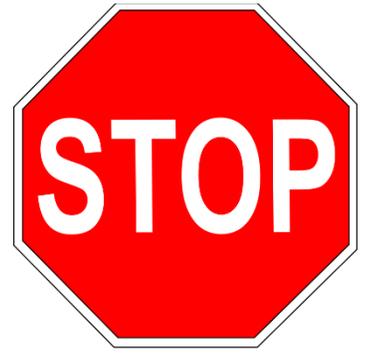
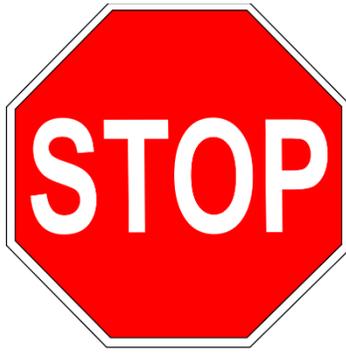
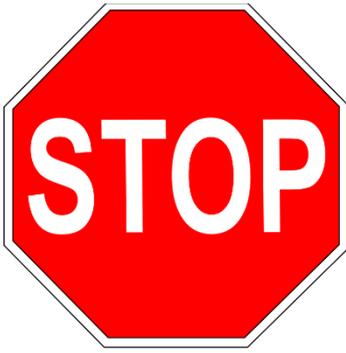




**COMPLETE "OBS" FUEL SYSTEM KIT**  
**FUEL PUMP AND FILTERS**  
**Fits 94-97 7.3L Powerstroke Diesel**



# 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!**

**T**hank You for purchasing the Driven Diesel COMPLETE OBS fuel system kit! **Please thoroughly read and familiarize yourself with this manual before proceeding with the installation of the kit.** Also, always work safely. Make sure that there is plenty of light and adequate ventilation. We recommend that the average home mechanic allow 1-2 days to complete the installation of this entire e-fuel conversion. After reading these instructions (as well as the instructions for the Regulated Return portion of the kit), if you feel that the installation is beyond your capability, please have this kit installed by a qualified mechanic.

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 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!

**Please don't hesitate to contact us should you have any questions.**

## **Driven Diesel 7.3L COMPLETE OBS Fuel System Kit Contents**

Please use the following parts list to become familiar with this kit. ALL of the parts listed below should be contained in your kit. We will refer to the different fittings by their part number throughout the installation.

<b><u>Qty:</u></b>	<b><u>Part Number:</u></b>	<b><u>Description:</u></b>
1	PUMP/FILTER BRACKET	S.S. Fuel Pump / Filter Mounting Bracket Assembly
1	"L" BRACKET	Black Powdercoated "L" Bracket / Backplate
2	DD-BFFH	Driven Diesel Billet Fuel Filter Head Assembly
1	BF1212	Baldwin BF1212 Pre-Pump Fuel Filter / Water Separator
1	BF7633	Baldwin BF7633 Post-Pump Fuel Filter
1	73FS-OBS-PUMPHARN	Driven Diesel OBS Fuel Pump Harness with Pump Controller
1	DD-OE-BOSCH	Bosch OEM Electric Fuel Pump with Terminal Nuts (exc. -NP kits)
1	DD-PUMPCLAMPKIT	Set of 2 Rubber Isolated Fuel Pump Mounting Clamps
20'	-6 HOSE	-6 (3/8") Push-Loc Fuel Hose
1	DD-73FS-OBS-REGKIT	Driven Diesel OBS Regulated Return Kit

### **Hardware Pack Contents:**

5	1/4-20 x 1-1/4" Bolts	1/4-20 x 1-1/4" Bolts – Used to Mount Filter Heads to Bracket
12	1/4" Flat Washers	1/4" Flat Washers
7	1/4-20 Nylok Nuts	1/4-20 Nylok Nuts
4	5/16" Flat Washers	5/16" Grade 8 Flat Washers
4	5/16-18 Nylok Nuts	5/16-18 Grade 8 Nylok Nuts
3	3/8-16 x 1" Bolts	3/8-16 x 1" Grade 8 Bolts – Used to Mount Bracket to Truck Frame
6	3/8" Flat Washers	3/8" Grade 8 Flat Washers
3	3/8-16 Nylok Nuts	3/8-16 Grade 8 Nylok Nuts
4	10MB-06MJ	#10 Male ORB to #6 Male AN Fitting – Used on Filter Heads
1	06FQD-06HB-90	Black Plastic Quick Disconnect Adapter – 90°
2	06NC-06FJX45	Parker 45° Push-Loc Hose Ends
4	06NC-06FXJ90	Parker 90° Push-Loc Hose Ends
2	WGN-06SS	S.S. 3/8" Worm Gear Hose Clamps
1	DD-10MM-06MJ	Driven Diesel S.S. Fuel Pump Outlet Adapter

## Some of the Basic Tools Needed for Installation:

Standard Combination Wrench Set  
3/8" Drive Metric Socket Set  
Large C-Clamp

Metric Combination Wrench Set  
1/4" Drive Metric Socket Set  
Sharp Drill Bit Set or Step Bit and Drill

## 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.

## Let The Fun Begin!

The following instructions are going to be more for "clarification" than anything. For the most part, everything you need to know about assembling the "under truck" portion of the kit (bracket, pump, filters, hoses, etc) can be seen in the pictures in this document. It is recommended that the entire pump/filter/bracket portion be assembled on the bench, as shown in the pictures. From there, the assembly can be installed in the truck and the remaining hoses can be made to fit.

**NOTE:** It does not matter if you do the "Under Truck" or the "Regulated Return" portion of this kit first, but we find it easier to complete the under truck portion with the Regulated Return already installed vs stopping in the middle of the under truck portion to install the regulated return.

1. Determine where your fuel pump and filter bracket will be getting installed (inside the frame is preferred, if your truck has room...or outside the frame on shorter wheelbase trucks). You need roughly 13-14" of clear space along the frame, see the chart above for some notes about what to expect. This step is **REQUIRED** in order to orient the pump and plumbing correctly during assembly. **SEE THE IMPORTANT IMAGE NOTES after FIGURE 2!**
2. Install the DD-10MM-06MJ fuel pump outlet adapter fitting and copper washer onto the outlet of the new DD-OE-BOSCH pump.
3. 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) or right (outside the frame) when viewing the bracket from the pump side, depending on your installation needs. **See FIGURES 1 & 2.**
4. 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. **See FIGURES 1 & 2.**
5. **Using FIGURES 1 thru 4**, install the (4) 10MB-06MJ adapter fittings (each filter gets one IN and one OUT fitting) 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.

- 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.
- Rotate the fuel pump so that the (+) & (-) terminals are approximately horizontal when installed in the vehicle. You can now tighten the ¼-20 Nylok Nuts that secure the insulated pump brackets.

Using **FIGURES 1 thru 4** as a guide, it's now time to make up the hoses for the filter assembly. Push-Loc hose can be stubborn, it is helpful to warm the end of the hose in some hot water just prior to pushing it onto the hose end. 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.

- 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.

- 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.

At this point, your assembly should look like the one in our pictures, with the only remaining connections being the 45° hose ends at the PRE FILTER INLET and POST FILTER OUTLET locations.

Before we drill any holes, it is best to CONFIRM that the system will fit in your chosen installation location...you know...MEASURE TWICE, DRILL ONCE!

**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**

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. Once you are satisfied with your installation location, remove the Pump/Filter Bracket from the "L" Bracket and set aside.
12. 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.
13. We recommend removing the "L" Bracket, center punching the 3 holes, then drilling 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.
14. 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.
15. Loosely 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. If your assembly is close to the front of the fuel tank, you may need to remove and reinstall the Pump/Filter Bracket while building and installing the remaining hoses. We will tighten this hardware in a later step.

With the bracket/filters/pump assembly mounted, all that remains for this portion of the installation is to build and install the suction (selector valve to pre-pump filter) and pressure (post-pump filter to engine) hoses and install the wiring harness and related components.

Assembly of the remaining hoses will follow the same procedure as the ones you've already built. Assemble one end of the hose you are working on, connect it to one of the components and then lay it in place in the vehicle to determine the ideal length before trimming it to fit. It is best to leave some slack so that you can secure the hose along the frame and it isn't pulled tight at either end.

16. Using **FIGURES 5 & 6**, locate the original factory supply line at the fuel tank selector valve. The supply line will be the **INSIDE** line, closest to the frame. The selector valve will be located on the frame, near or next to the front fuel tank, as pictured. This fitting is held in place by a plastic clip on the side opposite the hose. Pry the clip out (they almost always break...both legs of the clip **MUST** be removed), then pull up on the fitting to release it from the valve.
17. Locate the black 06FQD-06HB-90 quick disconnect fitting. Warm the hose and then press the fitting into the hose until all of the barbs are fully engaged.

**BLACK 90° QUICK DISCONNECT FITTING NOTE:** DO NOT install this fitting onto a smaller 5/16" quick disconnect tube. It will go on, and will get stuck and most likely break while trying to get it off! Also, DO NOT try to push the locking tab in while the fitting is not installed onto a quick disconnect nipple, it won't move and you may break it trying. To properly install, make sure that the locking tab is pushed in after the fitting is installed onto the 3/8" quick disconnect nipple. To disconnect, pull out the locking tab by gripping on each side, then when the tab is pulled out, press the large button to release the fitting from the nipple.

18. Install the black plastic quick disconnect fitting onto the male quick disconnect nipple on the stock selector valve, but don't worry about pushing the locking tab in (it just needs to be there to take a measurement).
19. Loosely install one of the remaining 06NC-06FJX45 hose ends onto the PRE FILTER INLET fitting. Route the hose from the selector valve to the loosely installed hose end at the filter, making sure that the quick disconnect end has stayed engaged with the selector valve, allow for a little bit of slack and determine where to cut the hose. You want the hose to follow along the frame with the other lines and harnesses (so you can zip tie it in place later), and you don't want it to be pulled tight at either end. Cut the hose off square at the location you have identified.
20. Remove the quick disconnect fitting from the selector valve by pressing the large release button (make sure the locking tab is still pulled out) and the hose end from the PRE FILTER INLET fitting. Complete the installation of the hose end onto the newly cut hose in the same manner as the others.
21. Install the newly assembled hose. This time, fully seat the quick disconnect onto the selector valve until it clicks into place (then press the lock tab in to secure it), route the hose along the frame and connect the other end to the PRE FILTER INLET fitting. You may need to rotate the 45° hose end in the hose to orient it correctly, so the hose isn't twisted or bound. Secure the hose along the frame with a few cable ties if desired.

Connecting the remaining supply line (steps 22-23) will require that the REGULATED RETURN portion of the kit be installed. If you have not completed this portion of the fuel system work yet, we recommend that you do so and then return to this step when ready.

22. Install another of the 06NC-06FJX45 fittings onto the end of the remaining hose. Connect this hose to the POST FILTER OUTLET fitting and route the hose forward to the engine bay, leaving some slack at the filter and neatly attaching the hose along the frame with cable ties as you go. Once you reach the front of the truck, we suggest following the path of your return hose (from the frame up to the engine) so the 2 hoses can be neatly zip-tied together.
23. Loosely install the last 06NC-06FJX90 fitting onto the top center port of the fuel bowl delete block and point it toward the DRIVERS SIDE of the truck. Route the supply hose neatly to this fitting, leaving a little slack, and cut it off squarely. Install the remaining 90° hose end as in previous steps, then finish connecting the hose to the bowl delete block.
24. Tighten the (4) 5/16-18 Nylok Nuts Securing the Pump/Filter Bracket to the "L" Bracket.
25. Before moving on to the wiring, this would be a good time to go back over ALL of the hose connections you've made so far to make sure that you have them properly tightened.

The Driven Diesel OBS Fuel Pump Harness was designed to operate an electric fuel pump in a 94-97 truck just like the factory pumps operate in the later Super Duty trucks. At "key on", the pump will run to build fuel system pressure during the "Wait to Start" cycle. If the engine is started, the oil pressure switch will keep the pump running until the engine is shut down. If the engine is not started, the Driven Diesel Fuel Pump Controller will shut the pump off after about 20 seconds of operation. This allows the ignition key to be turned on without concern of the fuel pump running unnecessarily.

26. Plug the Fusible Link Pigtail into the Main Wiring Harness, then connect the ring terminals to the appropriate battery terminals (red = positive, black = negative).
27. Leaving a little slack in the harness, select a suitable location to mount the fuel pump relay to the inner fender. You can use a self tapping screw or an existing screw (if available). We do NOT recommend the use of only a cable tie (zip tie) for the mounting of the relay.
28. Route the harness down the inner fender and along the frame to the fuel pump. The harness is left intentionally long, for use with different pumps and mounting locations. Leaving some slack, cut the red and black leads to length, crimp on the supplied ring terminals and use a heat gun to seal the shrink tube seals...then connect the leads to the fuel pump terminals (red = positive, black = negative). Look CLOSELY at the terminals on the pump and make sure you get the wires on the correct terminals!
29. Using **FIGURE 7** as a guide, install the oil pressure switch into the block. This location is directly behind the oil filter header and directly below the exhaust manifold outlet on the drivers side of the engine. The switch has pipe thread, so a sealant such as Teflon tape will need to be used. Connect the leads from the wiring harness to the oil pressure switch...it does NOT matter which lead goes to which terminal.
30. The only remaining connection is the long blue wire. This wire needs to be connected to a **KEY-ON 12v+** power source. You can locate a KEY-ON power source under the hood, or run the wire in to the cab and locate one there. Just make sure that the source you choose does NOT remain on when the ignition key is turned off!

You are almost ready to power up the pump and check the system for leaks! First we need to install the fuel filters. When installing new fuel filters, it is **ALWAYS** best to pre-fill them with clean diesel fuel, as this will help the system to prime. The filter media will absorb fuel and the level will drop after the initial fill, top off the filters before screwing them onto the filter bases.

The BF1212 (has drain) gets installed on the PRE PUMP filter head. The BF7633 (no drain) gets installed on the POST PUMP filter head.

**DO NOT PROCEED TO STEP 31 UNTIL THE REGULATED RETURN PORTION OF THE INSTALLATION HAS BEEN COMPLETED AND EVERY FUEL CONNECTION HAS BEEN DOUBLE CHECKED! RUNNING THE FUEL PUMP WILL PRESSURIZE THE SYSTEM AND COULD RESULT IN A SIGNIFICANT FUEL LEAK IF ANY FUEL CONNECTIONS ARE LEFT LOOSE OR NOT PROPERLY INSTALLED. STEP 31 IN THIS MANUAL COINCIDES WITH STEPS 70-73 IN THE REGULATED RETURN MANUAL.**

31. Once all connections are made and you are ready to test the fuel system, simply turn the ignition key to the ON position. Listen to the pump or watch the fuel pressure gauge. The pump should be running and making pressure for about 20 seconds if the engine is NOT started. After about 20 seconds, it should turn the fuel pump off until either the engine is started or the key is cycled to the OFF position and then back ON again. If the pump shuts off after 20 seconds, the controller is working properly. Next, start the truck and verify that the pump is running and stays running whenever the engine is running.
32. Once you have set the fuel system pressure and completed all of the leak checks for this portion of the fuel system, and the Regulated Return portion, it's a good idea to make one final check over the entire system to ensure that all hoses and wiring harnesses are routed away from sources of heat or abrasion, are neatly routed and are properly secured.

**You're Done! Really! No Kidding!**

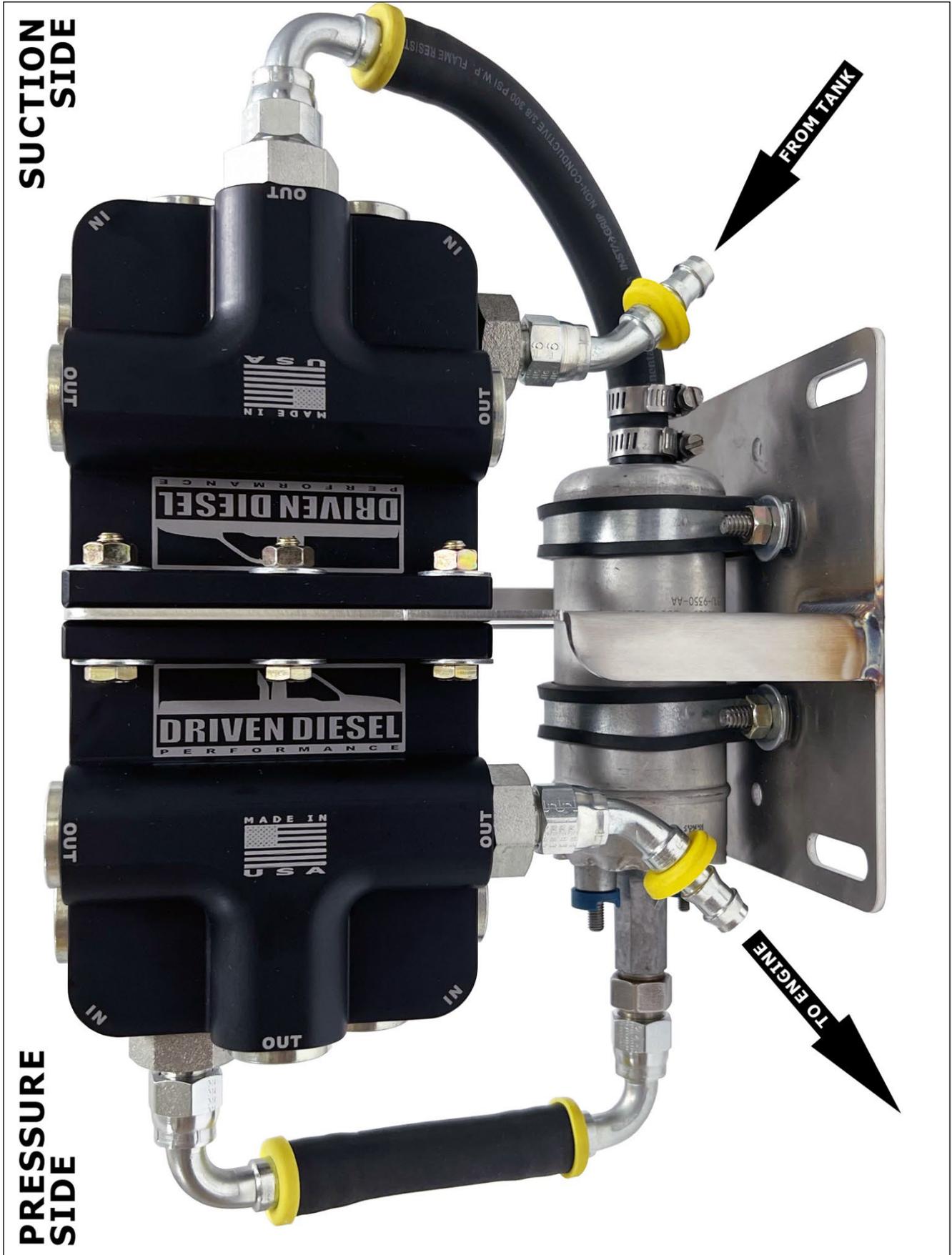


FIGURE 1 – TOP VIEW OF ASSEMBLED FILTER/PUMP BRACKET (INSIDE FRAME ORIENTATION)

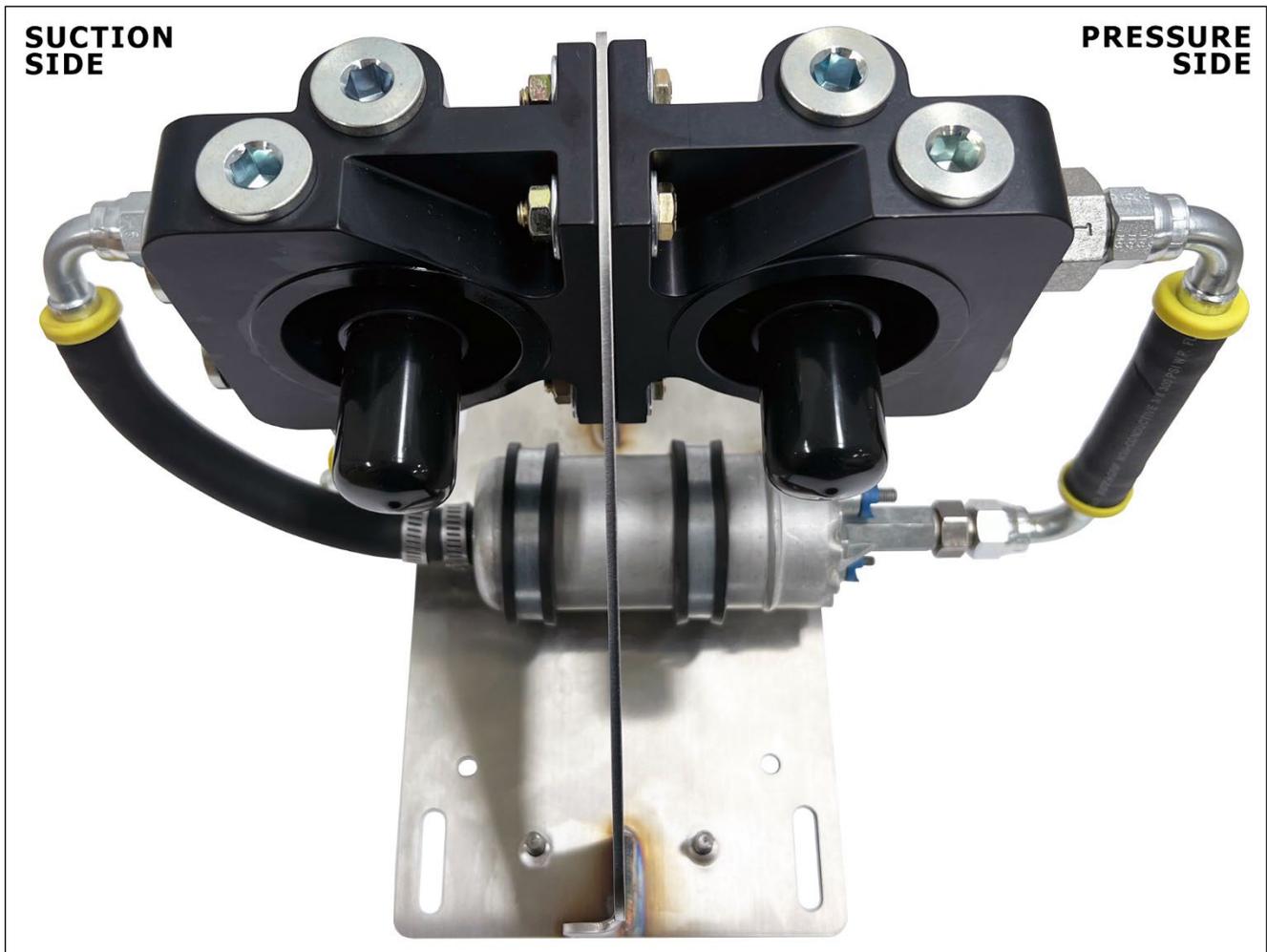


FIGURE 2 – FRONT VIEW OF ASSEMBLED FILTER/PUMP BRACKET (INSIDE FRAME ORIENTATION)

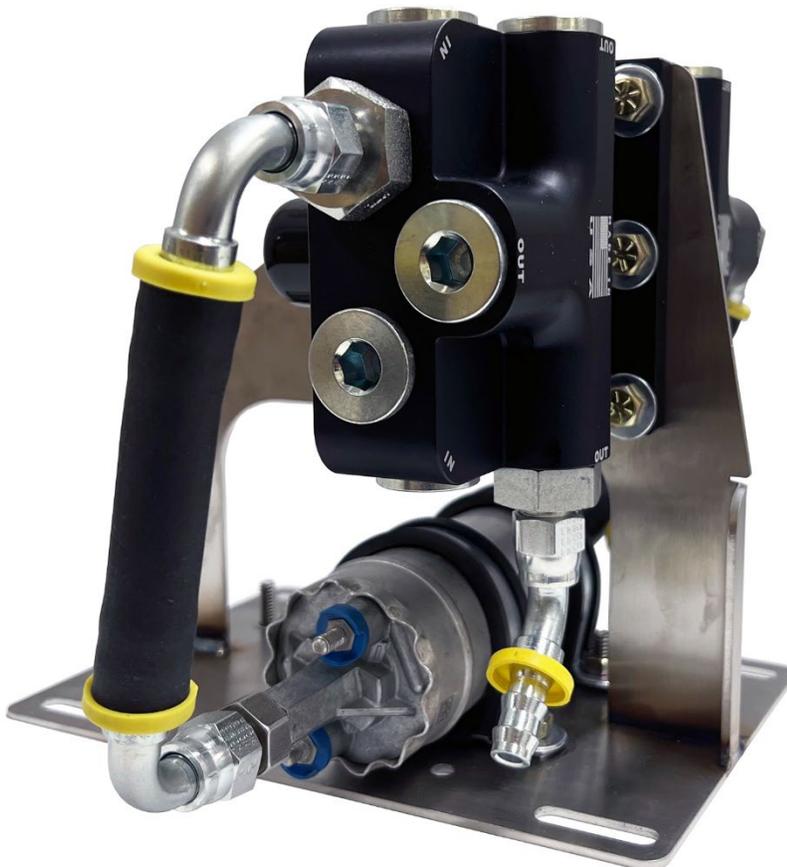
**IMPORTANT IMAGE NOTES :** Figures 1-4 are based on an INSIDE THE FRAME mounting configuration. If your vehicle requires you to mount the assembly OUTSIDE THE FRAME, you will need to flip the fuel pump 180°, and change the corresponding inlet and outlet hoses so that your assembly becomes a MIRROR IMAGE of the one shown here. In either case, your FLOW PATH should be as follows when complete:

SELECTOR VALVE → FILTER HEAD (IN) → FILTER HEAD (OUT) → PUMP INLET

PUMP OUTLET → FILTER HEAD (IN) → FILTER HEAD (OUT) → ENGINE



FIGURES 3 & 4 – END VIEWS OF ASSEMBLED FILTER/PUMP BRACKET (INSIDE FRAME ORIENTATION)





FIGURES 5 & 6 – SELECTOR VALVE VIEWS

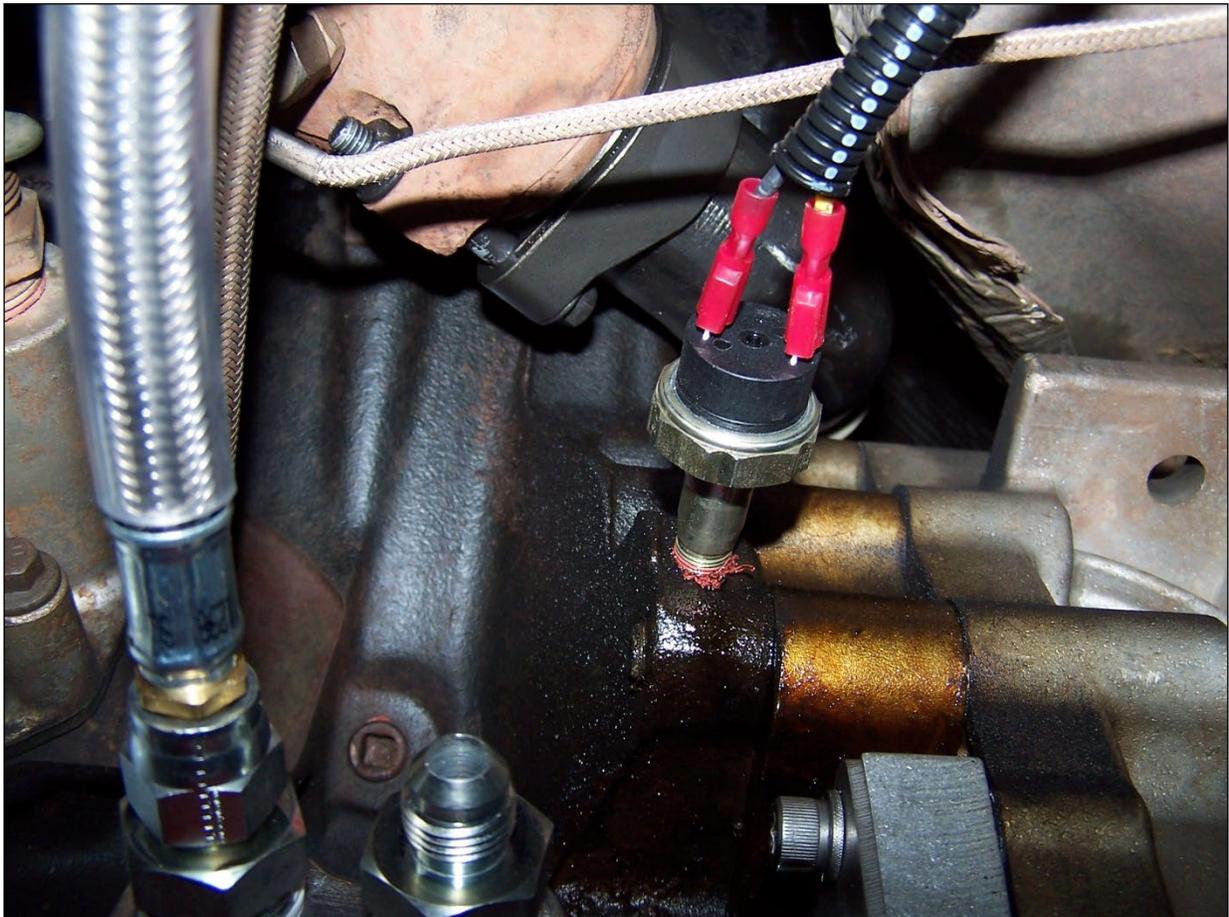
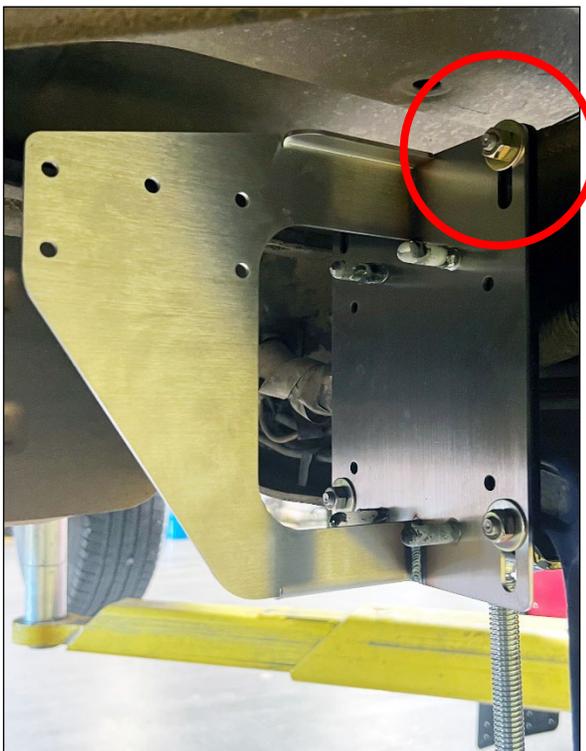


FIGURE 7 – OIL PRESSURE SWITCH INSTALLED – DRIVERS SIDE OF ENGINE BEHIND OIL FILTER

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.

**S DIESEL, LLC (dba STRICTLY DIESEL AND/OR DRIVEN DIESEL\*) WARRANTY AND LIABILITY POLICY**

**MANY OF THE PRODUCTS SOLD BY S DIESEL, LLC, ARE DESIGNED TO INCREASE VEHICLE PERFORMANCE...USE AT YOUR OWN RISK!**

**Do not install or use any product(s) purchased from S DIESEL, LLC ("S DIESEL") until you have carefully read the following Warranty and Liability Policy (the "Warranty").**

**PRODUCT WARRANTY POLICY**

Subject to the limitations, exclusions, and qualifications set forth below, the product or the products made and sold by S DIESEL (the "S Diesel Product" or "S Diesel Products") are warranted to Buyer as set forth in this Warranty. The installation of the S Diesel Products indicates that Buyer has read, understands and agrees to the terms and conditions of this Warranty. Any warranty on products that are made by another manufacturer which are resold by S DIESEL to Buyer is made to Buyer by the manufacturer of such products in accordance with and subject to all conditions and limitations of the manufacturer's warranty in effect on the date of the purchase by Buyer. S DIESEL makes no warranties to Buyer, express or implied, with respect to such products that are made by another manufacturer.

**LIMITED WARRANTY**

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 ninety (90) days 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.

**DISCLAIMERS AND LIMITATIONS**

**THE EXPRESS WARRANTIES SET FORTH ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, CONDITIONS AND TERMS AS TO QUALITY OR FITNESS OF ALL PRODUCTS SUPPLIED BY S DIESEL TO BUYER, WHETHER WRITTEN, ORAL OR IMPLIED, STATUTORY OR OTHERWISE, INCLUDING WITHOUT LIMITATION, ANY WARRANTIES OR CONDITIONS OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND ALL SUCH OTHER WARRANTIES, CONDITIONS AND TERMS ARE HEREBY DISCLAIMED AND EXCLUDED BY S DIESEL. IN NO EVENT SHALL S DIESEL BE LIABLE FOR ANY LOSS OF ACTUAL OR ANTICIPATED PROFITS, LOSS OF ANTICIPATED BUSINESS, COST OF SUBSTITUTE PRODUCTS, LOSS OF USE OR DOWNTIME COSTS OR DELAY CLAIMS (WHETHER DIRECT OR INDIRECT) NOR FOR ANY OTHER SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF OR RELATING TO THIS WARRANTY OR THE SUPPLY OF S DIESEL PRODUCTS TO BUYER, WHETHER BASED IN WARRANTY, CONTRACT, TORT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE. BUYER ACKNOWLEDGES THAT (A) THE PRODUCTS PURCHASED FROM S DIESEL WILL BE USED IN CONNECTION WITH ACTIVITIES, UNDER EXTREME CONDITIONS AND/OR SUBJECT TO MODIFICATIONS REQUESTED BY BUYER FOR WHICH THE PRODUCTS MAY OR MAY NOT BE SUITABLE; (B) THE WARRANTY OF SUCH PRODUCTS FOR PERFORMANCE IN CONNECTION WITH SUCH ACTIVITIES, UNDER SUCH EXTREME CONDITIONS AND/OR SUBJECT TO SUCH MODIFICATIONS REQUESTED BY BUYER IS NOT POSSIBLE; AND (C) ANY MANUFACTURER'S WARRANTY MAY BE VOIDED BY USE OF THE PRODUCTS IN CONNECTION WITH SUCH ACTIVITIES, UNDER SUCH EXTREME CONDITIONS AND/OR SUBJECT TO SUCH MODIFICATIONS REQUESTED BY BUYER. BUYER ACKNOWLEDGES THAT THE INSTALLATION OF ANY S DIESEL PRODUCTS THAT ARE NOT LEGAL FOR USE ON POLLUTION CONTROLLED MOTOR VEHICLES IS DONE SOLELY AT THE REQUEST OF BUYER AND ALL RESPONSIBILITY FOR ANY EFFECTS ON THE ORIGINAL VEHICLE MANUFACTURERS WARRANTY, ABILITY TO PASS ANY EMISSIONS INSPECTIONS OR FOR ANY FINES THAT MAY OCCUR DUE TO THE REMOVAL OF FEDERALLY MANDATED EMISSION CONTROL EQUIPMENT IS ON BUYER.** No employee or representative of S Diesel has the authority to make any representation, promise or agreement which in any way varies from the terms and conditions of this Warranty. No suit or claim based on any cause of action, regardless of form, arising out of or relating to this Warranty or any of the S Diesel Products supplied by S DIESEL may be brought by Buyer or anyone claiming by, through or under Buyer against S DIESEL more than one year after the date that such cause of action arose.

**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.