

97767 | BANKS BOOST TUBE UPGRADE KIT FOR 2011-2026 FORD SUPER DUTY 6.7L DIESEL

26020, and
26017-26019

Banks High-Flow Boost
Tubes

2023-2026 Ford Super
Duty 6.7L High Output

2017-2026 Ford Super
Duty 6.7L

2011-2016 Ford Super
Duty 6.7L



Please read through the

This Banks Boost Tube upgrade kit for Ford Super Duty covers 2011-2026 model years. While the install steps are identical across this year range, the parts in your kit will vary slightly between 2011-2016, 2017-2026, and High Output models. Use the Bill of Materials list below to verify the parts included in your kit.

If installing only the upper or lower boost tube, jump down to the section that applies to you.

Bill of Materials | Hot Side Boost Tube

Description	Part #	Qty.
Hot Side Boost Tube for Non-HO	42469-R	1
Hot Side Boost Tube for HO	42474-R	
Hot Side Billet Boost Tube Adapter	42322	1
4.00" T-Bolt Clamp	92901	2
3.25" T-Bolt Clamp	92860	1
3.00" T-Bolt Clamp	92893	1
3.50" to 3.00" Hump Hose Reducer	94532	1
3.50" to 2.75" Hose Reducer	94535	1
Viton O-Ring #60	93868	1
Silicone Grease	90005	1



Bill of Materials | Cold Side Boost Tube

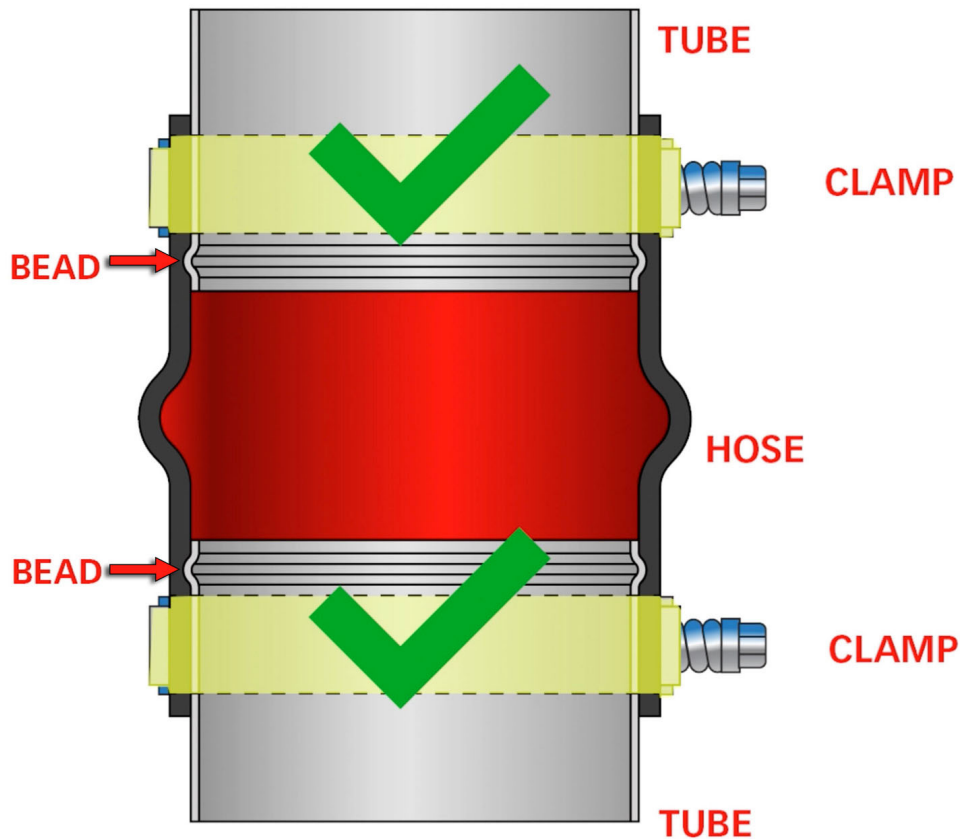
Description	Part #	Qty.
Cold Side Boost Tube	42470-R	1
Cold Side Billet Boost Tube Adapter	42321	1
4.00" T-Bolt Clamp	92901	3
3.50" T-Bolt Clamp (2011-2016)	92895	1
3.00" T-Bolt Clamp (2017-2025)	92893	
3.50" to 3.50" Hump Hose	94316	1
3.00" to 3.50" Elbow (2011-2016)	94532	1
2.60" to 3.50" Elbow (2017-2025)	94534	
Viton O-Ring #65	93867	1
Silicone Grease	90005	1



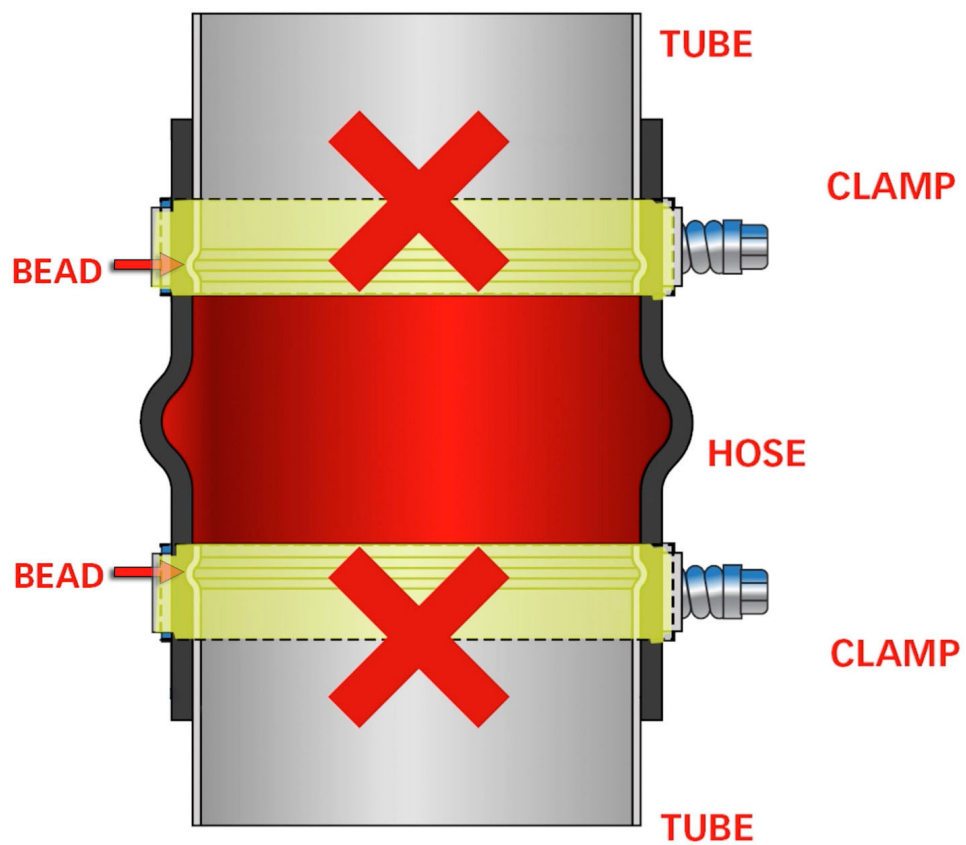
ATTENTION: Boost-Tube

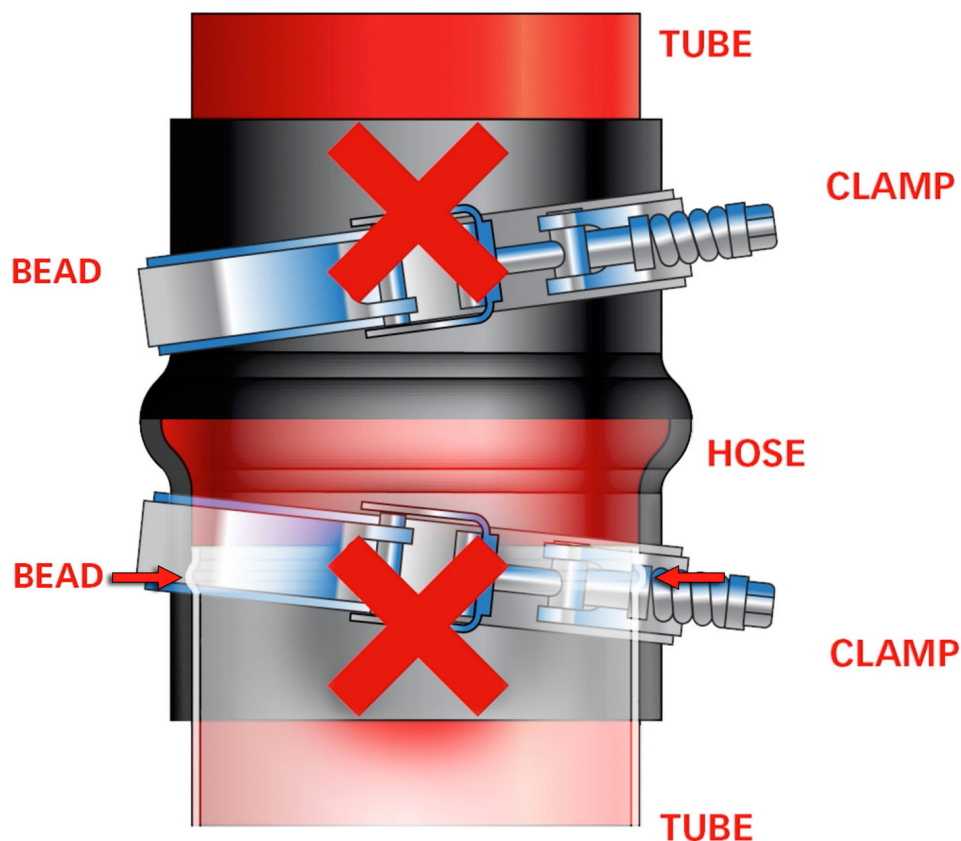
Clamps

When installing the clamps, be sure the hose and clamps go on far enough to clear the bead on each end.



An improper installation, such as a clamp sitting directly on a bead or crossed diagonally, will result in a boost leak.





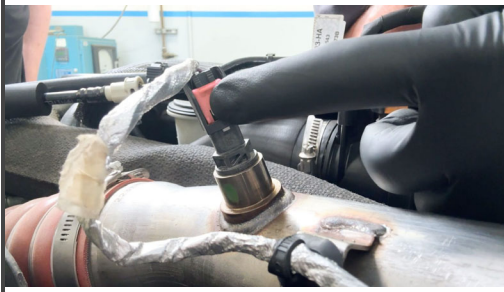
General Installation Practices

[General Installation Practices - Show](#)

1) Stock Hot Side Removal



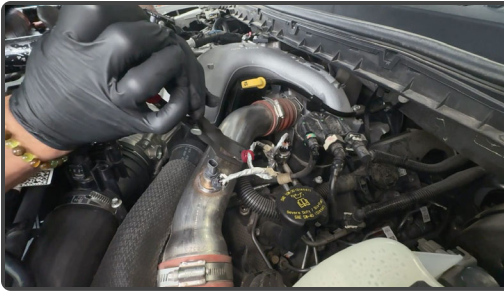
Remove the negative lead from both batteries.



High Output Only:
Slide the locking tab
up on the hot side
temperature sensor.



High Output Only:
Pull up and unplug
the harness from the
sensor.



High Output Only:
Free the harness from
the stock boost tube



With a flat head
screwdriver, pop the
retaining clip free
from the compressor
outlet. This factory
retaining clip will be
transferred to the
Banks Hot Side Boost
Tube Billet Coupler.
Do not discard this
spring clip!

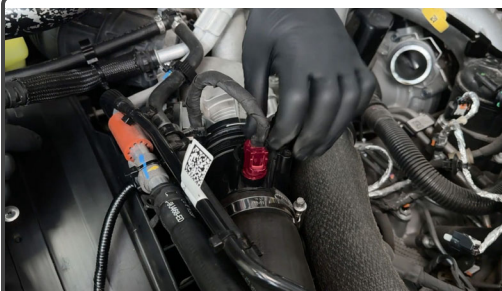


Loosen the clamp on the charge air cooler with an 11mm socket.



Carefully lift the stock boost tube up and out of the engine bay.

2) Stock Cold Side Removal



Unplug the temperature sensor on the cold side boost tube.



With a flat-head screwdriver, release the retaining clip from the throttle inlet. This factory retaining clip will be transferred to the Banks Cold Side Boost Tube Billet Coupler.



Pull the stock boost tube free from the throttle.



With a long extension, loosen the clamp on the charge air cooler outlet.



Carefully lift the stock boost tube up and out of the engine bay.

3) Banks Boost Tube Prep



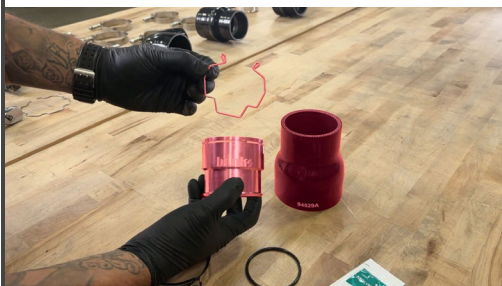
On the cold side boost tube, lift the locking tab on the temperature sensor,



Then twist the sensor to release it from the tube.



High-Output Only:
With a 15mm socket,
remove the
temperature sensor
on the hot side tube.



Grab the 3.5" to 2.75"
reducer, the smaller
of the two billet
couplers, and the
factory hot side
retaining clip removed
from the stock
coupler.



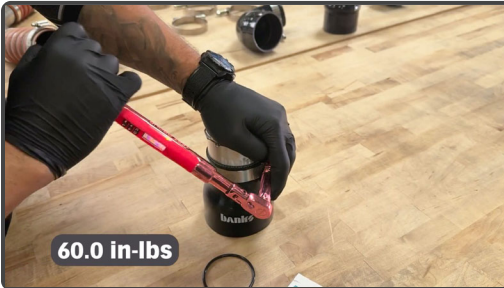
Line the retaining clip
up with the groove on
the billet coupler; it
will snap into place.



Slip a 3.0" T-bolt
clamp onto the
reducer, and the billet
coupler into the
reducer until it fully
seats.



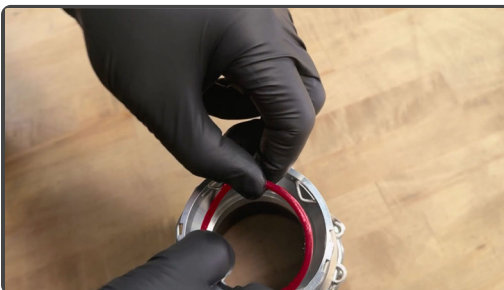
Snug the clamp down.
Be sure it's straight
and not at an angle or
on top of a bead.



Torque to 60 in-lbs



Apply a small dab of
the provided silicone
lubricant onto the #60
Viton O-Ring.



Slide the O-Ring into
the groove inside the
billet coupler.



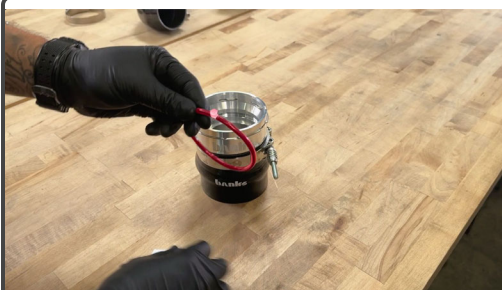
Snap the cold side
retaining clip onto the
larger billet coupler



Slide a 4.0" T-bolt clamp over the 3.5" hump hose, and insert the later billet coupler until it fully seats.



Be sure the clamp is straight and not at an angle or on top of a bead. Torque the clamp to 60 in-lbs



Apply a small dab of the provided silicone lubricant onto the #65 Viton O-Ring.



Slide the O-Ring into the groove inside the billet coupler



Apply a small amount of the provided silicone lubricant onto the o-ring for the cold side temperature sensor.



Line the locking tab on the sensor up with the notch on the boost tube.



Twist the sensor to lock it; it will snap into place.



High Output Only:
Apply a small amount of the provided silicone lubricant onto the o-ring for the hot side temperature sensor.



High Output Only:
With a 15mm socket, secure the temperature sensor to the hot side boost tube.

4) Banks Hot Side Installation



Grab the assembled billet coupler for the compressor outlet.



Attach the coupler to the compressor outlet, check that the retaining clip snaps into place, and that the clamp is not rubbing against the intake manifold.



Give the assembly a tug to be sure it is secure, then slip a 4.0" T-bolt clamp onto the other end.



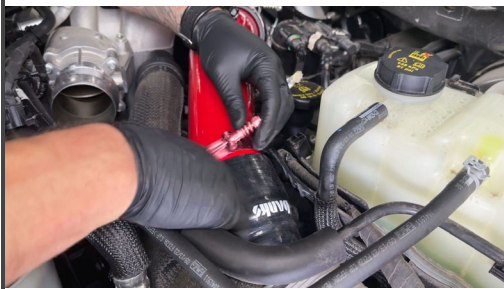
Slip a 4.0" T-bolt clamp and hump hose onto the other end of the Banks Boost Tube.



Slide on and fully seat the hump hose onto the charge air cooler inlet.



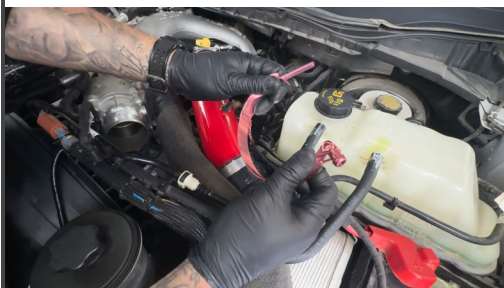
Depending on the year and trim of your Super Duty, you may have to adjust the clamp direction to avoid contact with the stock components.



If there is interference, undo the clamp and spin it around so its orientation is not rubbing on any stock components.



In this case, we tightened the clamp from under the Boost Tube.



Disassemble the 3.25" T-Bolt clamp so you can wrap it around the Charge Air Cooler inlets hump hose.



Secure the clamp with a 11mm socket.



Check that all clamps are at 60 in-lbs.

High Output Only:
Plug in the Hot-Side temperature sensor and harness.



High Output Only:
Plug in the Hot-Side temperature sensor and harness.

5) Banks Cold Side Installation



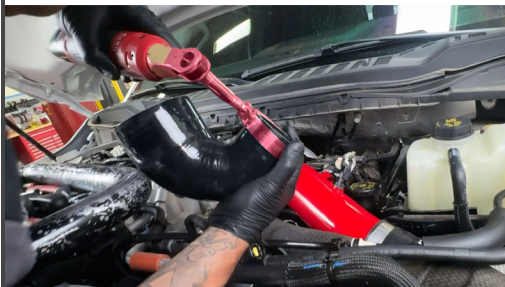
With a 10mm socket, remove the bolt from the power steering reservoir.



Move it out of the way and secure it with a zip-tie for now.



Attach the cold side coupler assembly to the throttle and adjust if the clamp interferes with any stock components or hoses. Be sure the retention clip snaps into place and is secure.



Loosely secure a (3.5" for 2011-2016 or 3.0" for 2017-2025) T-bolt clamp to the end of the reducer elbow.



Slip the reducer elbow over the charge air cooler outlet. Leave the clamp loose for now so you can adjust its orientation for the boost tube.



Slip a 4.0" T-bolt clamp over the other end of the reducer elbow.



Slip the lower half of the cold side Boost Tube into the reducer elbow. Fully seat the tube until it stops on the internal lip in the elbow.



Do the same for the upper half.



Check that the hose is fully seated on the Boost Tube. Check that the clamps are straight and not at an angle or sitting on top of the bead.

Torque the lower clamps to 60 in-lbs.



Reinstall the power steering reservoir back to its original location.

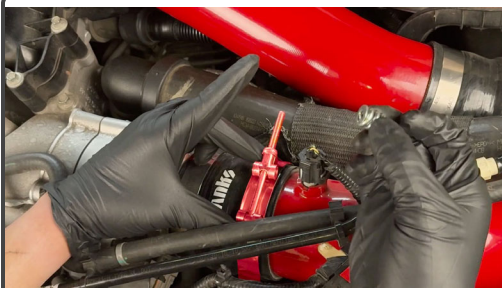


Note: Clamp Orientation.

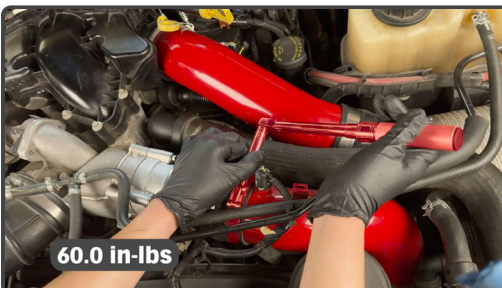
If the T-bolt clamps have the studs facing up, they will rub on the coolant hose. Re-adjust so the clamps are twisted away from the coolant hose.



Disassemble a 4.0". T-bolt clamp, and wrap it around the top of the boost tube.



Check that it does not interfere with any stock hoses or components.



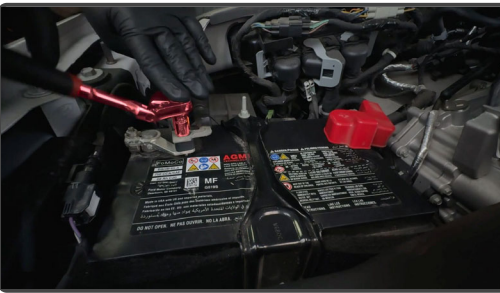
Torque all T-bolt clamps to 60 in-lbs.



Move the cold side temperature sensor harness clip closer to the driver's side to free up some slack for the sensor.



Plug the harness back into the cold side temperature sensor.



Reconnect the negative battery terminals.

Check for any loose connections, hoses, clamps, or sensors. And enjoy your new Banks Boost Tubes.



