



**HIGH VOLUME FUEL DELIVERY KIT
BOSCH "200" PUMP – SUMP VERSION
94-97 OBS 7.3L POWERSTROKE**

SUMP NOT INCLUDED



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 purchasing the Driven Diesel High Volume Fuel Delivery Kit! **Please review and familiarize yourself with this guide fully before proceeding with the installation of the kit.** After reviewing this guide, if you feel that the installation is beyond your capability, please have this kit installed by a qualified mechanic.

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 wipe it up immediately. Do not let the fuel stand on any painted surfaces of your vehicle, or damage to the finish may occur. We HIGHLY RECOMMEND having an appropriate fire extinguisher close by!

Driven Diesel High Volume Fuel Delivery Kit Contents Bosch "200" Pump – Sump Hardware Version

Please use the following parts list to become familiar with this kit. ALL of the parts listed below should be contained in your kit.

<u>Qty:</u>	<u>Part Number:</u>	<u>Description:</u>
1	HVFDK-HW-BM	"200" Pump Hardware Pack (Fittings, Bolts, Nuts, etc)
1	BOSCH "200" PUMP	Bosch Motorsports "200" High Volume Fuel Pump
1	COMP-PUMP-BRACKET-V2	Stainless Steel Fuel Pump Bracket and Back Plate
15'	-10 Hose	-10 (5/8") 300psi Push-Lock Fuel Hose
15'	-6 Hose	-6 (3/8") 300psi Push-Lock Fuel Hose
10'	-5 Hose	-5 (5/16") Low Pressure Fuel Return Hose
1	73FS-OBS-PUMPHARNESS-V3	Driven Diesel 94-97 OBS Fuel Pump Harness
2	DD-BFFH	Driven Diesel Billet Fuel Filter Head w/Plugs
1	BF1252	Baldwin PRE-PUMP (tank side) Fuel Filter / Water Separator
1	BF7633	Baldwin POST-PUMP (engine side) Fuel Filter
1	DD-PUMPCLAMPKIT	Driven Diesel Insulated Fuel Pump Mounting Straps

Hardware Pack Contents:

5	1/4-20x1.25" Bolts	1/4-20 x 1.25" Bolts
12	1/4" Flat Washers	1/4" SAE Flat Washers
7	1/4" Nylok Nuts	1/4" Nylon Locking Nuts
4	5/16" Flat Washers	5/16" Grade 8 Flat Washers
4	5/16-18 Nylok Nuts	5/16-18 Grade 8 Nylon Locking Nuts
3	3/8-16x1" Bolts	3/8-16 x 1" Bolts
6	3/8" Flat Washers	3/8" Grade 8 Flat Washers
3	3/8-16 Nylok Nuts	3/8-16 Grade 8 Nylon Locking Nuts
1	DD-10MM-06MJ	Driven Diesel 10mm to 06 Male JIC Pump Outlet Adapter
1	DD-14MM-10MJ	Driven Diesel 14mm to 10 Male JIC Pump Outlet Adapter
2	10MB-10MJ	5/8" O-Ring to 5/8" Male AN Adapter Fitting
2	10MB-06MJ	5/8" O-Ring to 3/8" Male AN Adapter Fitting
1	08MP-10MJ	1/2" Pipe Thread to 5/8" Male AN Adapter Fitting (SUMP FITTING)
1	08MB-10MJ	1/2" O-Ring to 5/8" Male AN Adapter Fitting (SUMP FITTING)
1	10NC-10FJX	#10 (5/8") Straight Hose End (SUMP FITTING)
3	10NC-10FJX90	#10 (5/8") 90° Hose End
1	06NC-06FJX45	#6 (3/8") 45° Hose End
3	06NC-06FJX90	#6 (3/8") 90° Hose End
2	WGN-02SS	Small Worm Gear Hose Clamps

While most of today's billet sumps can be installed from under the truck, some owners still prefer to remove the tank so they can make sure it is thoroughly cleaned and remove any broken pieces of the old pickup screen. This installation manual does not cover fuel tank removal, with the exception of the following tips.

We highly recommend running your fuel level down to around ¼ tank or less if you are removing the tank for 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). **DO NOT ATTEMPT** to use this kit with an otherwise stock fuel system!

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.

OBS DUAL FUEL TANK NOTE

94-97 Powerstroke pickups have (2) fuel tanks that are managed by a Tank Selector Valve. The passages through the tank selector valve are **TOO SMALL** to be used with a high volume fuel pump setup like this kit. The restriction created by the selector valve **WILL DAMAGE** the fuel pumps. As such, you must choose **ONE TANK** to operate from (either the front or the rear). Your fuel system will pickup and return fuel to **ONLY ONE** fuel tank after this installation. Some customers prefer to get a "Bronco" or other 30+ gallon rear tank (you lose your spare tire location) so they maintain the same range. Others use one OEM tank and convert the other one to a transfer tank that pumps fuel into the main tank (high volume, low pressure pump operated manually by a switch). There are a number of options for dealing with the loss of one of the tanks, pick the one that best suits your needs.

SUMP INSTALLATION

Begin by following the installation instructions for whatever sump you will be installing. **DO NOT** install the outlet fitting that was supplied with your sump, **this kit includes** both 1/2" O-Ring and 1/2" Male Pipe Thread adapters to connect the sump outlet to our 5/8" hose.

Verify which adapter your sump needs from our kit, it will be either an 08MP-10MJ (requires sealant) or an 08MB-10MJ (o-ring seal, does not require sealant). Install the proper fitting into your sump. If your sump uses the pipe thread adapter, apply your preferred sealant or Teflon tape to the fitting and install until tight. O-ring fittings are installed until fully seated with **no additional sealant**.

If your sump has a 2nd threaded port for returning fuel, and you are using a Driven Diesel Regulated Return, install the plug that came with the sump as the 2nd port will not be used. Sealant or Teflon tape will be needed if this is a pipe thread port. If you are not using a Driven Diesel Regulated Return, refer to your regulated return instructions to determine if this port will be needed.

Your sump should be fully installed and your fuel tank properly reinstalled (if applicable) before proceeding with the installation of the rest of this 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 fuel delivery kit. Installation of this 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
Extended Cab / Short Bed	Typically 2WD Only!*	Yes
Extended Cab / Long Bed	Yes	Yes / Multiple Locations
Crew Cab / Short Bed	Yes	Yes / Multiple Locations
Crew Cab / Long Bed	Yes	Yes / Multiple Locations

*Assumes presence of OEM front fuel tank. Trucks using a larger rear tank and no front tank will have more available space.

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.

INSTALLATION

PREPARING THE FUEL PUMP AND FILTER BRACKET ASSEMBLY FOR INSTALLATION

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

1. Locate the Bosch “200” Fuel Pump, DD-10MM-06MJ and DD-14MM-10MJ Fittings. The electrical terminals are at the OUTLET end of the pump. Install the DD-10MM-06MJ fitting into the OUTLET and the DD-14MM-10MJ fitting into the INLET (make sure both fittings have their copper washer installed first). Snug firmly, do not overtighten!
2. Install the insulated pump clamps onto the pump, with the LARGER INLET fitting to your left, and the tabs of the clamps pointing toward you. BOTH clamps will be on the same side of the raised rib in the pump, with one of the clamps right against the rib.
3. Slide the pump with the clamps into the mounting bracket and put the tabs of the clamps over the bottom set of studs. Lightly press down on the upper tab of each clamp and install a flat washer and start a nylok nut. Before tightening the nuts, rotate the pump so that the electrical terminals will be horizontal when installed in the truck. Once the pump is oriented correctly, tighten both nuts until they stop.
4. Install the (2) DD-BFFH Filter Heads to the bracket using the (5) ¼-20 x 1¼” bolts, (10) Flat Washers and (5) ¼-20 Nylok Nuts.

CONTINUE USING FIGURES 1-4 AS A LOCATION GUIDE FOR THE FOLLOWING STEPS.

5. Install (2) 10MB-10MJ adapter fittings into an IN and an OUT port of the pre-filter (the one closest to the fuel tank, and at the same end as the inlet of the pump). It's a good idea to lightly lubricate the o-rings with some diesel fuel so they don't tear during installation.
6. Install (2) 10MB-06MJ adapter fittings into an IN and an OUT port of the post-filter (the one closest to the engine, and at the same end as the outlet of the pump). It's a good idea to lightly lubricate the o-rings with some diesel fuel so they don't tear during installation.
7. Install the (10) allen style plugs into the remaining open ports of both filter heads.

ALL Filter Head IN/OUT ports should now have a fitting or plug installed.

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.

When working with the 5/8" hose and fittings, 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.

8. Loosely install the BF1252 and BF7633 filters onto the filter heads.
9. Cut an 10" piece of the supplied **3/8"** hose. Using the notes above, install (1) 90° **06NC-06FJX90** fitting onto each end of the 11" piece of hose.
10. Install the 3/8" outlet hose assembly you just built onto the OUTLET of the fuel pump and connect it to the INLET of the post-filter (see Figures 1-4). Rotate the fittings in each end of the hose to use the natural bend of the hose to create a clean installation.
11. Cut a 12" piece of the supplied **5/8"** hose. Using the notes above, install (1) 90° **10NC-10FJX90** fitting onto each end of the 12" piece of hose.
12. Install the 5/8" inlet hose assembly you just built onto the INLET of the fuel pump and connect it to the OUTLET of the pre-filter (see Figures 1-4). Rotate the fittings in each end of the hose to use the natural bend of the hose to create a clean installation.

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 14 FOR BRACKET MOUNTING OPTIONS

13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. Connect the straight hose end to the outlet fitting on your fuel tank sump 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.
20. Disconnect the hose from the sump and trim it where marked. Following the same process detailed in Step 18, 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 sump and pre-pump inlet fitting and tighten.

THE FUEL SUPPLY FROM THE TANK TO THE PUMP/FILTER ASSEMBLY NOW BYPASSES THE FUEL TANK SELECTOR VALVE – NO SUPPLY FUEL FLOWS THROUGH THE VALVE.

21. 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").
22. 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.
23. Secure the new hose with cable ties in several places along the frame to prevent rubbing.
24. Using Figure 5, locate the Fuel Return hose on top of the Tank Selector Valve. It will be pointed UP and it will be the smaller fitting that is closer to the fuel tank. Follow this hose forward to the frame, you will find that it is connected to a return tube. Remove the OEM Return Hose from the Return Tube on the frame (you may need to cut the hose).
25. Using the included 5/16" low pressure return hose and the (2) small WGN02SS clamps, make a new return hose from the return tube on the frame to the return fitting on top of the tank your system is pulling fuel from. Make sure the new return hose is carefully routed and doesn't get pinched or kinked and secure to the frame as necessary.

THE FUEL RETURN FROM THE ENGINE BACK TO THE TANK NOW BYPASSES THE FUEL TANK SELECTOR VALVE – NO RETURN FUEL FLOWS THROUGH THE VALVE.

NOTE: YOU DO NOT NEED TO DISCONNECT OR REMOVE ANY OTHER HOSES FROM THE SELECTOR VALVE, THEY ARE NOT DOING ANYTHING NOW. YOU **DO NEED TO LEAVE THE VALVE IN PLACE AND PLUGGED IN, BECAUSE THE FUEL LEVEL SENDING UNIT WIRING PASSES THROUGH THE SELECTOR VALVE. JUST LEAVE THE TANK SELECTOR SWITCH ON THE DASH IN THE CORRECT POSITION FOR WHICHEVER FUEL TANK YOU ARE RUNNING FROM (FRONT OR REAR).**

IF YOU OPT TO KEEP (2) TANKS IN THE TRUCK (OEM OR OTHERWISE) AND USE ONE AS A TRANSFER TANK, KEEPING THE SELECTOR VALVE IN THE SYSTEM AND SENDING UNITS IN BOTH TANKS ALLOWS YOU TO CHECK THE TANK LEVELS WITH THE SWITCH ON THE DASH, EVEN THOUGH YOU ARE NOT SWITCHING WHERE THE FUEL IS COMING FROM. JUST DON'T FORGET TO LEAVE THE SWITCH ON THE TANK YOU ARE ACTUALLY RUNNING FROM!!!

Follow the installation instructions for the included Driven Diesel OBS Fuel Pump Harness, making the connection from the harness RED (+) and BLACK (-) wires to the fuel pump. Return to this manual once the harness has been installed.

26. You should have the wiring harness completely installed before proceeding.

ALMOST THERE...

27. **ALWAYS** pre-fill both fuel filters before installing them onto the filter heads for the last time.

28. For the pre-filter (BF1252), 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.
29. 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.
30. 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.
31. Once you have confirmed that the system is leak free, go ahead and start the engine.

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!

**SUCTION
SIDE**

**PRESSURE
SIDE**

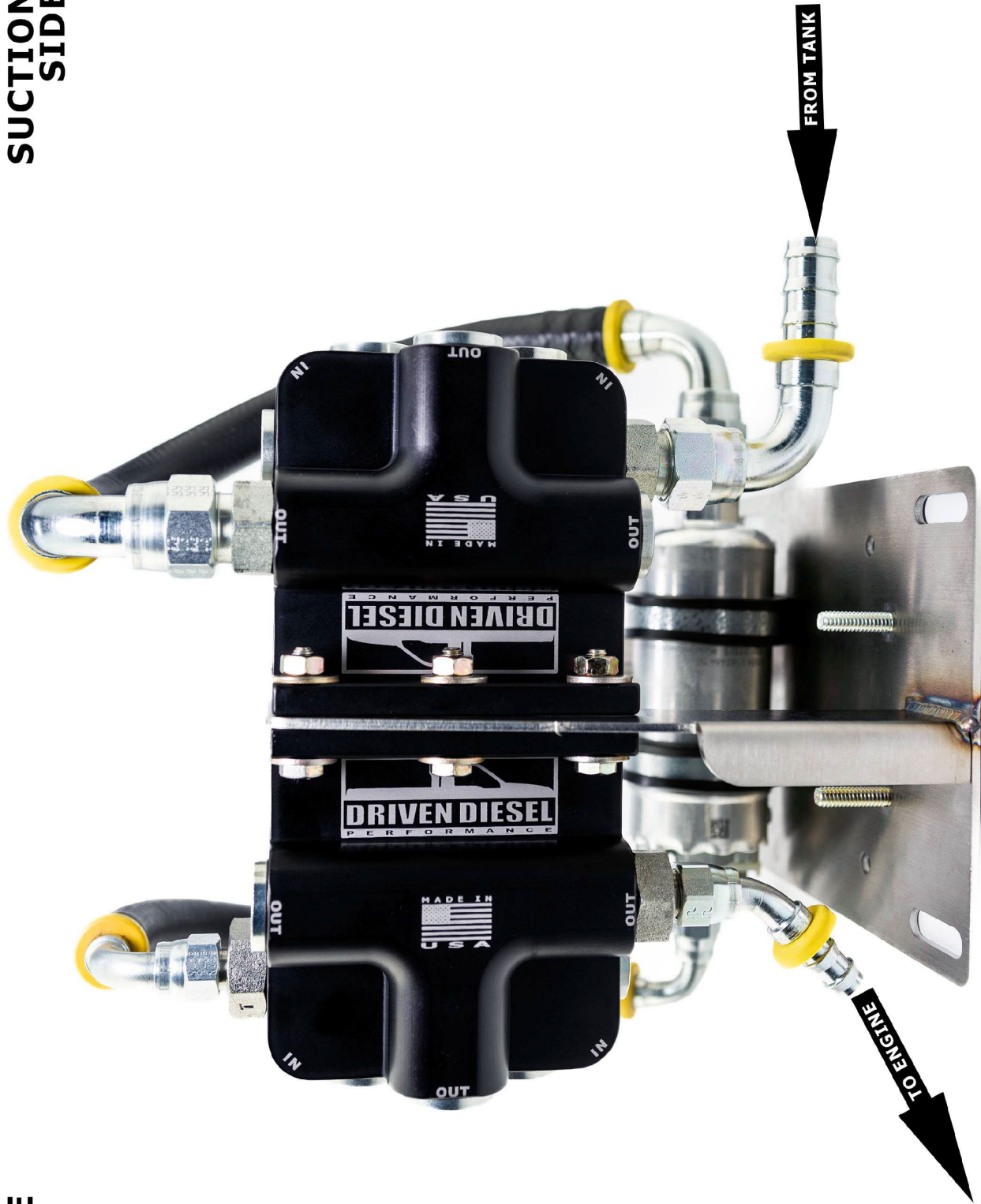


Figure 1 – Top View Of Pump/Filter Assembly – “Inside the Frame” Orientation

**PRESSURE
SIDE**



**SUCTION
SIDE**

Figure 2 – Pump Inlet on Left – Pump Outlet on Right – “Inside the Frame” Orientation



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

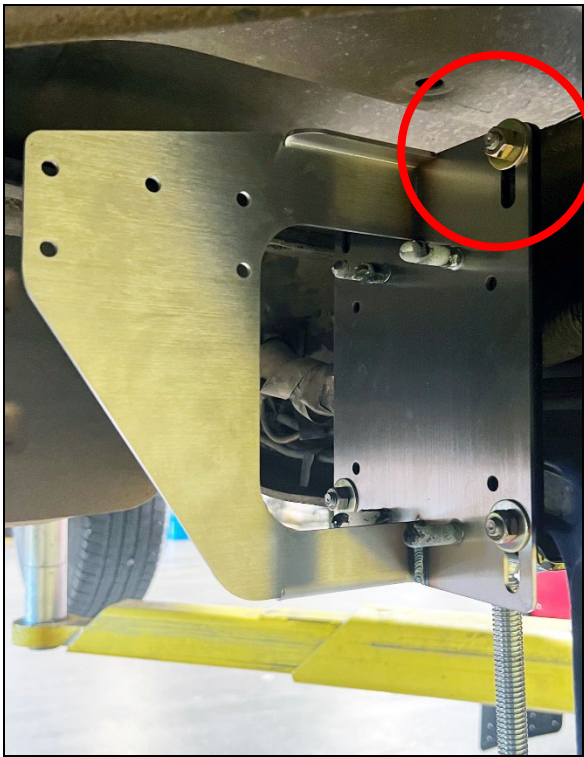


Figure 4 – Pump Outlet View – “Inside the Frame” Orientation



Figure 5 – Fuel Tank Selector Valve – RETURN HOSE Identification

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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The S Diesel Products (except S Diesel Products specified to have different warranty terms) are warranted to be free from defects in material and workmanship, under normal use and service for a period (the "Product Warranty Period") of one (1) year from date of delivery to Buyer, unless S DIESEL performs the work installing the S Diesel Products, in which case the Product Warranty Period shall be extended to equal the Service Warranty Period (as defined below under "SERVICE WARRANTY POLICY"). S DIESEL's liability under this Warranty is limited to repair or replacement at its option, subject to the provisions set forth herein, of any S Diesel Products which upon examination S DIESEL are found to be defective. Buyer shall prepay cost of transportation of defective S Diesel Products to S DIESEL for inspection.

S DIESEL shall not have any responsibility under this Warranty unless (1) the defect in an S Diesel Product results in a claim arising within the Product Warranty Period, measured from the date of delivery to Buyer, (2) the S Diesel Product, if installed by an installer other than S DIESEL, was properly installed, (3) the S Diesel Product was normally maintained and not subject to misuse, negligence or accident, and (4) the S Diesel Product, system components and/or accessories were not repaired or altered in such a way that in the judgment of S DIESEL the S Diesel Product's performance or reliability was adversely affected.

EXCLUSIONS

Any of the above warranties by S DIESEL shall not apply if Buyer's vehicle is in an accident, misused, neglected, altered from the S Diesel Product's manufacturer original designs or specifications or serviced in connection with a warranty claim hereunder without prior written approval of S DIESEL.

REMEDIES EXCLUSIVE

Repair or replacement of defective S Diesel Products in accordance with the Limited Warranty above shall be Buyer's exclusive remedy for and shall constitute satisfaction of any and all liabilities of S DIESEL with respect to any defect in any S Diesel Product whether based in warranty, contract, tort, negligence, strict liability or otherwise.

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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.