

FREE SHIPPING ON ORDERS OVER \$99*

INSTALL INSTRUCTIONS FOR 10-1008

PART#: 10-1008

Vehicle Application

- YEAR: 2017-2022
- MAKE: Ford
- MODEL: F-250, F-350 and F-450 Crew Cab Long Bed,
- ENGINE: 6.7L Diesel

Required Tools

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

Optional Tools

- Vehicle Lift
- Transmission Jack
- Precision Pick

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.

Before You Start

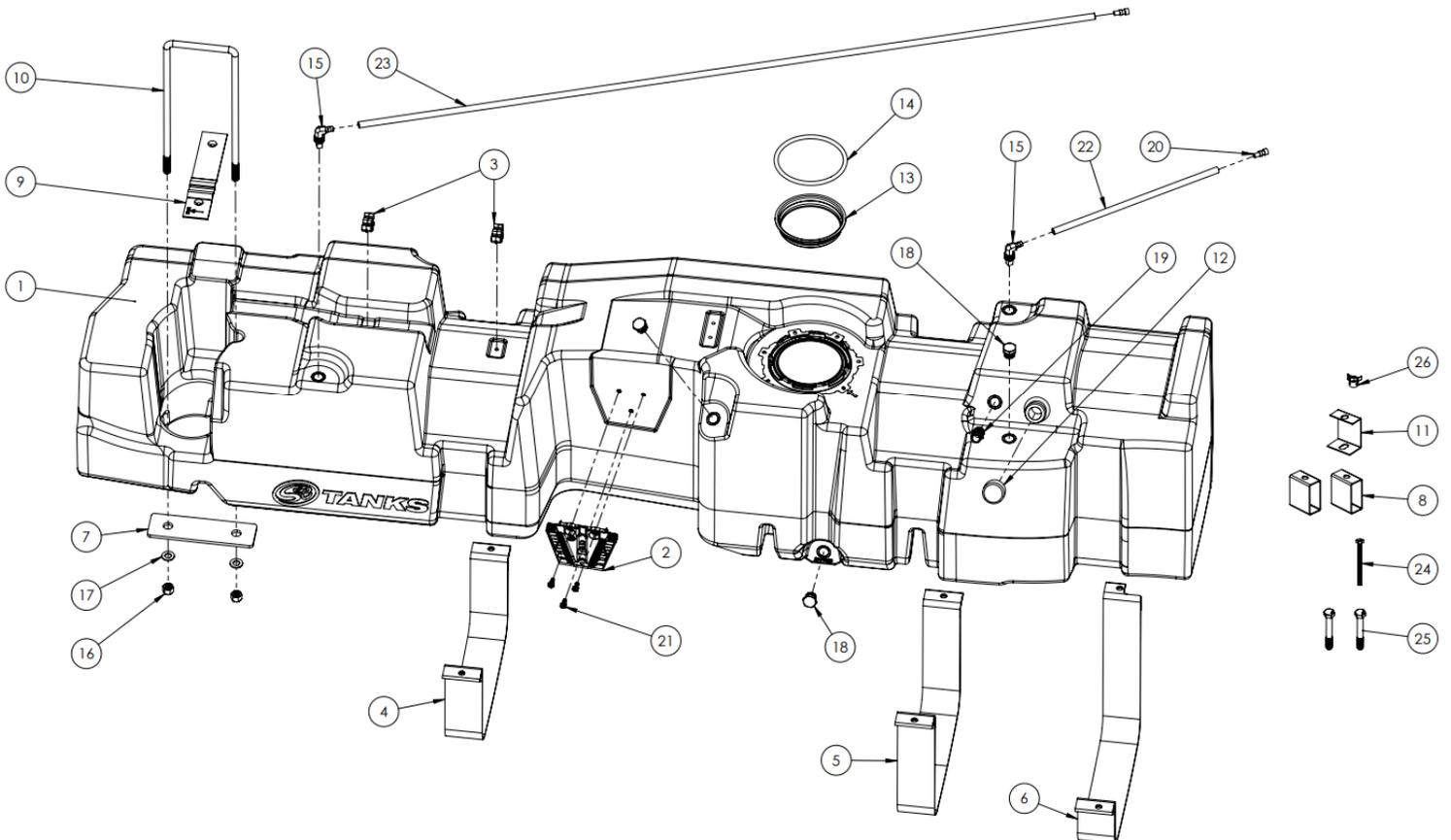
Drain your original fuel tank before beginning the S&B Installation process. S&B Tanks recommends removing only an empty or near empty tank for your safety. We recommend using a siphon or electronic transfer pump.

Please note, that this tank does not have a built-in sump for aftermarket lift pumps. The fitting on the bottom of the tank should only be used for draining. The fuel pickup on aftermarket lift pumps be done according to the aftermarket lift pump manufacturers specifications.

Install time: 3-4 hours

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.



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	10-1008	HIGH CAPACITY REPLACEMENT TANK	1
2	TI1011-00	WATER SEPARATOR BRACKET (INJECTION MOLDED)	1
3	TI1017-00	FUEL LINE HOLDER (2 LINES)	2
4	TI1018-00	FRONT FUEL TANK STRAP FOR 10-1008	1
5	TI1019-00	MIDDLE FUEL TANK STRAP FOR 10-1008	1
6	TI1020-00	REAR FUEL TANK STRAP FOR 10-1008	1
7	TI1021-00	CROSSMEMBER STRAP FOR 10-1008	1
8	TI1023-00	SKID PLATE SPACER FOR 10-1008 (1.25 X 1.25 X 2", SINGLE HOLE)	2
9	TI1025-00	CROSSMEMBER STRAP HOLDER FOR 10-1008	1
10	TI1036-00	UBOLT FOR 10-1008	1
11	TI1037-00	10-1008 SPACER FOR DRIVESHAFT SID OF SKID PLATE	1
12	TI1092-00	TANK FILLER COVER	1
13	TI1093-00	TANK OPENING PLUG	1
14	TI1094-00	BUNA-N 50 DURO 8MM CS x 17.32" CUT LENGTH	1
15	TI1122-00	ROLL OVER VENT FITTING, 1/2" NPT	2
16	TI1123-00	NYLON-INSERT LOCK NUT	2
17	TI1124-00	WASHER	2
18	TI1125-00	.5" PIPE PLUG	3
19	TI1128-00	BARBED VENT FITTING, STRAIGHT, 3/4" BARB TO 1/2" NPT	1
20	TI1141-00	ROLLOVER VENT CAP	2
21	TI1146-00	1/4-20 SCREW	3
22	TI1149-15	5/16" FUEL HOSE 15"	1
23	TI1149-60	5/16" FUEL HOSE 60"	1
24	TI1151-00	M8 X 1.25MM THREAD, 90MM LONG	1
25	TI1152-00	M12 x 1.75 MM THREAD, 90 MM LONG, PARTIALLY THREADED	2
26	TI1158-00	CONSTANT-TENSION SPRING-BAND CLAMPS FOR 5/8" OD HOSE AND TUBE	1

INSTALLATION INSTRUCTIONS

STEP 1

If you can complete step 3 without removing the filler neck from the bed, skip this step. Remove the filler neck from the bed. Remove the diesel cap and pry the plate covering the bolts off. A precision pick can be used to help with prying the plate off. Using a 5/16" nut driver, remove the 3 bolts holding the filler neck to the bedside.

- 5/16" Nut Driver



STEP 2

If using a 2 post lift, it is important to ensure the rear driver side lift pad doesn't protrude inboard of the frame rail. Your S&B Tank will extend further than the OEM tank and be flush with the inside of the frame rail.

- Installation can be completed without a lift. Make sure the vehicle is safely parked with the parking brake set. If your truck is lowered or has running boards you may have to use a jack to get the S&B Tank in position.



STEP 3

Remove the filler neck and vent hoses from the filler neck assembly.

- Flathead Screwdriver or 5/16" Nut Driver



STEP 4

Remove the OEM Skid Plate. There are 6 13mm bolts that hold the skid plate up.

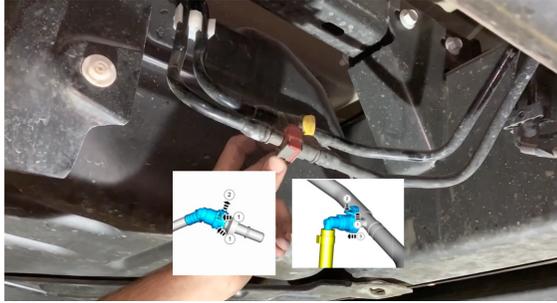
- 13mm Socket
- Ratchet



STEP 5

Remove the two fuel lines positioned in front of the fuel tank. For the red connector, pinch the small end of the red tab pull out the red piece until it's unlocked.. For the yellow connector, pull the locking tab out(at the base of the connector) and depress the upper tab to remove the connector.

- Be careful with these connectors, they are known to break. Refer to our installation video if you need more detail on how to correctly remove these clips.



STEP 6

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



STEP 7

Remove the bolt holding the water separator to its bracket.

- Torx 30 Driver



STEP 8

Center the hydraulic jack underneath the fuel tank and raise until the jack contacts the tank. Caution: Support the tank properly as remaining fuel can slosh and cause the tank to shift.

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



STEP 9

Remove the 6 bolts holding the 3 tank straps in place. Do NOT use a drill/air ratchet or you risk spinning the cage nuts.

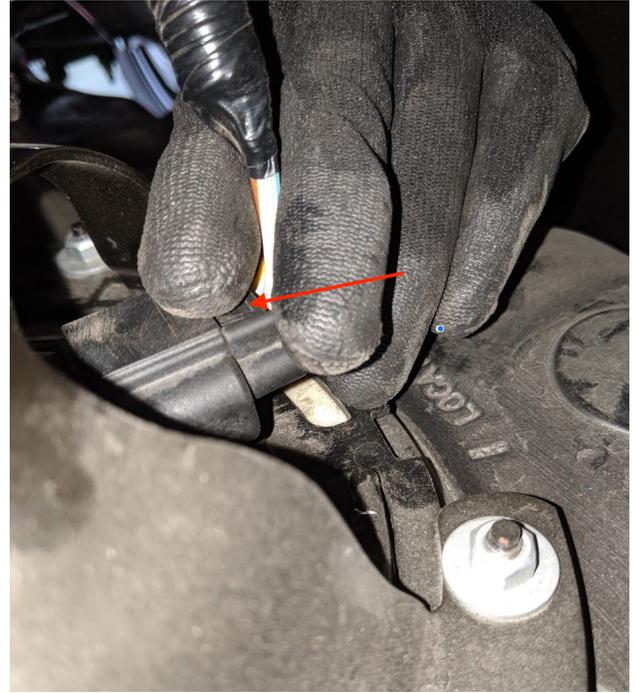
- 13mm Socket
- 12" Extension
- Ratchet



STEP 10

Lower the tank 6". Then, reach between the top of the tank and the bottom of the frame rail to disconnect the electrical connection for the sending unit. Depress the tab and the connector will release. After this is disconnected the tank is free to drop. Please check to make sure nothing else is connected to the tank from the truck

- Hydraulic Jack



STEP 11

Remove the 3 bolts that hold the sending unit guard to the locking ring. It is important to remember the orientation of the sending unit guard.

- 10mm Socket
- Ratchet



STEP 14B

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 Torx screw for now, it is easier to do that once the tank is in the truck.

- Ratchet
- 13mm Socket
- 12" Extension
- Hydraulic Jack



STEP 15

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

- Mallet/Hammer
- Flathead Screwdriver



STEP 16

Check the inside of your S&B Tank for any debris.



STEP 17

Place the S&B o'ring in the o'ring groove. Be sure to use the black S&B o'ring.

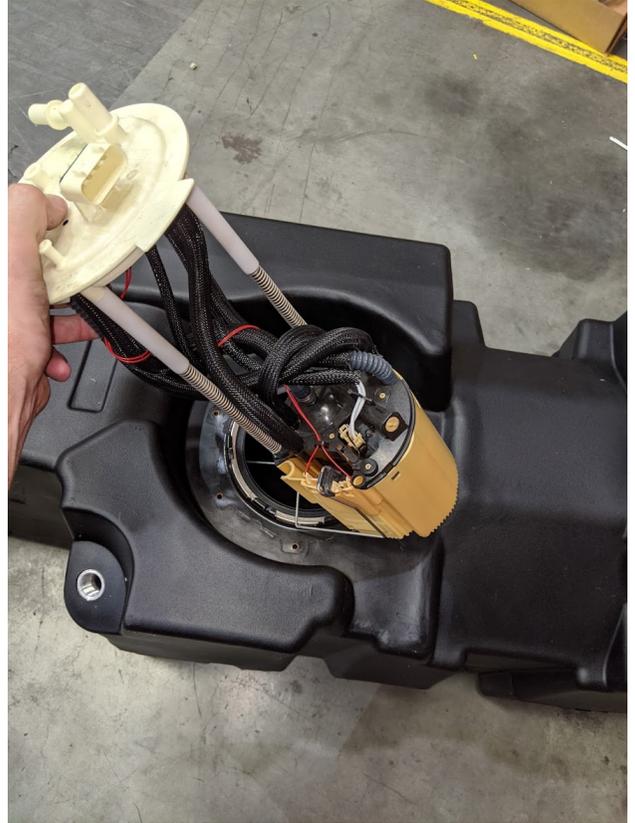


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STEP 18

Insert the sending unit into the S&B Tank. The tab on the sending unit flange should line up with the arrow on the S&B Tank. Be careful to not damage the OEM float when putting it in the tank.



STEP 19

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 past the indentation of the receiving ring on your S&B Tank.

- Flathead Screwdriver
- Hammer/Mallet



STEP 19B

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.



PRESSURE TEST

This step is important to ensure your o'ring is seated properly.

- Block off openings with electrical tape or with fingers
- Apply air pressure through the fill tube, spray soapy water around o'ring area and look/listen for leaks
- If there are leaks, call/text 909.675.1313

<https://youtu.be/FqOYrRuplKU>



STEP 20

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

- Flathead Screwdriver or 5/16" Nut Driver



STEP 20B

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 21

Reinstall the fuel lines into the fuel line holder on the S&B Tank. Once they're clipped in, reconnect the sending unit connections. Push the lines inwards and press the locking tab back in to ensure the fuel lines never release.



STEP 22

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.

- 10mm Socket
- Rathcet



STEP 23

You are 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 24

Reconnect the fuel sending unit electrical connector. You will hear a click when it's locked in.



STEP 25

Slide the U Bolt holder over the crossmember and slide it until the cage nuts line up with the holes on the crossmember. Make sure the arrow on the plate is facing forward. Use the included bolts and washers to secure the bracket to the the crossmember.



STEP 25B



STEP 25C

Slide the U Bolt holder over the crossmember and slide it until it sits down into the holes on the crossmember. Make sure the arrow on the plate is facing forward. Take your U Bolt positioning bracket and slide it on top of the cross member. Make sure the arrow is facing forwards. Then that the ubolt and slide it over the crossmember until it's in the valley of the ubolt holder.

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



STEP 26

Route hose over crossmembers and zip tie to the filler neck



STEP 27

With the tank fully raised, install the S&B tank straps and bolts(30 lb.ft (40 Nm). All 6 strap bolts are 13mm.

- 13mm Socket
- 12" Driver Extension
- Ratchet



STEP 28

Reconnect the red and yellow fuel line connections at the front of the tank. Push the quick release couplings onto the tube. Pull on the quick connect coupling to make sure it is securely fastened.



STEP 29

Install the front S&B Support. Guide the U-bolts through the holes on the 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.

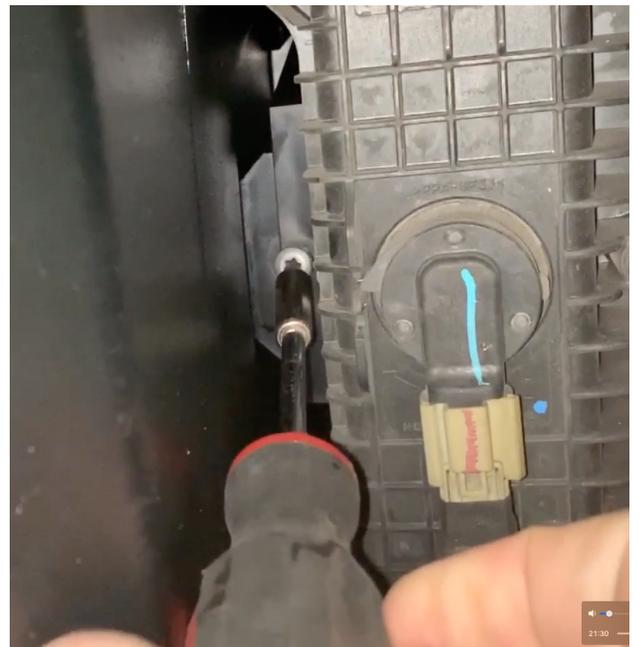
- 19mm Deep Socket
- Ratchet



STEP 30

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 31

Reinstall the filler neck and vent assembly. Slide the hoses over the assembly and tighten the hose clamps(44 lb.in). If you are having trouble getting these back on, you can apply some graphite to the inner lip of the hose.

- 5/16" Nut Driver or Flathead Screwdriver



STEP 32

Optional: If your truck came equipped with an OEM skid plate you can reinstall the skid plate. Use the (2) 2.5" spacers and the (2) M12 bolts on the forward 2 frame mounting points. Use the remaining spacer and M8 bolt to space down the skid plate at the forward driveline position. The rear brackets don't need a spacer to be reinstalled. Loosen the nuts on the skid plate if the bolts aren't lined up with the cage nut in the crossmembers, but be sure to tighten.

- 13mm Socket
- Ratchet



STEP 33

If you disconnected the filler neck assembly in step 1. Reinstall the filler neck into the bed side. Position the neck through the opening and reinstall the 3 bolts. Place the trim piece back in place and screw on the diesel cap.

- 5/16" Nut Driver



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

