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6.0L POWERSTROKE DIESEL DISCLAIMER / RELEASE

After working on a TON of 6.0L Powerstroke Diesel engines, we've come to the conclusion that there are some inescapable facts with regard to this engine that our customers need to be aware of. We take the work we do very seriously, but no matter what we do with regard to the 6.0L engine, there are some issues that simply can't be "fixed". Please read this entire document before signing at the bottom. Your signature indicates that you have been made aware of these issues and understand that despite the fact that Strictly Diesel has performed work on your truck and will stand behind the limited warranty offered on parts and labor, we are not automatically responsible for every future possible problem with your engine. Below are some points that bear serious consideration:

1. While it is possible to upgrade some of the parts of the engine (head studs, EGR cooler, oil cooler, etc), simply replacing factory parts with higher quality aftermarket parts is NOT the same as "Re-Engineering the Engine" (i.e. it still only has 10 studs per head!). We have not necessarily eliminated the actual condition that causes the problem(s), we have instead installed products that are heartier and less likely to fail. When it comes to the 6.0L, "Guaranteed Not To Fail" does not exist. As the owner of a 6.0L, you bear significant responsibility for the long term durability of your engine in the form of proper engine maintenance and treatment.
2. There is no warranty on head gasket/head stud installation if the cylinder heads are not milled to ensure a perfect deck surface. There is absolutely no warranty on "one at a time" head stud installation.
3. In an effort to save our customers money, we generally send the heads we remove from the customer's truck out to be milled. If the heads are in good condition, the only cost will be for the re-surfacing. Please be aware that we commonly find cracks in 6.0L heads that require additional repair work. We will inspect the cylinder heads for cracks and notify customers if there will be additional repair cost before sending them to the machine shop. All costs associated with the proper and complete repair of the cylinder heads are the responsibility of the customer.
4. While it is our normal practice to examine the engine block surface when doing head gasket/head stud installation, problems in this surface are not always apparent during an in-vehicle visual inspection. We will notify customers if we find an obvious problem in the block surface that requires attention. If the block is not resurfaced as part of the head gasket/head stud installation, any head gasket problems that occur as a result of an uneven block surface are not covered under the limited warranty. Due to the fact that deck surface problems are not always visible or detectable with the engine still in the truck, this policy applies whether Strictly Diesel finds a specific block issue during the inspection or not.
5. The warranty on machined parts (i.e. cylinder heads, engine block) applies specifically to the work performed. These items are checked for obvious issues before being machined, but neither the machine shop nor Strictly Diesel have a working crystal ball that can predict future issues. Should a problem arise at a later date (cracked cylinder head, failed injector sleeve, cracked engine block, etc) that is not directly related to the work performed, we will do our best to work with the owner of the vehicle to keep repair costs down but the repairs are not the responsibility of Strictly Diesel and are not covered by the limited warranty on the other work performed.

6. Cooling system pH and Glycol levels are critical in the 6.0L engine. We generally check for signs of cooling system neglect during significant engine repair jobs like head gasket or EGR/Oil cooler work. Due to a very common lack of cooling system maintenance in 6.0L engines, we frequently find that the aluminum front engine cover has been damaged by cavitation erosion. We will notify customers if we find a damaged front engine cover. Any future engine problems that occur as a result of not replacing a damaged front engine cover are not covered under the limited warranty.
7. Due to what we believe are design flaws in the 6.0L Powerstroke engine, Strictly Diesel cannot guarantee suitability for use in every possible situation. There are a number of conditions or situations that would be cause for Strictly Diesel to void the warranty on work performed on a 6.0L Powerstroke Diesel, or not offer any warranty on the work at all. The list below represents just some of the most common issues.
 - a. Use of extreme performance tuning, injectors, aftermarket turbocharger systems or other items that significantly increase power output: In a nutshell, Strictly Diesel recommends that customers wanting a reliable truck for daily driving or towing avoid high horsepower programming or other products that significantly increase horsepower or boost pressure. Knowingly using competition type programming, large aftermarket injectors or high boost turbocharger setups on a "head bolt deficient" engine like the 6.0L Powerstroke is a "you play, you pay" endeavor.
 - b. Use of ANY aftermarket performance enhancing electronics without some form of exhaust temperature monitoring.
 - c. Improper/inadequate maintenance: Signs that the vehicle has not been properly maintained are grounds for loss of warranty. Head gaskets, EGR coolers, engine oil coolers, water pumps and the front engine cover are all susceptible to damage/failure if the cooling system pH and Glycol levels are not properly maintained. The use of incorrect oil and fuel filters or incorrect filter change intervals can lead to problems with the fuel injectors or the high pressure oil pump. Proper maintenance is extremely important for the 6.0L Powerstroke diesel.
 - d. Incorrect Engine Coolant: Ford specifies the "Gold" ELC coolant for the 6.0L Powerstroke diesel engine. Use of any other engine coolant may be cause for loss of warranty. Strictly Diesel recommends that the coolant be tested for proper pH and Glycol levels at least every 8-12 weeks (depending on vehicle usage) and that additive be used to correct the pH as needed. Strictly Diesel also recommends that the cooling system be flushed and filled with fresh Gold coolant and appropriate additive every 2 years (or sooner if indicated by coolant glycol level testing)
 - e. Competition Use: See "a" above. While we understand that certain upgrades (i.e. head studs, fuel system work, etc) may be performed for "high performance" rather than reliability purposes, we simply cannot guarantee that a 6.0L Powerstroke diesel equipped truck can be used for competition (drag racing, sled pulling, etc) without failure.
 - f. Overloading: Vehicle manufacturers specify a maximum gross vehicle weight for several reasons, not the least of which is their ability to offer a reasonable warranty when used within the specifications of the truck. Strictly Diesel cannot warranty work performed on a truck that is used beyond the ratings of the original equipment manufacturer. In addition, Strictly Diesel may deny warranty if modifications to the vehicle/engine are such that use with heavy loads (which may still be within the OEM limits) are considered unsafe for the engine.
 - g. Overheating: Signs of significant overheating (cooling system, cylinder heads or block) are cause for Strictly Diesel to void the warranty on work performed. Cracks in the cylinder heads and/or pistons are indications that the engine has been run extremely hard and experienced damaging cylinder temperatures. See "b" above.

Printed Name

Signature

Date

My signature above indicates that I have read this document and understand the issues with the Ford 6.0L Powerstroke diesel engine and the limitations of the warranty offered by Strictly Diesel for work performed on my 6.0L Powerstroke diesel engine.