



INSTALLATION INSTRUCTIONS



P/N 76-1003

VEHICLE APPLICATIONS

**2003-2004
Ford F-Series
6.0L Power Stroke Diesel**

CAUTION: All required torque specs. Are called out in **Inch** pounds **NOT** foot pounds!

PARTS LIST			
QTY	DESCRIPTION	QTY	DESCRIPTION
1	(D) Intake Elbow	1	(H) Boost Tube
3	(A) M6x30mm Bolt	1	(I) Hump Adapter
1	(B) M6x93mm Bolt	1	(F) Straight Adapter
3	(E) 1/8" NPT Plug	2	(G) T-bolt Clamp
4	(C) M6 Washer	1	(J) Thread Locker

TOOLS REQUIRED
8mm Socket
10mm Socket
Sml. Flat Head Screwdriver
7/16 Deep Socket
3/16" Hex Drive
Torque Wrench (In.lb.)
Socket Extension

1. This installation will take approximately 1 hour to complete. With the ignition switched off, place the vehicle in Park and or set the Parking Brake. Now disconnect the negative battery cables.



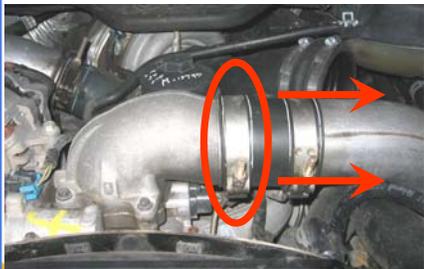
2. This step is **optional** and will only allow you better access to the elbow mounting bolts. Use a small flat head screwdriver and pry the clips open and pull up working your way across to remove the upper fan shroud.



3. You will need to remove the OE air box assembly to gain access to the clamps on the OE boost tube. If you have already installed an after market intake follow the manufactures removal and installation procedures. You can also go online to www.sbfilters.com and obtain the installation instructions for kit p/n 75-5032 to aid you in the removal process.



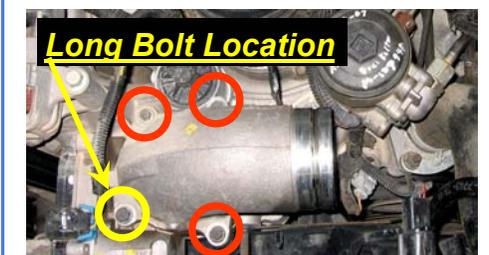
4. Loosen the hose clamp at the OE elbow and pull the adapter off the elbow.



5. Loosen the hose clamp at the intercooler lower flange and remove the OE boost tube from the vehicle along with the hose clamps. Remember the twists and turns you make as the S&B Boost Tube (H) will need to follow the same path back in.



6. Remove the 4 bolts that secure the OE elbow to the intake manifold (note the location of the long bolt) and remove the elbow from the vehicle. Careful not to let any debris fall into the intake manifold.



7. Apply a thread sealant (such as Teflon tape) to each 1/8 NPT plug (E) and insert the plugs into the ports you will not use on the S&B elbow (D). Use a 3/16 hex socket and torque, do not exceed 40 In. lbs.



8. Place a M6 Washer (C) over each M6 x 30mm Bolt (A) and one over the M6 x 93mm Bolt (B), next apply a small amount of the supplied Thread Locker (J) to each of the bolt threads.



9. Now remove the other OE clamp from the lower end of the OE boost tube. Clean the two clamps as they will be reused in the same location on the S&B Boost Tube (H).



10. Place the OE clamps over the S&B Hump Adapter (I) and slide the adapter over the lower flange of the intercooler.



11. Place one of the S&B T-Bolt Clamps (G) over the S&B Straight Adapter (F) and slide it on the upper end (large diameter) of the S&B Boost Tube (H).



12. Snake the S&B Boost Tube (H) into position and into the S&B Hump Adapter (I).



CONTACT S&B FILTERS

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INSTALLATION INSTRUCTIONS (continued)

13. Position the OE clamps and torque them to 106 In. lbs.



14. Place the other S&B Clamp (G) over the end of the S&B Adapter (F).



15. Insert the S&B Elbow (D) into the S&B Straight Adapter (F) and align the bolt holes with the intake manifold. Note: wipe the mating surfaces clean prior to assembly.



16. Insert the M6 x 30mm Bolts (A) and the M6 x 93mm Bolt (B) in the proper locations and torque the bolts to 100 In. lbs.



17. Position the S&B T-bolt Clamps (G) as to not hit the hood when closed and torque them to 90 In. lbs.



18. Reinstall the air intake system and filter.

19. Align the upper fan shroud and snap into place.



20. Reconnect the batteries. Inspect your installation, make sure kit is properly positioned and all fasteners are secure.

21. Adhere the C.A.R.B. exemption sticker in plain sight under the hood.

WARNING!

DO NOT OPERATE THE VEHICLE WITH THE HOOD RAISED. AS SERIOUS INJURY AND OR DEATH COULD OCCUR!

PERFORMANCE TESTING

- * Engage parking brake and start your engine. Listen for abnormal noises. If an air leak is detected, re-inspect hoses and connections as they may need to be repositioned and tightened.
- * **Important!** S&B FILTERS recommends that you keep your OE intake elbow in the event it is required in the future.
- * In order to maintain your warranty, all connections and components must be checked periodically for alignment and for proper tension on all connections. Failure to do so may void your warranty.

Emission Standards

The California Air Resource Board (CARB) requires that an E.O. identification label be applied to the vehicle in order to pass a smog check inspection when a Performance Intake Elbow has been installed.

You must place the E.O. label provided on or near the intake elbow after installation so that a smog check technician can easily verify the E.O. number.

As of April 2009, S&B has never had a product where CARB denied an exemption request; however, the exemption process with CARB can take as long as 18 months. Check the status of the exemption process by looking up a specific part number at www.sbfilters.com. The CARB Exemption number and/or status is listed under the Product Details section for each part number. If the status shows as "Pending," CARB has yet to issue an exemption. Products that have not been issued an EO number are street legal in most states, but may not be used on emission controlled vehicles in the state of California and are for off road use only.

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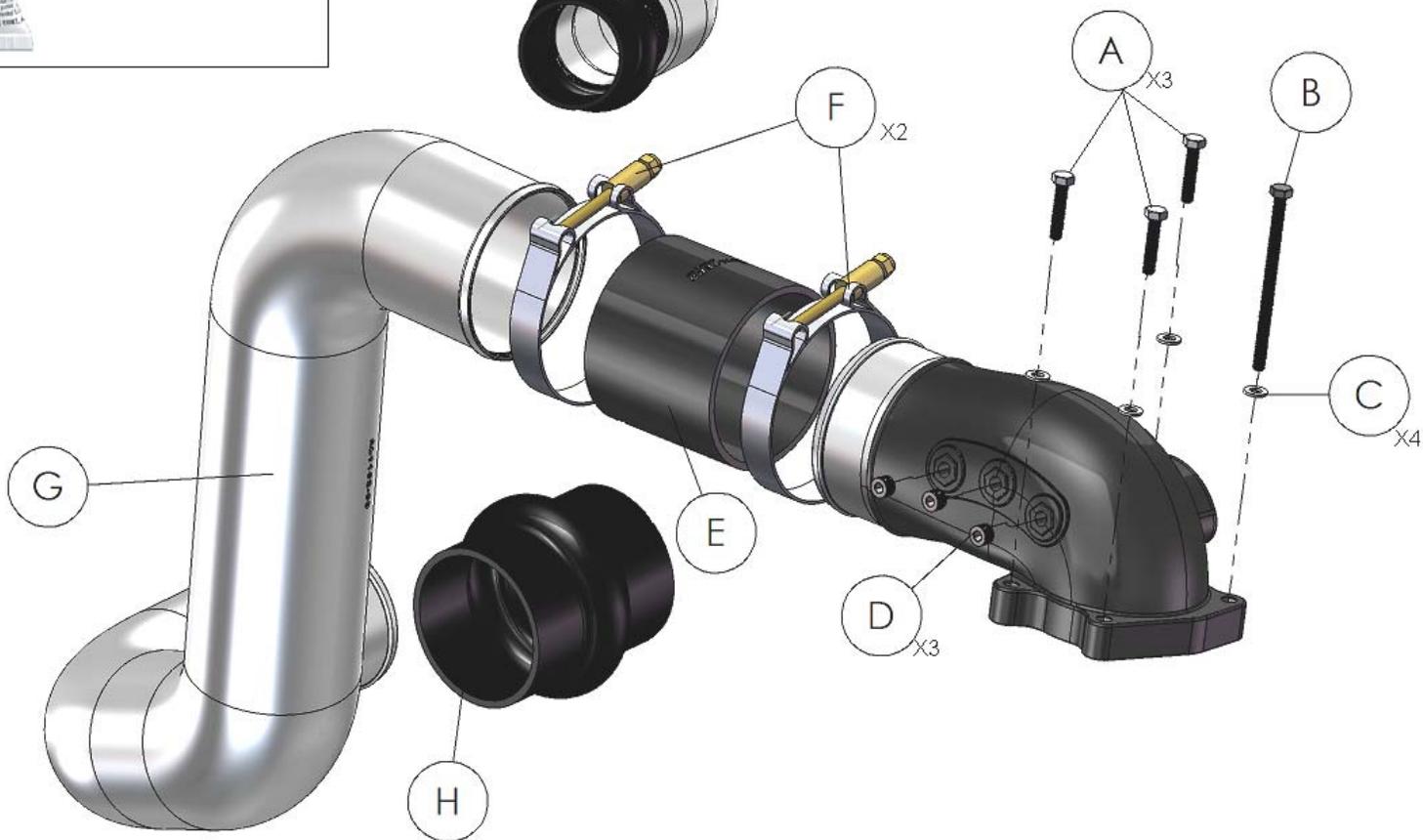
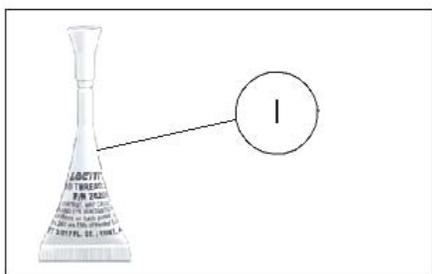


S&B FILTERS

Performance Intake Elbow



S&B PIN 76-1003



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S&B FILTERS

Performance Intake Elbow



Intake Elbow Product Warranty

The warranty period for S&B Intake Elbows is 5-Years. Returns are not accepted once the parts have been installed.

Never operate the vehicle (including but not limited to a dyno run) with the hood raised as serious injury and /or death could occur!

Warranty Conditions

Product returned for warranty resolution must be accompanied by a Return Material Authorization (RMA) number obtained in advance from an S&B customer service representative. S&B will be the final authority on all warranty decisions.

The original consumer who purchased the S&B product must also provide proof of purchase to be eligible for the warranty. Those S&B products used in any type of racing or for off-road use are not covered by the warranty. S&B products that are modified or that are used on custom applications are also not covered. Products made and/or sold by S&B on a private label basis are also not covered by the warranty.

This warranty shall not apply to any unit which has been improperly stored or installed; subjected to misapplication, improper operating conditions, accidents, or neglect; or which has been improperly repaired or altered or otherwise mistreated by the owner or his agent.

Warranty Coverage

S&B Filters, Inc. (S&B) warrants to the original purchaser that any parts purchased shall be free from defects in material and workmanship. A defect is defined as a condition that would render the product inoperable. This warranty does not cover deterioration of plating, paint or any other coating. S&B's liability is limited to the repair or replacement, at S&B's option, of any warrantable product returned prepaid with a complete service history and proof of purchase to the factory. A valid proof of purchase is a dated bill of sale. Repaired or replaced product will be returned to the customer freight collect. Accepted warranty units which have been replaced become the sole property of S&B. Mileage is not a factor. All S&B products are subject to the provisions stated herein regardless of mileage.

Except as set forth in this warranty, S&B disclaims any implied warranty, including implied warranties of merchantability and fitness for a particular purpose. **S&B also disclaims any liability for incidental or consequential damages including but not limited to, repair labor, rental vehicles, hotel costs or any other inconvenience costs.** This warranty is in lieu of all other warranties or guarantees, either expressed or implied, and shall not extend to any consumer or to any person other than the original purchaser residing within the boundaries of the continental U.S. or Canada.

Warranty does not cover conditions where heat-damage resulted due to overly-rich fueling conditions.

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