIS FRONT SUPPORT SKID PLATE MUST BE INSTALLED

STEP 31

Install the OEM Skid Plate if your truck was equipped with one. Use the S&B provided 1.75" skid plate spacers and new hardware. Ensure the skid plate spacers are lined up with their corresponding position. The driver side front corner gets a spacer with 2 lined up holes, the passenger side rear spacer

[Cookie Preferences](#) offset holes, and the other 2 positions only have 1 hole.

STEP 31B

The 1.75" spacers go in between the skid plate strap and crossmember or frame on the truck. Use the provided S&B bolts.

STEP 32

Make sure the u-bolts are positioned correctly on the crossmember bracket.

FINAL CHECKLIST

This final checklist is very important.

#1 Make sure all bolts and nuts are safely fastened and torqued.

#2 Ensure there is proper driveshaft clearance.

#3 If you reinstalled the OEM skid plate, make sure the edges of the skid plate can't rub the tank. If they are, you'll need to bend the edges of the skid plate out and/or add washers to the skid plate spacer.

#4 Double check fuel line connections, the electrical connection as well as the vent and fill lines.

#5 Lastly, fill the tank full and check for any leaks.

If you have any questions, call or text us at [909.675.1313](tel:909.675.1313)

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