



PRE/POST FILTER KIT

(Configured for Aftermarket Fuel Tank Sending Units, Pickups or Sumps)
RELOCATES OEM FUEL PUMP – FOR USE WITH FUEL BOWL DELETE
Fits 1999-2003 7.3L Powerstroke Diesel Pickup, Excursion & Van



INSTALLATION GUIDE



**INSPECT CONTENTS OF THIS KIT
THOROUGHLY **BEFORE** STARTING
THE INSTALLATION PROCESS!**

IF YOU FIND A PROBLEM WITH YOUR PACKAGE:

- **KEEP ALL OF THE PARTS & PACKAGING TOGETHER**
- **DO **NOT** ATTEMPT INSTALLATION OF THE PRODUCT**
- **PROMPTLY NOTIFY YOUR SELLING DEALER**
- **PROVIDE DEALER WITH PHOTOGRAPHS IF REQ'D***
- **WAIT FOR FURTHER INSTRUCTIONS FROM DEALER**

***WE RESERVE THE RIGHT TO REQUEST
PHOTOGRAPHS OF PACKAGING OR PARTS
IN ORDER TO PROPERLY ADDRESS ANY
SITUATION INVOLVING EITHER DAMAGED
OR MISSING ITEMS.**

THANK YOU FOR YOUR COOPERATION!

Kit Contents

To familiarize yourself with the different fittings and assemblies that make up the kit, make sure that the following parts are present:

Qty	Part Number	Description
1	HW-Pack	Pre/Post Kit Hardware Pack
1	Pump/FilterBracket	S.S. Pump/Filter Mounting Bracket Assembly
1	"L" Bracket	Black "L" Mounting Bracket Assembly
20 or 25'	-6 Hose	-6 (3/8") 30R7 Fuel Hose (not shown on front)
8 or 12'	-10 Hose	-10 (5/8") 30R7 Fuel Hose (not shown on front)
2	DD-BFFH	Driven Diesel Billet Fuel Filter Head with Allen Plugs
1	BF1212	Baldwin BF1212 Pre-Pump Fuel Filter/Water Separator
1	BF7633	Baldwin BF7633 Post-Pump 2 Micron Fuel Filter
1	Pump Clamp Kit	(2) Rubber Isolated Fuel Pump Clamps
1	Electrical Pack	Wire, Heat Shrink Splices & Loom (not shown on front)
Qty	Part Number	HARDWARE PACK Parts Description
4	06NC-06FJX90	3/8" Push-Lok 90° Hose Ends
1	06NC-06FJX45	3/8" Push-Lok 45° Hose Ends
1	10NC-10FJX90	5/8" Push-Lok 45° Hose End
1	10NC-10FJX	5/8" Push-Lok Straight Hose End (TANK OUTLET)
1	08MB-10MJ	1/2" O-Ring Boss to 5/8" Male JIC Fitting (TANK OUTLET)
1	08MP-10MJ	1/2" Male Pipe Thread to 5/8" Male JIC Fitting (TANK OUTLET)
1	08FJ-10MJ	1/2" Female JIC to 5/8" Male JIC Fittings (TANK OUTLET)
3	10MB-06MJ	5/8" Male O-Ring to 3/8" Male JIC Fittings
1	10MB-10MJ	5/8" Male O-Ring to 5/8" Male JIC Fitting
1	DD-10MM-06MJ	Driven Diesel Fuel Pump Outlet Adapter w/Copper Washer
5	1/4-20x1.25 Bolt	1/4-20 x 1.25" Bolt
12	1/4 Washer	1/4" SAE Flat Washer
7	1/4-20 Nylok	1/4-20 Nylok Nut
4	5/16 Washer	5/16" Grade 8 Flat Washer
4	5/16-18 Nylok Nut	5/16" Grade 8 Nylok Nut
3	3/8-16x1 Bolt	3/8-16x1" Grade 8 Bolt
6	3/8 Washer	3/8" Grade 8 Flat Washer
3	3/8 Nylok Nut	3/8" Grade 8 Nylok Nut
2	WGN06SS	Stainless Steel Hose Clamps
	Paperwork	Installation Instructions, etc.

Thank you for purchasing the Driven Diesel Pre/Post Fuel Filter Kit. Your kit should have the above-mentioned items for your installation. Please read and familiarize yourself with this manual fully before proceeding with the installation of the kit. Also, always work safely. Make sure there is plenty of light and adequate ventilation available, and allow yourself several hours to complete the installation. Finally, the installation of this kit requires exposing the fuel system. Diesel fuel is flammable, and its vapor is explosive; therefore common sense dictates that there be no smoking or open flame within 50 feet of the workspace. If any fuel spills, contain it and clean it up immediately. Do not let any fuel stand on painted surfaces of your vehicle, or damage to the finish may result.

We highly recommend running your fuel level down to around ¼ tank or less if you are removing the fuel tank for any part of this installation.

DO NOT use a floor jack by itself in the middle of the fuel tank, you will damage the sending unit. Use plywood or a 2x4 that is wide enough to reach out to the edges of the tank!

These instructions assume that you are installing this product with an Aftermarket Fuel Bowl Delete Regulated Return that has a #6 Male AN inlet fitting (like our Driven Diesel 7.3L Fuel Bowl Delete Regulated Return Kit). If you are attempting to use this kit with an otherwise stock fuel system, or an aftermarket fuel system with a different inlet configuration, whatever adapters are needed will be up to you to determine and source.

We strongly recommend that you look over these instructions completely, and if you feel that the installation is beyond your capability, we suggest having a qualified mechanic complete the install.

TANK CONNECTION INSTALLATION

Begin by following the installation instructions for whatever tank connection product (Aftermarket Sending Unit, Aftermarket Draw Straw, Sump, etc.) you will be installing. If your tank connection product includes fittings or adapters for 5/8" (-10) hose, install those. If it does not, **this kit includes** both 1/2" O-Ring and 1/2" Male Pipe Thread **TANK OUTLET** adapters, as well as a -8 to -10 step up fitting. We prefer to use the step-up fitting only when we can't use a direct adapter fitting.

Verify which adapter is needed from our kit, it will be either an 08MP-10MJ (pipe thread, requires sealant) or an 08MB-10MJ (o-ring seal, does not require sealant). The 08FJ-10MJ also does not require any sealant. If you are using the pipe thread adapter, apply your preferred sealant or Teflon tape to **ONLY** the pipe thread end of the fitting and install until tight. O-ring fittings are installed until fully seated with **no additional sealant**. Lightly lubricate o-ring before installation.

Aftermarket Sending Units will have a second port for the return fuel. This should be configured to use the 5/16" OEM quick disconnect. Other tank connection products may also have a second port for returning fuel, this can be plugged as this port will not typically be used. Sealant or Teflon tape will be needed if this is a pipe thread port.

Once your new tank connection product is fully installed, you will probably want to partially reinstall the fuel tank (rear band installed but loose, front of tank supported on a jack so you can access the top of the tank to make connections). You can finish installing the tank once you reach the point of connecting the hoses from the Pre/Post kit.

REGULATED RETURN FUEL SYSTEM INSTALLATION

It is recommended (but not required) that you have the Regulated Return Fuel System already installed on the engine before installing this Pre/Post kit. Installation of the Pre/Post kit will require cutting and assembling hoses "to fit", which is much easier to do when the Regulated Return components are already installed.

TYPICAL PUMP/FILTER Installation Location by Cab/Bed Length:

<u>TRUCK CONFIGURATION</u>	<u>FITS INSIDE THE FRAME</u>	<u>FITS OUTSIDE THE FRAME</u>
Regular Cab / Long Bed	Typically 2WD Only!*	Yes / Multiple Locations
Extended Cab / Short Bed	Typically 2WD Only!*	Yes / Multiple Locations
Extended Cab / Long Bed	Yes*	Yes / Multiple Locations
Crew Cab / Short Bed	Yes*	Yes / Multiple Locations
Crew Cab / Long Bed	Yes*	Yes / Multiple Locations
Excursion	Yes / Multiple Locations	Should Not Be Necessary

*Assumes presence of OEM fuel tank. Trucks using a larger aftermarket tank may not have any available room inside the frame.

NOTE: Test Fit the mounting bracket to determine the desired mounting location (inside or outside the frame rail). The pictures and text of these instructions assume the bracket will be mounted **INSIDE** the frame rail, forward of the fuel tank. If you will be mounting this bracket **OUTSIDE** the frame, you will need to reverse the orientation of the fuel pump and pay close attention to the IN/OUT flow markings on the filter heads to make sure fuel is flowing through the filters properly.

PRE/POST KIT INSTALLATION

PREPARING THE FUEL PUMP AND FILTER BRACKET ASSEMBLY FOR INSTALLATION

Your stock fuel pump is mounted to the inside of the drivers side frame, next to the transmission bell housing. Follow the wiring from the pump and unplug the connector on the frame.

If you **PURCHASED A NEW PUMP**, remove the nuts securing the wiring pigtail to your stock pump, unclip the pigtail and set the pigtail and nuts aside for use later.

If you are **REUSING YOUR STOCK FUEL PUMP**, remove it from the frame. It has quick disconnect fittings at the inlet (pull clip to remove) and outlet (release tool req'd). On the outside of the frame, locate & remove the 3 nuts in a triangle pattern to remove the pump/bracket assembly. Once removed, locate the "pinch bolt" that tightens the bracket around the pump, remove the bolt and spread the bracket open so the pump can be removed from the factory bracket and insulator.

Using Figures 1-4 as a guide, assemble the pump/filter bracket per the following steps.

1. Install the DD-10MM-06MJ Driven Diesel Fuel Pump Outlet Adapter with Copper washer in the outlet of the fuel pump. If you are reusing your stock pump, you will need to remove the long OEM quick disconnect fitting first.
2. **LOOSELY** Install the fuel pump onto the **TOP MOUNTING STUDS** of the mounting bracket using the (2) rubber isolated clamps, (2) 1/4" Flat Washers and (2) 1/4-20 Nylok Nuts (finger tight for now). Make sure you pay attention to the orientation of the pump, the inlet nipple will point to the left (inside the frame location) or right (outside the frame location) when viewing the bracket from the pump side, depending on your installation needs.
3. Install the (2) DD-BFFH Filter Heads to the bracket using the (5) 1/4-20 x 1 1/4" bolts, (10) Flat Washers and (5) 1/4-20 Nylok Nuts.
4. Install the (1) 10MB-10MJ adapter fitting into the IN port of the pre-filter (the one that will be closest to the fuel tank, and at the same end as the inlet nipple of the pump). It's a good idea to lightly lubricate the o-ring with some diesel fuel so it don't tear during installation.

5. Install the (3) 10MB-06MJ adapter fittings (pre-filter OUT, post-filter IN and OUT) and the (10) allen style plugs into the filter heads. It's a good idea to lightly lubricate the o-rings with some diesel fuel so they don't tear during installation.
6. Using a ruler or straight-edge, adjust the position of the fuel pump so that the end of the DD-10MM-06MJ outlet adapter is aligned with the end of the 10MB-06MJ fitting in the IN port of the filter head.
7. Rotate the fuel pump so that the (+) & (-) terminals are approximately horizontal when installed in the vehicle. You can now tighten the 1/4-20 Nylok Nuts that secure the insulated pump brackets.

IMPORTANT PUSH-LOK HOSE ASSEMBLY NOTES: Make sure that all hose ends are cut with a clean, square end. In the following steps, it is very helpful to put the hose ends in the freezer for 10-15 mins before assembly (remove one at a time when ready to assemble) and the end of the hose being assembled into a cup of **VERY HOT** water (microwave water for 3-4 mins, reheat the water for each hose end – DO NOT microwave the hose!) for a few minutes before attempting to install the hose end. The supplied hose is rated for 300psi and has a very strong internal braid, warming the hose softens the rubber and causes a bit of thermal expansion, both of which make installing it a bit easier. Shake the excess water out of the hose before assembly.

The easiest way to install the 45° & 90° fittings is to put them in a bench vice with the barbed nipple pointing up. Firmly push the end of the hose down onto the fitting in the vice. The hose should be pushed all the way up to the yellow disc, so that it has fully engaged all of the barbs on the fitting. DO NOT WORRY about the orientation of the fittings when you are pushing the hose onto them, you can simply rotate the fitting in the hose to get the correct position once you have it fully seated onto the fitting.

8. You can build the PUMP OUTLET to POST FILTER INLET two different ways, STRAIGHT (like in our pictures in this manual), or CURVED (like in the photo on the cover of this manual). If you think you might want to **UPGRADE TO A DUAL PUMP CONFIGURATION** at a later time, cut the hose to 4" and assemble it "curved" like the cover.

If you don't feel like you will need to upgrade to a dual pump configuration later, install both 06NC-06FJX90 90° fittings and point them at each other, then measure from the OUTSIDE of the first yellow disc to the OUTSIDE of the second yellow disc, then ADD 1/8-1/4". You are better off with this hose being slightly long than slightly short! Once assembled, install the hose and tighten the hose ends on the fittings, if your hose is slightly long, it will have a little curve, rather than being straight like our pictures, this is NOT a problem.

9. Install another 06NC-06FJX90 90° hose end into the end of the remaining 3/8" hose and loosely connect to the PRE FILTER OUTLET fitting. Route the hose to the PUMP INLET NIPPLE and determine where to cut it off. Install the (2) WGN-06SS hose clamps over the hose and then firmly push the hose onto the pump nipple, all the way up against the body of the pump. Tighten one worm gear clamp on either side of the "ridge" in the pump nipple, then tighten the 90° hose end at the fuel filter fitting.

YOUR ASSEMBLY SHOULD LOOK LIKE FIGURES 1 & 2.

BEFORE WE PROCEED, it is best to CONFIRM that the system will fit in your chosen installation location (now that it is assembled).

IMPORTANT NOTES: The "L" Bracket has slots where the mounting bolts go, so it can be positioned on either side of the frame, and moved in and out from the face of the frame to achieve the best fit in each vehicle. The Pump/Filter Bracket is also slotted where it attaches to the "L" Bracket, so that it can be raised or lowered to achieve the best fit/clearance to the floor.

Outside the frame mounting will require disconnecting and routing the e-brake cable either through the filter bracket or behind the "L" bracket. Sleeving the e-brake cable with some split hose so it doesn't rub on the fuel system components is advised.

SEE PICTURES AND NOTES ON PAGE 13 FOR BRACKET MOUNTING OPTIONS

10. Take the assembled Pump/Filter Bracket & the black "L" Bracket under the truck. Using a large C-Clamp, secure the "L" Bracket to the bottom of the frame in your chosen location. You can now install the Pump/Filter Bracket over the (4) mounting studs on the "L" Bracket and check for clearance all the way around the assembly. Adjust the position of the "L" Bracket on the frame, as well as the position of the Pump/Filter Bracket on the "L" Bracket until you are happy with the chosen mounting location. This process allows you to easily move the assembly around on the frame by simply loosening and retightening the the C-Clamp.
11. Before you remove the C-Clamp, using the (3) slots on the bottom of the "L" bracket, mark the location for the (3) 3/8" holes that need to be drilled, ideally as close to the middle of the bottom of the frame as possible. Then, remove the C-Clamp and Bracket.
12. Center punch the 3 bracket holes, then drill them in several steps. We have found that a good "Step Bit" works the best. Just be mindful of any wiring harnesses or tubing that may be on the other side while drilling. It is possible to drill the holes with the "L" Bracket clamped in place (using it as a guide), just keep in mind that the drill bit may damage the powdercoat and the bracket may start to rust as a result.
13. Once the holes are drilled, install the "L" Bracket to the frame using the (3) 3/8-16 Grade 8 Bolts, (6) 3/8" Grade 8 Flat Washers and (3) 3/8-16 Grade 8 Nylok Nuts. We prefer to install the bolts pointing up from the bottom and have the nuts on the top for a better look, but you **MUST** make sure that the bolts are not sticking up into anything they could damage over time (wiring harness, brake line, etc). Installing the bolts pointing down may be safer in some locations.
14. Install the Pump/Filter Bracket to the "L" Bracket using the (4) 5/16 Grade 8 Flat Washers and (4) 5/16-18 Grade 8 Nylok Nuts.
15. Following the same **VERY HOT WATER** and **FROZEN FITTINGS** methods from earlier, heat one end of the 5/8" hose in the hot water, then quickly push the hose over the straight 5/8" hose end (standing straight up on a very solid work surface) until it contacts the yellow disc. It may be helpful to lubricate the barb on the fitting, as 5/8" Push-Lok fittings are a real B&\$%# to install! You will need a really good grip on the hose, leather gloves or similar are recommended.
16. Connect the straight hose end to the outlet fitting on your fuel tank connection and route the hose to the inlet fitting on the pre-pump filter, making sure that it is routed in a way that will prevent pinching or kinking. With the 5/8" 90° fitting installed on the inlet of the pre-pump filter, determine where the 5/8" hose needs to be trimmed and mark the hose. Depending on your mounting location, you may need to move the inlet fitting for the best fit. You can use ANY of the (4) fitting locations marked IN on the PRE-FILTER head.

17. Disconnect the hose from the tank connection and trim it where marked. Following the same process detailed in Step 15, freeze the fitting and heat the end of the hose. The 90° fitting will need to be secured in a vice in order to get it installed. Connect the hose to the tank and pre-pump inlet fitting and tighten.
18. Using the same procedures from previous hoses, install the 3/8" 45° hose end onto the end of the remaining 3/8" hose. Connect the 45° hose end to the outlet fitting of the post pump filter and route the hose along the frame, following the factory fuel line, to the inlet fitting of your engine fuel system (presumably to a "fuel bowl delete").
19. We have included a 90° hose end for use at the engine. Determine where you need to trim the hose (making sure you have left a little slack so it isn't pulled tight), install and connect this final fitting. You may need to remove the hose from the vehicle to install the hose end, then reinstall and secure both ends.
20. Secure the new hose with cable ties in several places along the frame to prevent rubbing.

In the next step you will be modifying the fuel pump wiring pigtail. If you are installing a new fuel pump, you were previously instructed to remove this pigtail and set it and the nuts for it aside. If you are reusing your stock fuel pump, this pigtail should still be attached. In either case, make sure that the red wire is installed on the (+) terminal of the pump, and the black wire is on the (-) terminal of the pump, the nuts are installed and tightened and the rubber boots are pushed back in to place.

21. Using the provided wire and heat shrink crimp connectors, you need to extend the fuel pump wiring to reach the new location. We recommend cutting the stock pump pigtail in the middle (offset where you cut each wire by a few inches so the 2 butt connectors are not right next to each other, they will fit inside the loom better this way). Using the supplied butt connectors and wire, extend the fuel pump end of the pigtail with the included wire. Plug the other end of the stock pigtail back into the connector on the frame. Route the new wire from the new pump location up to the front part of the pigtail, cut to length (offset again, leaving a little slack in the wire) and connect using the remaining butt connectors. Make sure to heat all of the terminals so the heat shrink seals the connections, and cover the new wire with the included loom. Secure the extended harness with cable ties.
22. Always pre-fill both fuel filters before installing them onto the filter heads.
23. For the pre-filter (BF1212), install the small rubber o-ring from the filter package onto the filter head nipple (closest to the fuel tank), then install the filter onto the filter head. The post-filter (BF7633) does not include/need the smaller o-ring, simply install it on the filter head closest to the engine. It is a good idea to lubricate the rubber seal on the filters.
24. Once you have finished, test the system by turning the ignition key to the "ON" position, but do not start the engine yet. While the fuel pump is running, check the lines for any signs of leakage. Resolve any leaks before continuing. Cycle the key from "off" to "on" several times, waiting about 20 seconds each time. This will allow the pump to prime and purge any air in the system and completely fill the filters.
25. If you have a regulated return with an adjustable regulator, check and adjust (if needed) the pressure at the regulator per the regulated return instructions before proceeding.
26. Once you have confirmed that the system is leak free, go ahead and start the engine.

You have completed the install of the Driven Diesel Pre/Post Fuel Filter Kit!

For your convenience, we've included a cross-reference guide for replacement filters. Driven Diesel keeps the Baldwin filters in stock and would appreciate the opportunity to provide you with replacements. You can use the following list to get replacement filters elsewhere if desired.

PRE-FILTER / WATER SEPARATOR:

Baldwin BF1212	Fram PS3712*
Caterpillar 198-6378*	Luberfiner LFF8020*
Donaldson P55-8020*	NAPA 3415 or 3451*
Fleetguard FS1212*	WIX 3340*

PRE-FILTER SPECS (BALDWIN BF1212):

Flow Capability: 210gph @ 1psid / >300gph @ 3psid
Filtration: 86% Efficient @ 4 micron / 99% Efficient @ 20 micron
Water Removal: 93% @ 60gph / 87% @ 120gph (based on 2500ppm free water injection)
(emulsified water removal will be approximately 3-5% less)

Burst Pressure: 150psi
Collapse Pressure: 100psid

POST-FILTER / WATER SEPARATOR:

Baldwin BF7633	Fram P8334*
Caterpillar 1R-0750*	Luberfiner LFF3347*
Donaldson P55-1313*	NAPA 3528*
Fleetguard FF5320*	WIX 33528*

POST-FILTER SPECS (BALDWIN BF7633):

Flow Capability: 120gph @ 1psid
Filtration: 99% Efficient @ 4 micron
Max. Operating Pressure: 150psi
Burst Pressure: 300psi
Collapse Pressure: 100psid

*** NOTE:** Cross Reference filter specs may not be identical to the Baldwin specs listed above. The specs above are specific to the Baldwin filters we supply. The cross reference filters are the “direct replacement” according to each brand, but actual specifications may vary slightly.

FUEL FILTER CHANGE INTERVALS: We recommend that ALL diesel fuel filters be replaced every 15,000 miles, or every 12 months, whichever comes first. This applies to the filters included with this kit AND the OEM filters already installed in your truck. It's just good for the pump and injectors!

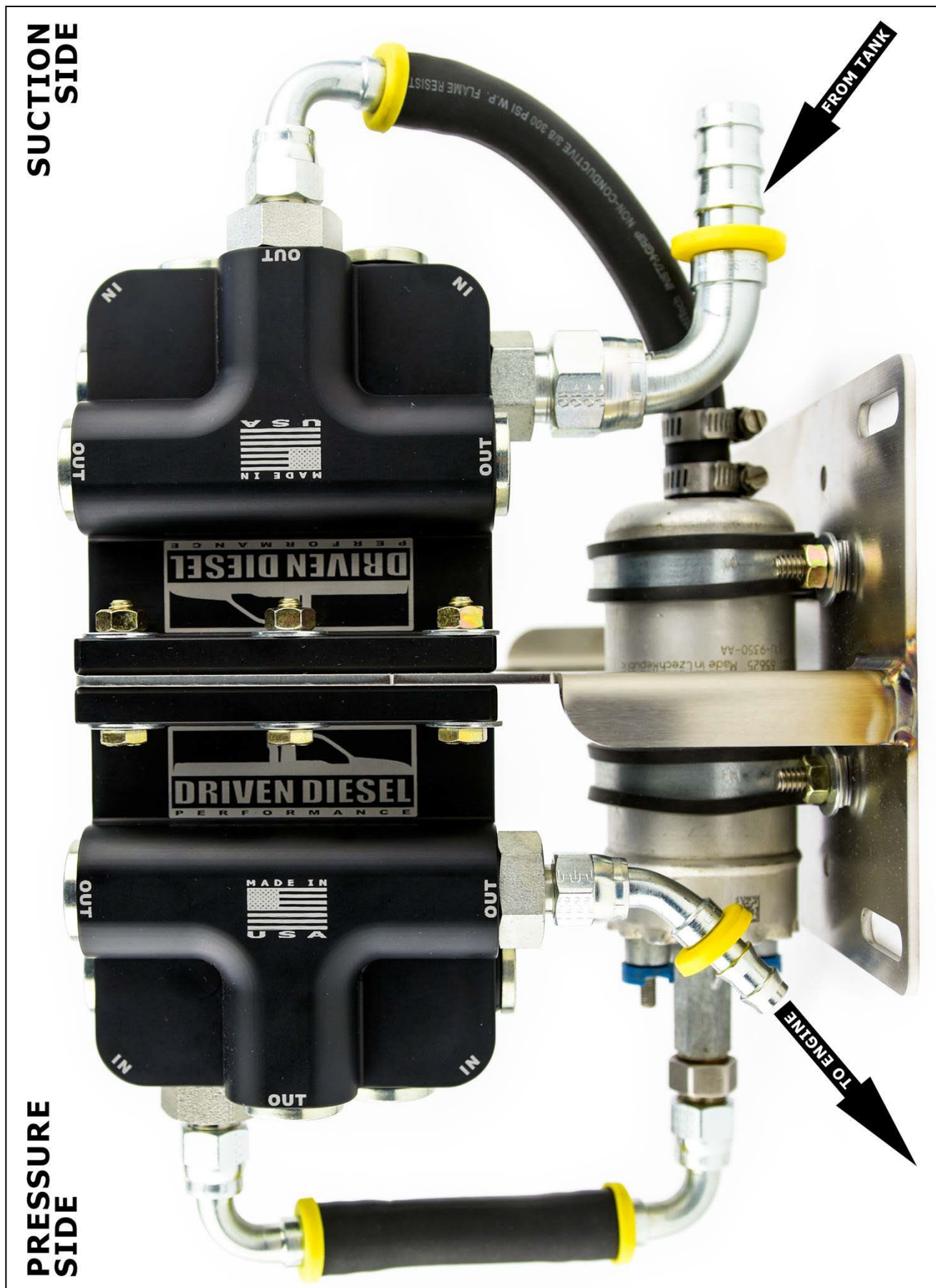


Figure 1 – Top View Of Pump/Filter Assembly – “Inside the Frame” Orientation



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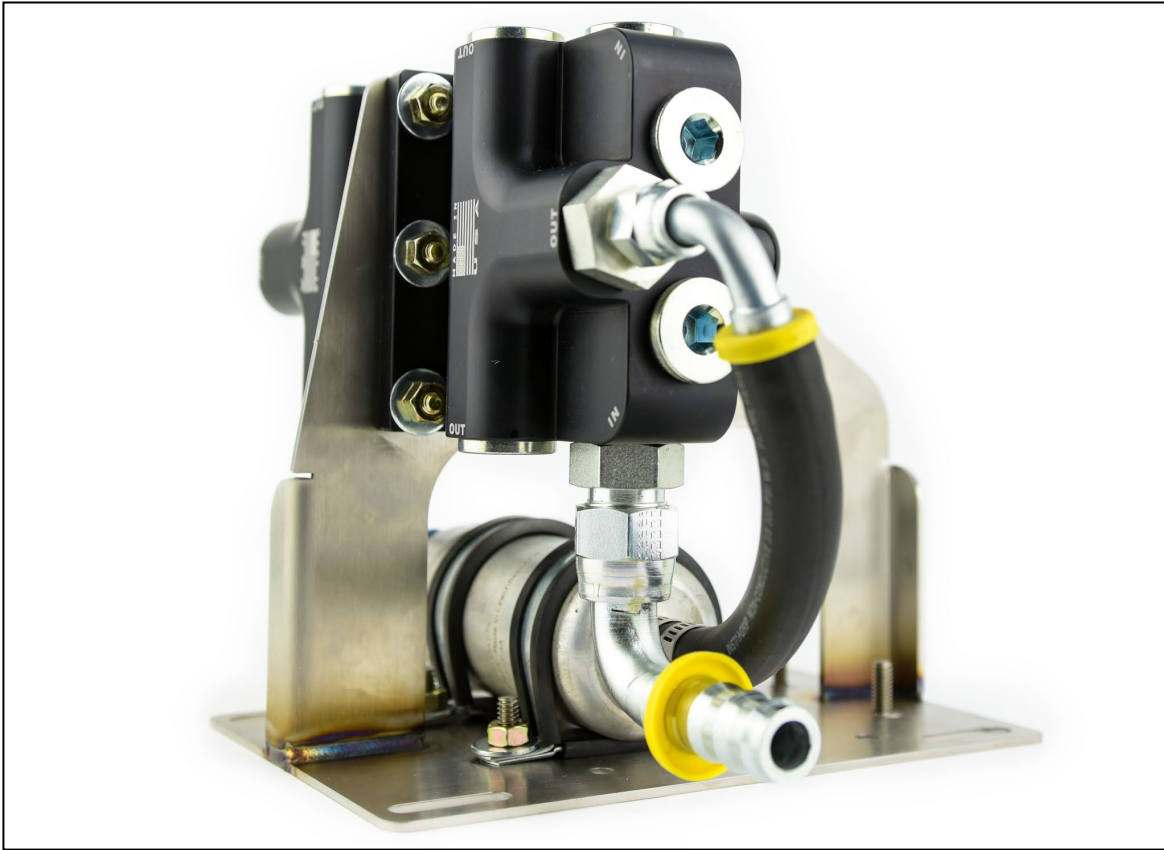


Figure 3 – Pump Inlet View – “Inside the Frame” Orientation

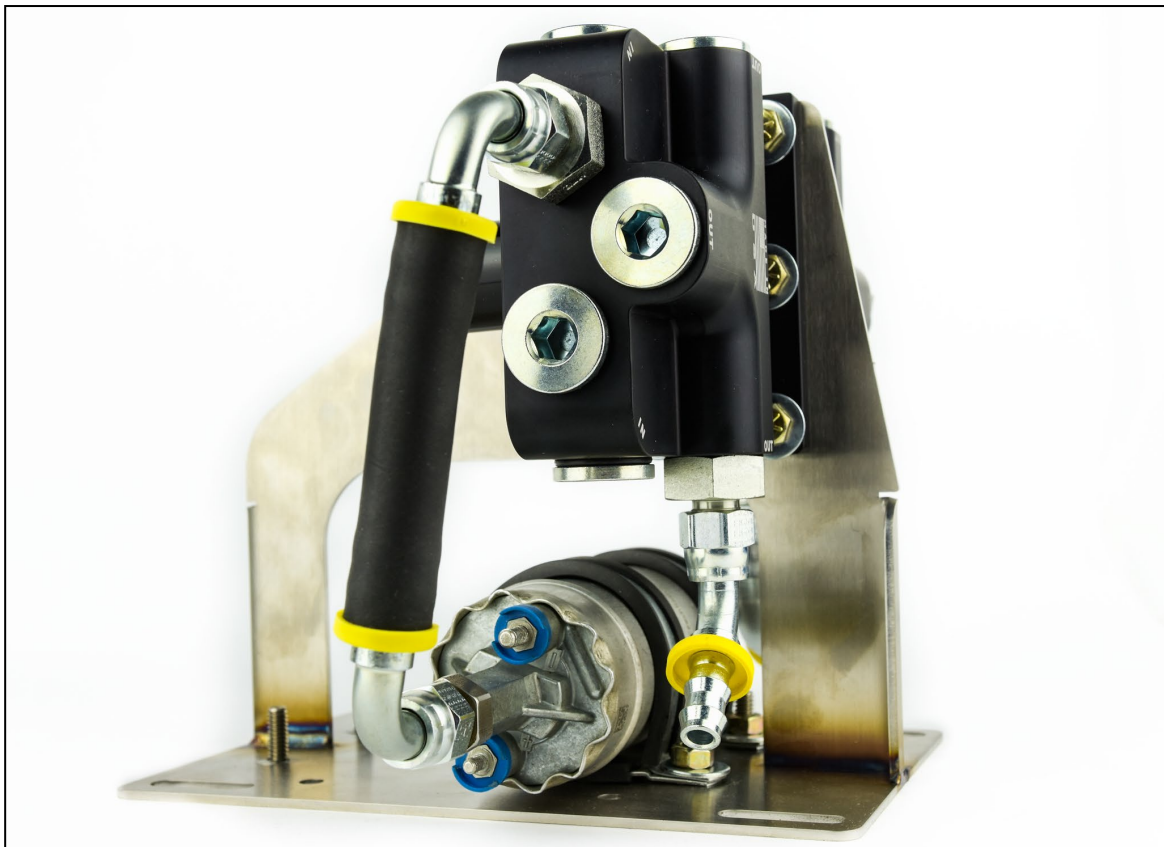
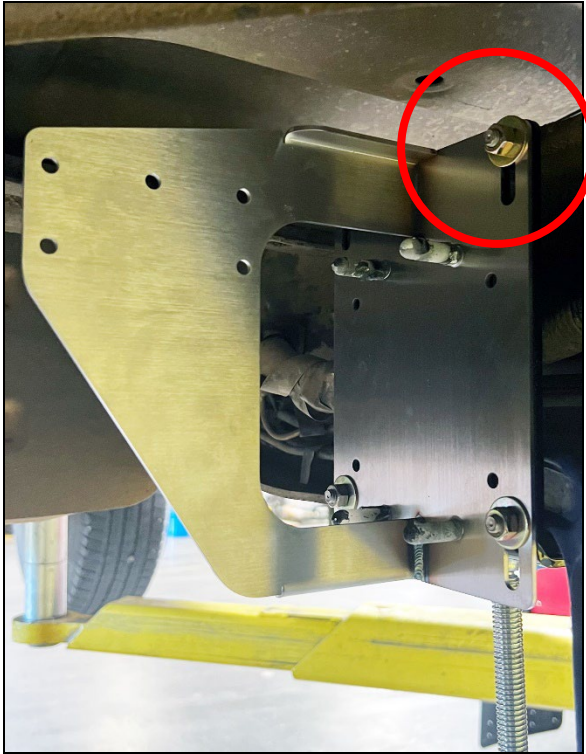


Figure 4 – Pump Outlet View – “Inside the Frame” Orientation

The pictures below show the different ways the mounting bracket can be configured. Use these images to find the best overall install location and configuration for your truck before drilling the mounting holes. You can test fit the "L" bracket with a C-Clamp (as shown) in a number of positions inside and outside the frame. You can also use the slots in the bottom of the "L" bracket to adjust how close it fits to the frame.



INSIDE / TIGHT TO FRAME / LOW POSITION



INSIDE / TIGHT TO FRAME / HIGH POSITION



OUTSIDE / TIGHT TO FRAME / LOW POSITION



INSIDE / BRACKET EXTENDED AWAY FROM FRAME

NOTE: E-Brake cable should run through a split hose or sleeve, and not be pinched, if behind bracket.

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IN THE EVENT BUYER DOES NOT AGREE WITH THE TERMS AND CONDITIONS OF THIS WARRANTY, BUYER MAY PROMPTLY RETURN THE PRODUCT TO S DIESEL FOR A FULL REFUND. THE PRODUCT MUST BE IN NEW, UNUSED AND RESELLABLE CONDITION, BE RECEIVED WITHIN FIFTEEN (15) DAYS OF THE ORIGINAL PURCHASE AND BE ACCOMPANIED BY A DATED PROOF OF PURCHASE (RECEIPT). PRODUCTS RETURNED IN NEW, UNUSED AND RESELLABLE CONDITION MAY STILL BE SUBJECT TO RESTOCKING/REPACKAGING FEES.

THE INSTALLATION OR USE OF ANY PRODUCT PURCHASED FROM S DIESEL INDICATES THAT BUYER HAS READ, UNDERSTANDS AND AGREES TO THE TERMS AND CONDITIONS OF THIS WARRANTY.

ASSIGNABILITY OF WARRANTY

This Warranty is for the exclusive benefit of Buyer and is not assignable.

WARRANTY CLAIMS PROCEDURE

Warranty claim forms can be printed from the company websites (<http://www.drivendiesel.com> (Products) and <http://www.strictlydiesel.com> (Services)). A properly completed warranty claim form and a copy of the invoice for any defective Product or Service must be received by the Seller within the earlier of 30 days after the expiration of the Warranty Period or the incident giving rise to the claim. To qualify for an adjustment under this Warranty a defective Product must be returned prepaid to the Seller for inspection and must be accompanied by a dated proof of purchase receipt. In addition, the serial number of the defective Product, if any, must match the serial number on Buyer's invoice. All Warranty claims are subject to approval by the Seller and/or the Product's manufacturer. Buyer must pay all applicable service charges and taxes. Defective Products accepted for warranty compensation become the property of the Seller. To qualify for an adjustment under this Warranty a vehicle upon which S Diesel Services have been performed must be delivered to the Seller during Seller's hours of operation for inspection and must be accompanied by a dated proof of purchase receipt.

WAIVER

Any failure of the part of S Diesel to insist on strict compliance with the Warranty Provisions shall no way constitute a waiver of such right. No claim or rights arising out of a breach of the Warranty Provisions by Buyer may be discharged in whole or in part by a waiver of the claim or right, unless the waiver is in writing signed by an authorized representative of S Diesel. S Diesel's waiver or acceptance of any breach by Buyer of any provisions of the Warranty Provisions shall not constitute a waiver of or an excuse for nonperformance as to any other provision of the Warranty Provisions nor as to any prior or subsequent breach of the same provision.

APPLICABLE LAW

The Warranty shall be governed by the laws of the State of Arizona (excluding Arizona law with respect to conflicts of law).

* Driven Diesel was formerly known as ITP Diesel, LLC and Sinister Diesel, LLC.