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INSTALL INSTRUCTIONS: 10-1005

INSTALLATION INSTRUCTIONS

Vehicle Application

- YEAR: 2014-2020
- MAKE: Ram
- MODEL: 2500 Crew Cab Short Bed(6'4"),
- ENGINE: 6.7L Diesel

Required Tools

- Flathead Screwdriver
- Mallet/Hammer
- 16mm Deep Socket
- Ratchet
- 12" Driver Extension

Optional Tools

- Vehicle Lift
- Transmission Jack
- Precision Pick

Before You Start

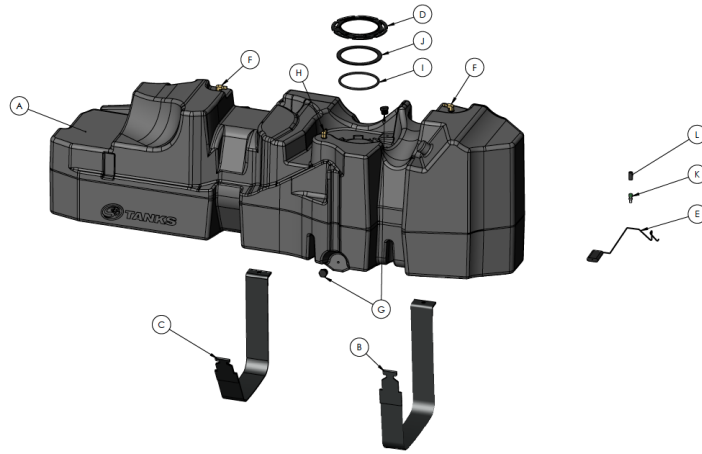
- Please read the entire product guide before proceeding
- Ensure all parts are present.
- If you are missing any parts, please call or text us at (909)-675-1313
- Do not work on your vehicle while the underbody components are hot.
- Make sure the vehicle is in park or the parking brake is set if you 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.

Disconnect and isolate both of the negative battery cables

Install time: 3-4 hours



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
A	10-1005	HIGH CAPACITY REPLACEMENT FUEL TANK	1
B	AI-1053	REAR CROSS MEMBER STRAP FOR 10-1005	1
C	AI-1054	MIDDLE CROSS MEMBER STRAP FOR 10-1005	1
D	AI-1083	4L2Z-9C385-AA LOCKING RING	1
E	AI-1074	FLOAT FOR 10-1005	1
F	HP-0003	ROLL OVER VENT FITTING, 1/2" NPT	2
G	HP-0006	.5" PIPE PLUG	2
H	HP-0010	BARBED VENT FITTING, 90° ELBOW, 3/4" BARB TO 1/2" NPT	1
I	HP-0033	ORING 136.00 MM X 6 MM	1
J	HP-0034	PLASTIC SHIM	1
K	HP-0035	ROLLOVER VENT CAP	2
L	HP-0043	5/16 FUEL HOSE	1

INSTALLATION INSTRUCTIONS

WARNING

This tank will only fit 2014-2020 Ram 2500 Crew Cab Short Bed Trucks. If you have a 2013 Ram 2500 or a 2013-2020 3500 Ram Crew Cab Short Bed, your tank will be available in March-April 2020.

STEP 1

Disconnect and isolate both of the negative battery cables. Loosen the hose clamp on the filler hose. The hose clamp that connects the hose to the tank or the hose hose that connects the filler hose to the metal filler neck clamp can be loosened. You can find these hose clamps by following the filler neck down from the bed to the tank.

- Flat-head Screwdriver

STEP 2

Loosen the hose clamp on the vent hose. The hose clamp that connects the hose to the tank(#2 in the picture) or the hose clamp that connects the vent hose to the metal vent tube(#1 in the picture) can be loosened.

- Flat-head Screwdriver

STEP 3

Disconnect the rear rollover vent tube from the barb plastic piece on the tank.

STEP 3B

Here is a picture to show you where this is located on the tank

STEP 4

Release the DEF lines from the bracket on the OEM tank

STEP 5

Disconnect the feed line, return line and electrical connector from the sending unit.

Blue Connector: Pull out the blue slide and depress the button at the base of the connector.

Push the connector gently in, then away from the nipple.

Green Connector: Depress both green sides and pull off the connector

Electrical Connector: Slide out the red tab with a pick or flat-head screwdriver then depress the tab on the connector and slide off.

- Precision pick or flat-head screwdriver

STEP 6

Remove the OEM fuel tank straps. These are 16mm nuts that hold the straps to the studs.

When removing the straps from the frame side, you will need to push the strap up to release the strap from the cradle.

- 16mm Socket
- 12" Extension & Ratchet

STEP 7

After the tank has been dropped. Remove the OEM fuel sending unit locking ring from the tank by hitting the ring counterclockwise. The OEM o'ring, float, and locking ring won't be used again.

- Pry Bar
- Mallet

STEP 8

Replace the OEM float with the included S&B Float. Please look at how the wire is connected to the resistor card or watch the install video to make sure you don't damage the resistor card.

STEP 8A

To make sure the resistor card wasn't damaged when replacing the OEM float with a S&B float, test with a multimeter. #1 Before installing S&B float, test the readings at full(float in highest position) and empty(float in lowest position) with the oem float. #2 After replacing the float, make sure you still get the same readings

STEP 8B

Please make sure that you have our updated float wire. The updated float wire will move more freely in the sending unit.

STEP 9

Place the S&B o'ring into the o'ring groove then drop the sending unit into the tank. The tab on the sending unit should face the arrow on the S&B Tank. When placing the sending unit into the tank, raise the float to the highest position(12 O'Clock) so it can fit into the tank

STEP 10

Place black shim over fuel sending unit flange/cap. This piece ensures a sufficient o'ring compression. If you are not able to get the locking ring started underneath the teeth on the S&B Tank, then you might not need this shim. Confirm that the o'ring is seated properly by pressure testing the tank.

STEP 11

Place the S&B locking ring over the shim and hit the ring clockwise. Ensure the locking ring is fully rotated until the rib on the OEM locking ring(point A) is PAST the indentation on the S&B receiving ring(point B).

- Pry Bar
- Mallet
- Ratchet

STEP 12

Poke a small hole in the rubber cap covering the filler spout on the S&B Tank, block off the openings in the tank with electrical tape or cover with fingers, spray the sending unit o'ring area with soapy water and pressure test the tank to make sure the o'ring was properly seated and there are no leaks in the tank.

- Compressed Air
- Air gun tool

STEP 13

Center the S&B Tank onto the transmission jack and begin to raise the tank into place. Line up the DEF lines into the groove on the S&B Tank. Raise the tank until connections can be made at the sending unit.

STEP 14

Reconnect the vent and fill hoses to the tank by tightening the hose clamps.

- Flathead Screwdriver

STEP 15

Reconnect the feed line, return line and electrical connector. Make sure the connectors are

locked. To make sure they are locked, gently pull on the connectors to make sure they won't come off and are locked in.

STEP 16

Install the S&B fuel tank straps. First, secure the strap to the frame cradle. Then feed the strap through the stud on the crossmember and reuse the OEM 16mm nut. Tighten the OEM nut to the stud and double check to make sure it is secure(45 ft. lbs).

FINAL CHECKLIST

This final checklist is very important.

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

#2 Ensure there is proper driveshaft clearance.

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

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

If you have any questions, call or text us at 909.675.1313

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