



Automotive & Powersports **THE FACTS ABOUT YOUR INTAKE & AIR**

ISO 5011 Tested to Make Sure You Maximize Airflow While Still Protecting Your Engine.

Part Number: 75-5062, 75-5062D
Description: Performance Intake Kit & Filter
Vehicle Applications: 1998-2003 Ford Powerstroke 7.3L

Test Date: 03/21/18
Test Report #: 1, 2, 3, 4, 5, 6

TECHNICAL BULLETIN

There is a lot of misinformation in the marketplace. S&B publishes specific test results for each of our intakes & filters as shown below, so you can make an informed decision. Remember, improving your airflow is only good if your engine is still protected. That's the S&B difference!

FACT: S&B Flows 53.66% Better than Stock

In tests performed in our climate controlled laboratory according to the ISO5011 Test Standard, S&B's intake kit (and filter) had significantly lower restriction (better airflow) than the stock intake system. See the graph on the next page.

WATCH OUT: Some competitors over state airflow.

If they state that their filter will flow, lets say 1000 cfm, without stating at what restriction level, they are trying to mislead you.

Description	% S&B Flowed Better than Stock (tested @ 631 cfm)
S&B Intake w/ Cleanable Filter	53.66%
S&B Intake w/ Dry Filter	51.43%

TEST CONDITIONS

Barometric Pressure	28.98
Airflow Setpoint	631 cfm
Relative Humidity	50
Temperature	70.2F
Type of Dust	ISO Coarse
Batch #	13228C
Dust Feed Rate (grams/minute)	17.87

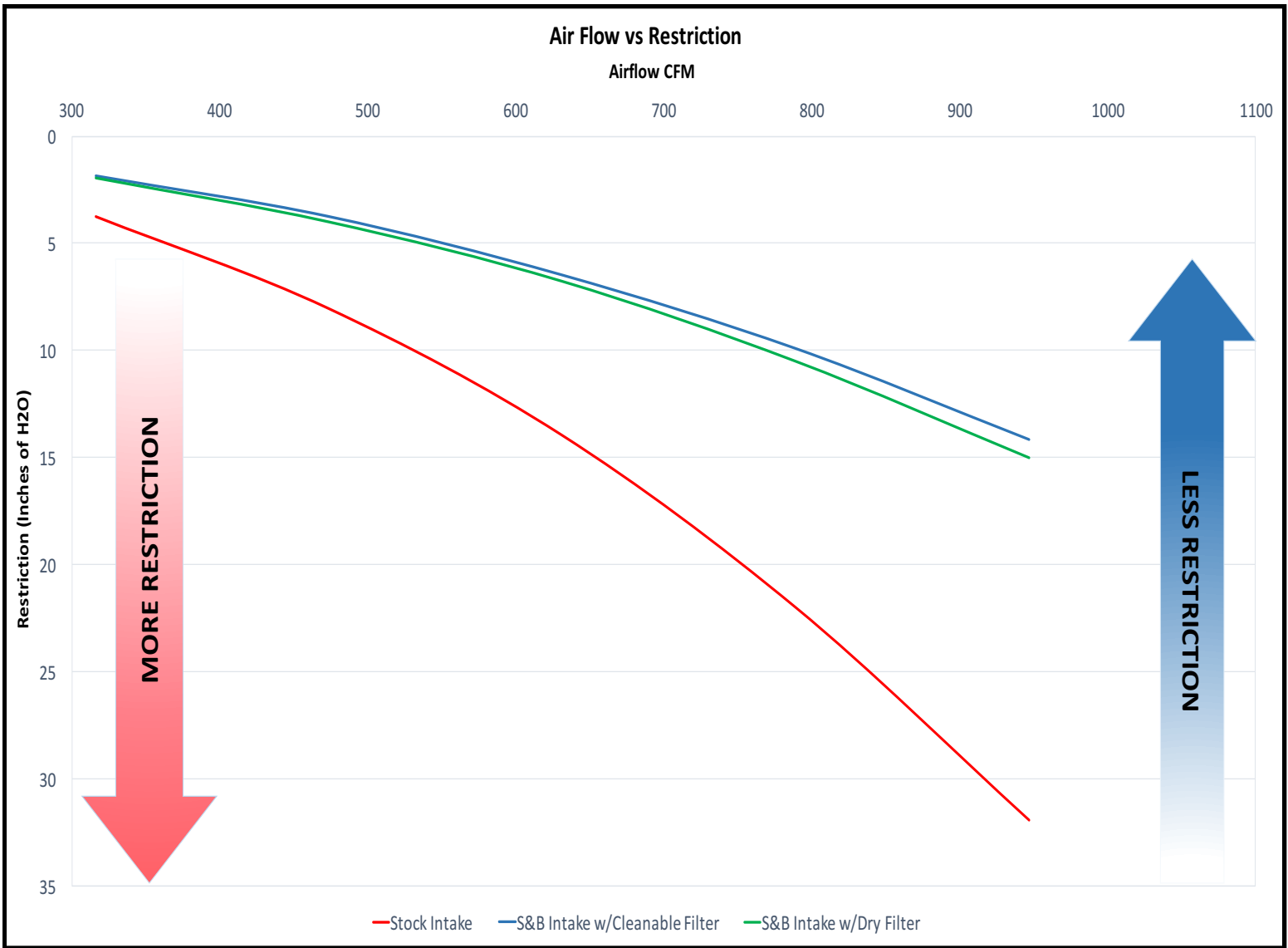
FACT: S&B Protects Your Engine

S&B tests at the highest rated CFM for your vehicle when determining the efficiency rate (amount of dust the filter stops), so that we can be sure that your engine will be protected.

Description	Efficiency Rate (tested @ 631 cfm)
Stock	99.67%
S&B Intake w/ Cleanable Filter	99.37%
S&B Intake w/ Dry Filter	99.68%

WATCH OUT: Some Competitors Use the Same Efficiency Rates for Multiple Part Numbers.

Many send one filter off to a lab to be tested at a low cfm and then publish this efficiency rate for all of their part numbers.



Air Filter Restriction Test Report

Test #: 399
Sample #: 1
Filter #: FA1680
Housing #:
Date Code:

Operator: SD
Report Date: 3/21/2017
Filter Mfg.:
Housing Mfg.:



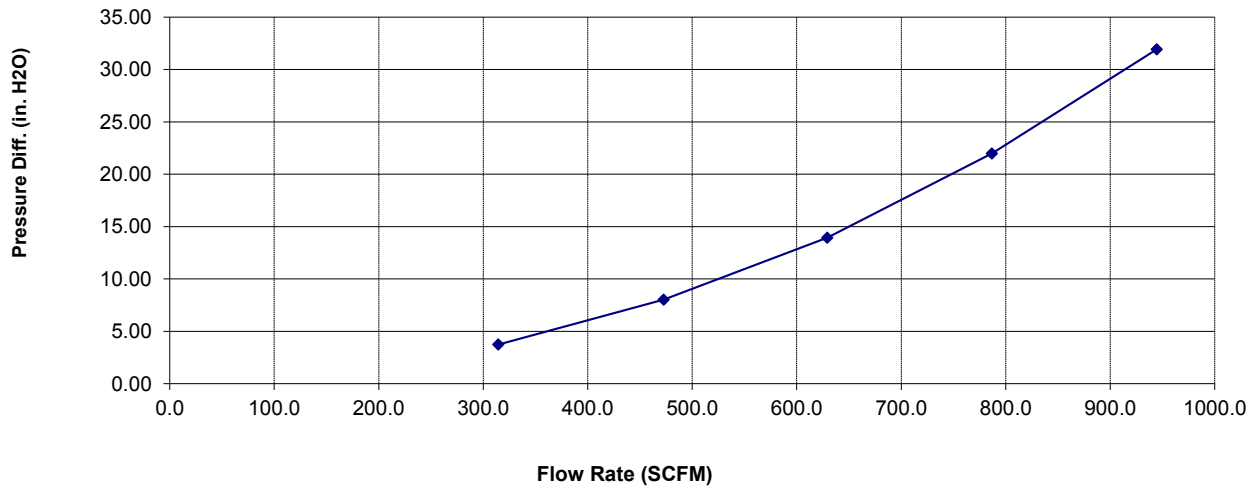
Test Description: STOCK INTAKE AND FILTER, NO SENSORS, NO FILTER MINDER, MOTORCRAFT# FA1680

Test Conditions

Barometric Pressure: 28.95804 in. Hg
Air Flow Type: SCFM
Number of Pleats:
Flow Direction:

Relative Humidity: 50 %
Temperature: 65 deg. F
Pleat Depth: in.

Air Flow Curve



Air Flow Curve Data

<u>Flow Rate</u>	<u>Differential Pressure</u>
315	3.74
473	8.02
629	13.94
787	21.98
944	31.92

Air Filter Restriction Test Report

Test #: 399
Sample #: 3
Filter #: KF-1059
Housing #: 75-5062
Date Code:

Operator: SD
Report Date: 3/21/2017
Filter Mfg.:
Housing Mfg.:



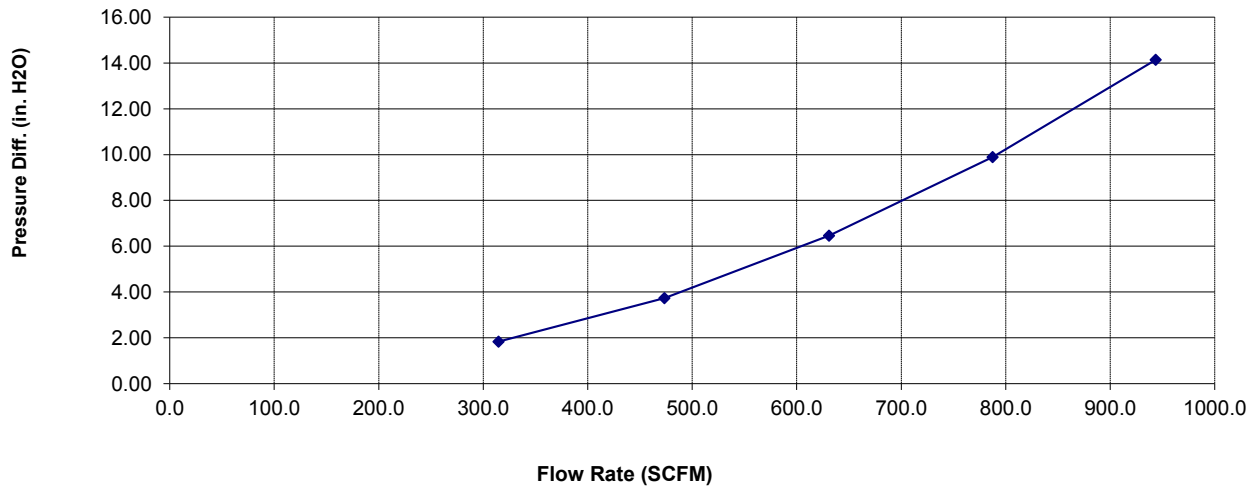
Test Description: 75-5062 PRODUCTION KIT, NO SENSORS NO FILTER MINDER, LID INSTALLED, FENDER SEAL INSTALLED
KF-1059

Test Conditions

Barometric Pressure: 28.9595 in. Hg
Air Flow Type: SCFM
Number of Pleats:
Flow Direction:

Relative Humidity: 47 %
Temperature: 68 deg. F
Pleat Depth: in.

Air Flow Curve



Air Flow Curve Data

<u>Flow Rate</u>	<u>Differential Pressure</u>
315	1.84
474	3.73
631	6.46
788	9.89
944	14.14

Air Filter Restriction Test Report

Test #: 339
Sample #: 4
Filter #: KF-1059
Housing #: 75-5062
Date Code:

Operator: SD
Report Date: 3/21/2017
Filter Mfg.:
Housing Mfg.:



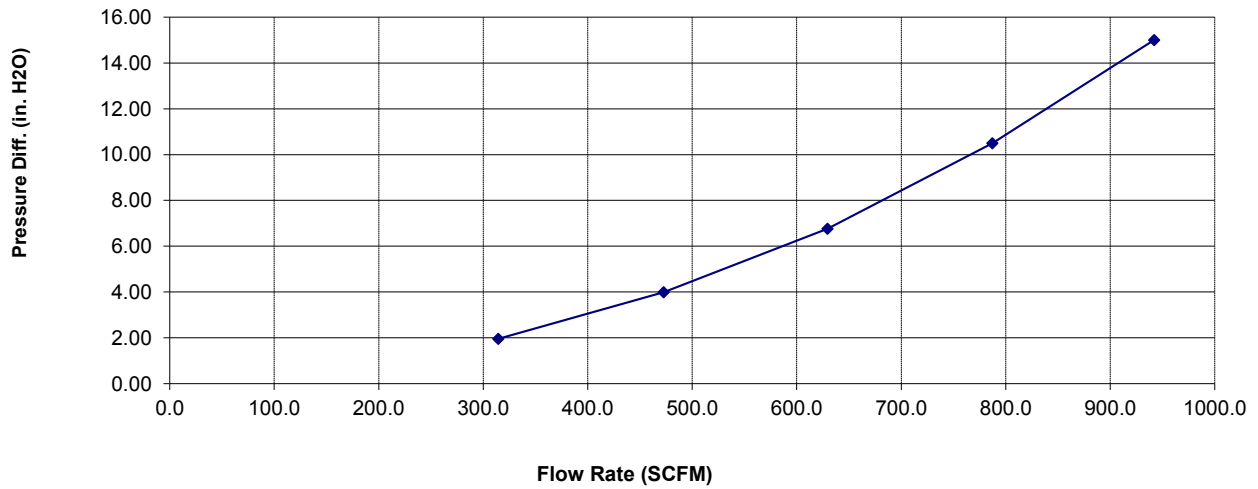
Test Description: 75-5062 PRODUCTION KIT, NO SENSORS, NO FILTER MINDER, LID INSTALLED, FENDER SEAL INSTALLED
KF-1059D

Test Conditions

Barometric Pressure: 28.96146 in. Hg
Air Flow Type: SCFM
Number of Pleats:
Flow Direction:

Relative Humidity: 48 %
Temperature: 68 deg. F
Pleat Depth: in.

Air Flow Curve



Air Flow Curve Data

<u>Flow Rate</u>	<u>Differential Pressure</u>
314	1.96
473	4.00
630	6.77
787	10.50
942	15.00



WARNING
Do not use this device for law enforcement purposes.
This device is not intended for use in law enforcement.
Use of this device for law enforcement purposes may
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Do not use, charge, or dispose of this battery
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99-03 FORD 73L DLX
66-2.480
75-2.530

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EQUIPMENT

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