

Riffraff Diesel 6637 Intake Kit 7.3L INSTALL INSTRUCTIONS



IMPORTANT: Before starting installation, please be sure that all items which were supplied with the kit are accounted for.



Parts Required:

1. 6637 air filter
2. Riffraff Diesel Filter Cover
3. Filter to intake hose adapter
4. Large screw-type hose clamp
5. (2) small zip-ties

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INSTRUCTIONS

- 1 Remove the filter minder and the intake air sensor from the intake air box (filter minder pulls out of the rubber mounting grommet; intake air sensor is removed by twisting it 90° and then pulling it straight out of its mounting hole). Put these aside for now. (fig. 1, 2)
- 2 Remove air intake hose and air box lid. Leave hose attached to lid. It is simpler at this point to leave the air intake tube attached to the air intake box lid. (fig. 3)

NOTE: SOME MODELS HAVE A FUSEBOX BENEATH THE AIR INTAKE BOX. FOR THOSE SITUATIONS, THE STOCK BOX'S PLASTIC MOUNTING TABS WILL NEED TO BE TRIMMED. SOME PEOPLE TRIM THESE OFF REGARDLESS, BUT OTHERS LEAVE THEM IN PLACE AND NESTLE THE NEW 6637 ELEMENT BETWEEN THEM TO ALLOW FOR PROPER HOOD CLOSURE. LEAVING THESE PROTRUSIONS IN PLACE HELPS PREVENT FILTER MOVEMENT.

- 3 With the stock intake system removed, you'll probably see an oily residue inside the transition piece and hard tube leading to the turbo inlet. This would be a good time to remove and clean those parts to remove the dirty, oily residue. (fig. 4)
- 4 Remove the soft rubber intake tube from the stock air box lid, and make sure to save the screw clamp.



fig. 1

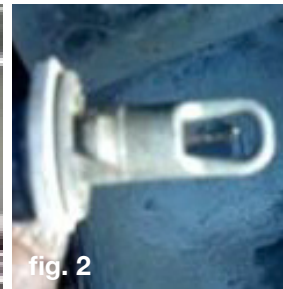


fig. 2

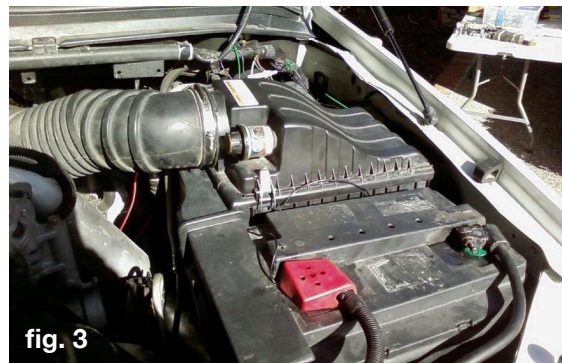


fig. 3



fig. 4

- 5 Insert the filter adapter tube into the 6637 element as pictured in **fig. 5**. There is a small ridge inside the filter's "neck" which will not let the tube go too far inside the filter, but you will have to push hard to get the tube all the way in because it is a snug fit. The total insertion depth is approximately 2.5 inches.

NOTE: UNCOATED METAL TUBE IS USED IN THE PICTURES TO MAKE THE PROCESS EASIER TO SEE AND FOLLOW.

- 6 Make sure the new screw clamp is all the way open and slip both it and your original clamp over the metal tube and down onto the filter neck, but do not tighten at this point. Then slide the rubber intake tube over the metal tube, leaving a 1" gap between the rubber tube and the filter neck, and slide the original clamp back into position on the intake tube. (**fig. 6**)
- 7 Install the Riffraff Filter Cover and ensure the elastic cover ends fit tightly around the filter ends.

TIP: The metal cage surrounding the filter's paper pleats have sharp points and edges which can easily snag and potentially tear the fabric cover. This potential problem can be avoided by either of two installation techniques:

- a) Roll the sides of the cover down like you might roll a sock down your leg before slipping it off your heel and foot, then place the end of the cover on the end of the filter element and unroll the sides until the filter is completely inside; or
 - b) Get a grocery store plastic bag (Walmart, Home Depot, Lowes, etc.) and slit the bottom completely open. Insert the bag into the filter cover and open it up as if it were a liner inside the cover. Holding the top handles of the bag and the top edges of the cover, slide them together over the filter. Pull the bag handles to remove it from between the filter and cover.
- 8 Both the filter minder and the intake air sensor can be simply left lying on the fender liner where they will ride easily with no consequences. Alternatively, you can also zip-tie them to the brake master cylinder or the wiring harness on top of the fender liner as pictured. (**fig. 7**)



fig. 5



fig. 6

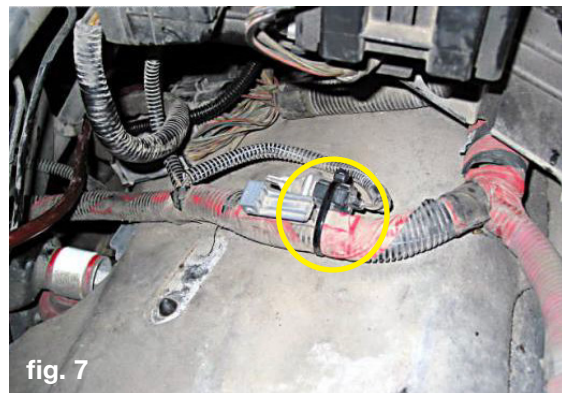


fig. 7

- 9 Reconnect the intake tube to the hard transition piece going to the turbo (where it was originally connected), and tighten all clamps to secure the parts together. Once you are finished, recheck all screws, bolts, and all clamps for tightness. (**fig. 8**)

NOTE: IF ANY OF THESE PARTS DO NOT STAY TOGETHER, YOUR TURBO WILL INGEST DIRTY, UNFILTERED AIR WHICH HAS BEEN KNOWN TO RESULT IN TURBO AND/OR ENGINE DAMAGE WHEN NOT CORRECTED VERY QUICKLY.



fig. 8

Instructions and pictures provided by weekendwarriors32, jtharvey, Kwikkordead, F250_ and the whole FTE crew