



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

SHOP CATEGORIES

WHY S&B



INSTALL INSTRUCTIONS FOR 75-5090



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: Body Lift or Lowering Kit, Custom Hood, Throttle Body Spacer / Upgrade

REQUIRED TOOLS

- 10mm, 13mm Wrench/Socket
- 1/4" Wrench/Socket
- 5/16" Nut Driver
- Flat Blade Screwdriver or Panel Popper
- Pliers
- Phillips Screwdriver

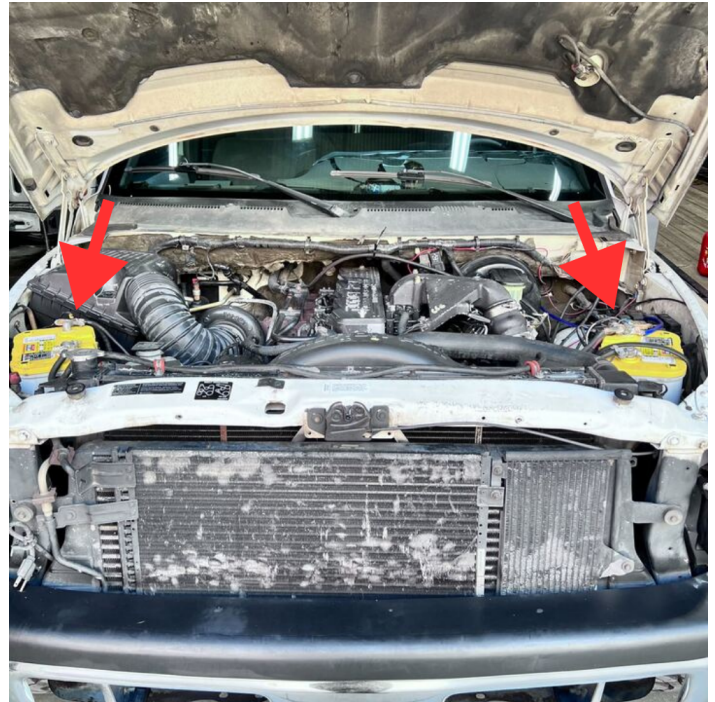


<https://sbfilters.com/pages/75-5090install>

STEP 1

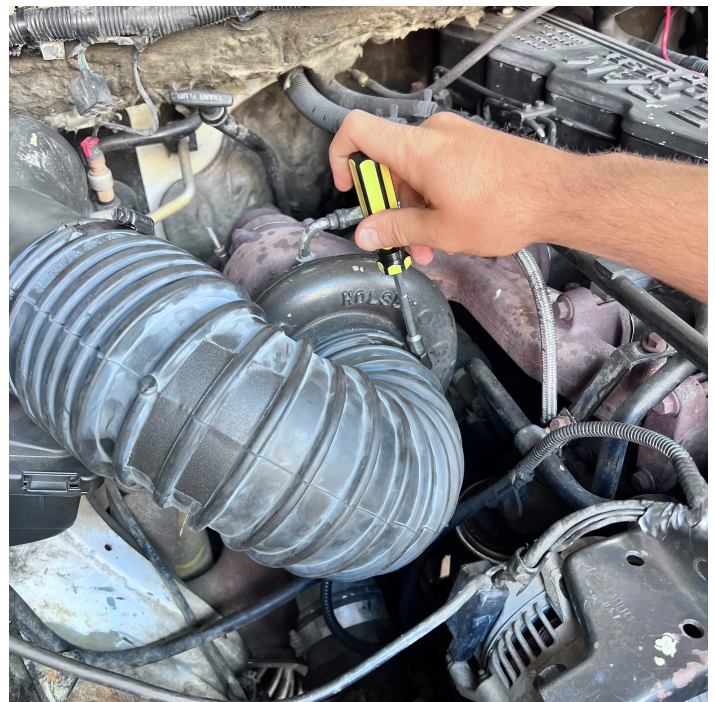
With the ignition switched off, the parking brake set and the engine cooled down, disconnect the negative battery cables on both batteries.

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

Use a Flat Blade Screwdriver or 5/16" Nut Driver to loosen the hose clamp at the turbo inlet. Then unclip the three clips on top of the airbox. Remove the stock airbox lid, air tube, and filter.



STEP 3

Cookie Preferences Omm Socket or Wrench to remove the three nuts securing the airbox. Then remove the airbox and fender inlet from the vehicle.



STEP 4

Install the circular Box Seal (B) into the Airbox (A) by pressing it into position.

STEP 5

Install the Fender Seal (D) into the Airbox (A) by hooking the flange groove onto the airbox opening.

STEP 5 (IMAGE 2)

STEP 6

Place a Rubber Spacer (**K**) over each of the factors threaded studs on the inner fender, then set the Airbox (**A**) in place over the studs.

STEP 7

Position the Fender Seal (**D**) up to the fender. Use a 1/4" Socket/Wrench to tighten the 1/4"-20 Locknut (**N**) and Washer (**M**) to secure the Airbox (**A**). If the stud starts to spin, proceed to Step 8 for a solution.

STEP 7 (IMAGE 2)

STEP 8

(OPTIONAL) If the factory threaded stud starts to spin you will need to remove the front passenger side fender liner to grab the bottom of the stud with pliers. Remove the factory push in pins with a Panel Popper or Flat Blade Screwdriver. The factory pins will most likely break during the process. We have provided Panel Retainer Pins (Q) to replace the broken factory pins during reinstallation. Tighten down the Airbox (A) by using pliers to grab the head of the stud from the bottom and a 1/4" Socket/Wrench on the Locknut, 1/4-20 (N) from the top.

STEP 8 (IMAGE 2)

STEP 9

Slide the Coupler (F) with Hose Clamp #64 and #72 (H & O) onto the turbo. Tighten Hose Clamp #64 with a Flat Blade Screwdriver or 5/16" Nut Driver. Leave Hose Clamp #72 loose for now.

STEP 10

Place the Air Filter (C) into the Airbox (A).

STEP 11

Slide one end of the Air Intake Tube (E) into the Airbox (A) and the other end into the Coupler (F). Tighten both Hose Clamp #80 (G) and Hose Clamp #72 (O) with Flat Blade Screwdriver or 5/16" Nut Driver.

STEP 12

Press the clear Lid into the groove of the rubber molding.

STEP 13

Press down to secure the clear lid to the Airbox (A).

STEP 14

(OPTIONAL) Reinstall the fender liner if removed in Step 8. If not proceed to the next step. Push in the Panel Retainer Pin (Q) provided to replace the broken factory pins.

STEP 15

Reconnect the negative terminal on both batteries. Inspect your installation, make sure the kit is properly positioned and all fasteners are secure. Affix the CARB and ID label near the intake kit.