



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

SHOP CATEGORIES

WHY S&B



INSTALL INSTRUCTIONS FOR 75-5068



PRINT

BEFORE YOU START

- Please read the entire product guide before proceeding.
- Ensure all parts are present.
- If you are missing any of the components, call our customer support at (909) 947-0015.
- Do not work on your vehicle while the engine is hot.
- Make sure the engine is turned off and the vehicle is in Park or the Parking Brake is set.
- Note: This intake kit may not fit with the following Aftermarket Parts installed: Aftermarket Parts installed, Body Lift or Lowering Kit, Custom Hood, Intercooler or Turbo upgrades

REQUIRED TOOLS

- 7mm, 8mm, 10mm, & 13mm Wrench & Socket
- 1/8" Allen Key (Supplied w/ Kit), 3/16" Allen Key
- T27 Security Torx Wrench
- 5/16" Nut Driver or Flat Blade Screwdriver
- Phillips Screwdriver, Pliers or Channel locks





ITEM	QTY.	DESCRIPTION	PART NUMBER
A	4	Flat Head Screw #10-24 x .50"	Ai2005-00
B	4	#10 Counter Sunk Washer	Ai2057-00
C	1	Edge Trim	Ai1636-01
D	1	Clear Lid	Ai1613-00
E	1	Air Filter	KF-1037/KF-1037D
F	1	Hose Clamp #72	AG-1009-00
G	1	Side Inlet Seal	Ai1611-00
H	1	Retaining bolt, Allen M8	Ai1369-00
I	1	Air Box	AL1218B-00
J	1	Front Inlet Seal	Ai1610-00
K	4	Spacer	Ai1621-00
L	1	Factory Swing Gate Motor	-----
M	4	Washer Sealing #10	Ai1273-00
N	4	Screw #10-24 x 1.75"	Ai1619-00
O	1	Swing Gate Dam	Ai1623-00
P	2	Locknut #10-24	Ai1047-00
Q	2	Screw #10-24 x .75"	Ai1624-00
R	4	Washer Flat #10	Ai1226-00
S	1	Swing Gate Arm	Ai1622-00
T	1	Tube Seal	Ai1614C-00
U	3	Screw Pan head #8-32 x .50"	Ai14479-00
V	1	MAF Gasket	Ai1301-00
W	1	IAT Gasket	Ai1302-00
X	1	Intake Tube	AL1218-00
Y	1	Hose Clamp #16	AG1001-00
Z	1	Reducer Hose 1.00 ID" x .75 ID" x 8.00L"	Ai1996-00
AA	1	Hose Clamp #12	AG1030-00
AB	2	Hose Clamp #64	AG1018-00
AC	1	Coupler, 4.10" ID X 2.50"	Ai1333C-00
		PARTS BELOW ARE NOT IN THE EXPLODED VIEW	
AD	1	Hex Allen Key 1/8"	Ai1634-00
AE	1	Extension Harness	Ai1721-00

STEP 1

Switch the ignition to Key-Off and set the parking brake. It is important to let the computer power down for 10 minutes before disconnecting the negative cables on both batteries.

IMPORTANT: Failure to disconnect the battery for a minimum of 2 hours may cause the Check Engine Light to illuminate upon completion of the installation or subsequent operation. **DO NOT SKIP THIS STEP!**



STEP 2

Disconnect the electrical connection for the Intake Air Temp (IAT) sensor and the Mass Air Flow (MAF) sensor then unsnap the wire loom from the tube.

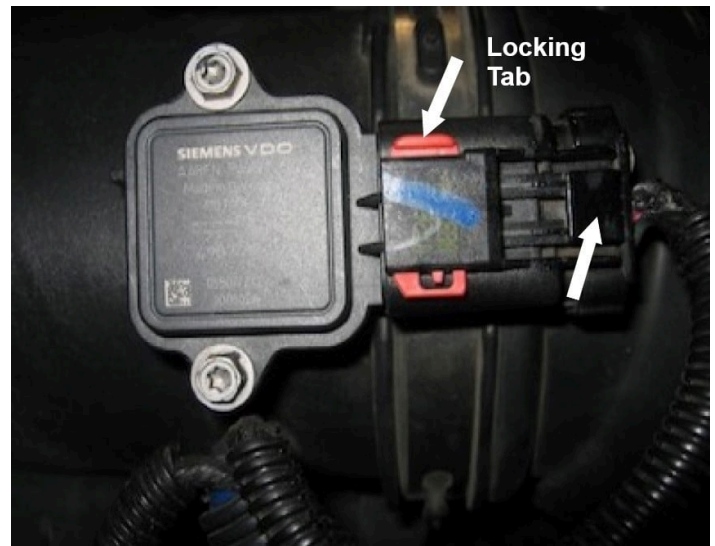


STEP 3

For the MAF sensor, slide the Red locking tab up then depress the black locking tab to disengage the connector.

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For the IAT sensor just depress the grey lever while disengaging the connector.



STEP 4

Loosen the hose clamp at the turbo inlet, next pinch the spring clamp and slide it up the steel piping. Then disconnect the silicone hose from the steel piping and remove spring clamp.

Note: On the 2016 models, there might be some rubber around the spring clamp holding it in place. You will have to tear or cut this piece so it would be easier to remove.

STEP 5

Remove factory retaining bolt on the front of the factory airbox. Once retaining bolt is removed disconnect the hose clip by pulling up and then move hose forward to help remove the airbox.

STEP 6

Lift up on the factory air box, be careful not to remove the whole box because the swing gate motor harness is still connected. Remember to move the hose forward from Step 6 when pulling out the box.

STEP 7

Disconnect the harness from the Factory Swing Gate Motor (L) that is located on the side of the factory airbox. Press in the locking button on the connector and pull out. Unsnap the wire loom clip from the airbox.

STEP 8

Once the harness is disconnected, completely remove the factory airbox and intake tube by lifting up and out.

STEP 9

Remove the MAF sensor and IAT Sensor from the factory air box by removing the three factory bolts.

STEP 10

Place the MAF sensor and IAT Sensor onto the Intake Tube (X) using the 8-32 Screw (U), and MAF and IAT Gasket (V & W).

STEP 10 (IMAGE 2)

STEP 11

Remove the Factory Swing Gate Motor (L) from the side of the factory airbox using a T-27 Torx key.

A good amount of force may be required to remove the motor from the factory airbox. The motor shaft may need to be rotated while removing from the factory butterfly valve in the factory airbox. Grab both the butterfly valve and motor and twist while pulling out.

STEP 13

Mount the swing gate motor onto the bottom of the Intake Airbox (I) using Spacer (K) and #10-24 Screw (N) and #10 Washer (M).

STEP 14

Construct the S&B Swing Gate Dam to Arm (O & S) using the provided hardware (Q, R, & P) and using the provided Allen Key (AD). If you desire to have both inlets open in the airbox skip this step.

Warning!: The Dam (O) must be installed during harsh weather including but not limited to rain, ice, sleet or snow; or engine damage could result.

STEP 15

Install the Tube Seal (T) onto the Airbox (I).

STEP 16

Install the Side and Front Inlets (G & J) into the Airbox (I) by inserting and snapping into place. A bit of force and effort may be necessary to install inlets and seal. The lip on the airbox must sit in between the center grooves on the inlets. Line up each part with the dot on the box.

STEP 16 (IMAGE 2)

STEP 16 (IMAGE 3)

STEP 17

When placing the Swing Gate Arm (S) onto the Factory Swing Gate Motor (L) please make sure the flat side of the swing gate arm is placed correctly on the flat side of the motor shaft. Push down on swing gate arm all the way down till it snaps into place.

Note: Do NOT remove the swing gate arm if at all possible after installing it to the motor as this could damage the snap-in feature of the arm.

STEP 18

Do NOT remove or manually, turn the Swing Gate Arm (S) after it is attached to the motor as this could damage the arm. If removal of Swing Gate Dam (O) is desired, leave the Swing Gate Arm (S) attached to the Factory Swing Gate Motor (L), and carefully unbolt the Swing Gate Dam (O) from the Swing Gate Arm (S).

WARNING

Warning: Never operate the vehicle without the Swing Gate Arm (S) installed or an Active Airbox Error messages will occur. Never remove or manually rotate the arm once it is installed on the motor shaft. Doing so will damage the swing arm and cause an Active Airbox Error. The Dam (O) can be removed during good weather conditions, but the Arm (S) must remain attached to the motor (see #18 above). In the event that you receive an Active Airbox Error message, you will need a reset kit (HP1321-00). Please visit our website or contact S&B Filters for more information.

S&B Filters is not responsible for any engine damage whatsoever if the air dam is removed and damage results due to water, hail or snow.

STEP 19

Install the Reducer Hose (Z) with #16 and #12 Hose Clamp (Y & AA). Next, install Coupler (AC) and #64 Hose Clamp (AB) onto the Intake Tube (X). Remember to only tighten the #16 Hose Clamp (Y) and #64 Hose Clamp (AB) on the tube side.

STEP 20

Install Intake Tube (X) into Airbox (I) by sliding the tube through the Tube Seal (T). This should be a snug fit. A perfect seal is not required.

STEP 21

Before installing the Airbox (I) and Intake Tube (X) assembly, connect the Extension Harness (AE) to the Factory Swing Gate Motor (L). Then connect the factory sensor to the back end of the Extension Harness (AE).

STEP 22

Place the Airbox (I) with air tube assembly into the vehicle.

STEP 23

When fitting the S&B intake box into the vehicle please make sure that the stand-off post on the bottom of the airbox fit properly into the holes on the airbox tray in the vehicle. Reach under the airbox to feel if the posts pushed through the holes (grommets). Be careful not to push too hard or the tabs will break off the battery tray.

STEP 23 (IMAGE 2)

STEP 24

After dropping in the box move hose forward to let the box drop down completely. Once the box is dropped flush a reconnect hose clip to the vehicle.

STEP 25

Push down on the airbox and tighten the provided Retaining Bolt (H). If the bolt does not align correctly please go back to Step 24 to make sure the box is set correctly.

STEP 26

Connect Coupler (AC) to turbo and tighten #64 Hose Clamp (AB). Please make sure the coupler is pushed all the way onto turbo before tightening completely.

STEP 27

Install the Reducer Hose (Z) onto the crankcase ventilation line then tighten #12 Hose Clamp (AA).

STEP 28

Reconnect the MAF and IAT sensor.

STEP 29

Install the Air Filter (E), please make sure to install with the flat side up and feed the filter onto the tube and push down. Once installed, tighten the #72 Hose Clamp (F).

STEP 30

Remove the protective covering from the Clear Lid.

STEP 31

Install the provided Edge Trim around the lid. Once edge trim is installed roll the sides of the lid on a flat surface to ensure a tight seal. Then install the Snap-In Clear lid onto the airbox by inserting one corner of the seal fully first, then work around the lid by pressing down until each section has snapped in.

STEP 32

Reconnect the negative terminal on both batteries. Inspect your installation, make sure the kit is properly positioned and all fasteners are secure. Keep all stock parts in case you would ever need to reinstall the stock intake assembly. Affix the ID label near the intake kit. The installation is now complete.

