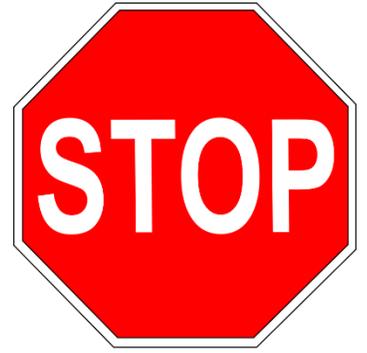
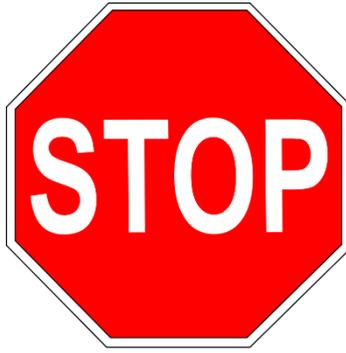
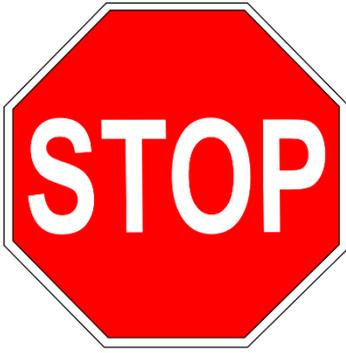




**COMPLETE "OBS" FUEL SYSTEM KIT  
FUEL PUMP AND FILTERS**  
Fits 94-97 7.3L Powerstroke Diesel



# 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 you allow yourself 1-2 days to complete the installation of this entire kit. 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>Qty:</b> | <b>Part Number:</b> | <b>Description:</b>   |
|-------------|---------------------|---|
| 1           | PUMP BRACKET        | S.S. Fuel Pump / Filter Mounting Bracket Assembly               |
| 1           | BRACKET BACKPLATE   | S.S. Fuel Pump / Filter Bracket Backplate                       |
| 2           | KF33                | Hastings KF33 Filter Head w/2 Allen Head Plugs                  |
| 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:**

|      |                          |  |
|------|--------------------------|--|
| 3    | 1/4-20 x 1 1/4" Bolts    | 1/4-20 x 1 1/4" Bolts – Used to Mount Filter Heads to Bracket      |
| 20   | 1/4" Flat Washers        | 1/4" Flat Washers  |
| 9    | 1/4-20 Nylok Nuts        | 1/4-20 Nylok Nuts  |
| 2    | 1/4-20 x 1" Flange Bolts | 1/4-20 x 1" Flange Bolts – Used to Mount Fuel Pump to Bracket      |
| 2    | 1/4" Lock Washers        | 1/4" Lock Washers – Used to Mount Fuel Pump to Bracket             |
| 6 ea | 1/4-20 x 3.5" & 4" Bolts | 1/4-20 x 3.5" & 4" Bolts – Used to Mount Bracket to Truck Frame    |
| 4    | 08MP-06MJ                | 1/2" Male Pipe Thread to #6 Male AN Fitting – Used on Filter Heads |
| 1    | 06FQD-06HB-90            | Black Plastic Quick Disconnect Adapter – 90°                       |
| 6    | 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                        |
| 1    | MV08FM                   | 1/2" Male Pipe to 1/2" Female Pipe Ball Valve                      |
|      | Thread Sealant           | Loctite 545 Thread Sealant   |

## Some of the Basic Tools Needed for Installation:

Standard Combination Wrench Set  
3/8" Drive Metric Socket Set

Metric Combination Wrench Set  
1/4" Drive Metric Socket Set

### 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 following 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.

1. Install the fuel pump onto the mounting bracket using the (2) rubber isolated clamps, (2) 1/4-20 x 1" Flange Bolts, (2) 1/4" Flat Washers and (2) 1/4" Lock Washers. Make sure you pay attention to the orientation of the pump, the inlet nipple will point to the left when viewing the bracket from the pump side. This would be a good time to install the DD-10mm-06MJ fuel pump outlet adapter fitting. See FIGURES 1 & 2.
2. Install the (2) KF33 Filter Heads to the bracket using the (3) 1/4-20 x 1 1/4" bolts, (3) Flat Washers and (3) 1/4-20 Nylok Nuts. See FIGURE 3.

**NOTE: The fittings in steps 3 and 4 are ALL "Pipe Thread", so they REQUIRE the use of sealant. Apply a liberal amount of the supplied sealant all the way around each fitting and install them into the filter heads. Fittings should be tightened carefully, you want them "tight", but not forced, because it will crack the filter head (NOT covered by warranty).**

3. Using FIGURE 4 as a guide, install the MV08FM ball valve into the A port of the pre-pump filter head (lower right corner of the right side filter in the picture – sorry, ball valve not pictured). Try to orient the valve with the handle pointing up or back (away from the center of the bracket) for ease of reach.
4. Still using FIGURE 4, install the (4) 08MP-06MJ adapter fittings and the (4) allen style plugs into the filter heads. One of the adapter fittings will be installed into the ball valve.

It's now time to make up the hoses for the filter assembly. Route them as shown in the pictures. The easiest way to install the 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. Pictures show what the finished hose should look like.

Connect this hose end to one of the filter head fittings. You may need to twist the hose on the 90° fitting to take advantage of the natural curve of the hose. Route the hose to the fuel pump inlet nipple, or the other 90° fitting (fuel pump outlet) to determine the required length (it's best to leave some "slack" in the hose). Cut the hose squarely, using a sharp blade or hose cutters.

- If installing at the fuel pump inlet, slide 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.
- If installing at the fuel pump outlet, follow the same procedure used above to install another 90° hose end. Orient the hose end so it lines up with the outlet fitting on the pump, then tighten both 90° fittings (filter head and fuel pump outlet).

Using the same techniques as detailed above, make up and install the 2<sup>nd</sup> hose assembly. At this point your kit should look like FIGURES 4, 5 and 6 (except that you will have the ball valve that we accidentally left out of the pictures...doh!).

Take the assembled bracket under the truck and locate a spot along the inside of the driver side frame rail, forward of the fuel tank, where it fits up between the FRAME cross-members. In short wheelbase 4WD trucks, this location will likely be right up against the back of the transfer case. Test fit the bracket by placing it against the frame so that the bottom of the (4) top mounting holes is lined up with the top of the frame rail. You should have enough clearance above the bracket and filters to prevent them from rubbing on the bottom of the truck. The most common reason we have seen for a lack of clearance to the floor of the truck is old, sagging body/bed mounts. If the bracket or filter heads are touching the floor of the truck and you can't eliminate this contact by moving the assembly forward or rearward on the frame, you have two options. You can mark the floor and gently dent it to make clearance, or you can replace the sagging body mounts with new ones (preferred method) to restore the factory clearance. The following steps will assume that you have resolved any contact between the filter assembly and body and that you have adequate clearance to mount the bracket.

5. Place a ¼" Flat Washer on each of the (6) ¼"-20 x 4" bolts. You will also need (6) additional ¼" Flat Washers, (6) Nylok Nuts and the Bracket Backplate.
6. Insert the (4) top bolts through the top holes in the main pump/filter bracket. Place the bracket against the frame in the location identified above, with the (4) bolts laying across the top of the frame.
7. Install the bracket backplate on the opposite side of the frame, with the bent ears OUT, making sure that each of the (4) bolts is inserted in the corresponding hole in the backplate. Install a ¼" flat washer onto each bolt, then loosely start (4) of the Nylok Nuts.
8. Install the (2) bottom bolts in the upper holes at the bottom of the bracket and through the corresponding holes in the backplate. Install flat washers and nylok nuts on these bolts as well.

**NOTES: Some trucks have a narrower frame, requiring the use of the supplied 3.5" bolts. Also, the lower holes in the bracket are for use in a 99-03 Super Duty, but we have seen some 94-97 trucks with a taller frame, requiring lower hole use.**

9. Tighten all of the nylok nuts until the bracket and the backplate are pulled against the frame. DO NOT OVERTIGHTEN! These simply need to be tight enough for the bracket to be held firmly against the frame of the truck, if the bracket or backplate are bending from the bolts being tightened, they are too tight!

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 a few inches of slack so that you can secure the hose along the frame and it isn't pulled tight at either end.

10. Using Figure 7, 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.
11. 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.

12. 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). Loosely install one of the remaining 06NC-06FJX90 hose ends onto the pre-pump filter inlet fitting (the one with the ball valve). Route the -6 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.
13. 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-pump filter. Complete the installation of the hose end onto the newly cut hose.
14. 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-pump filter inlet fitting. You may need to rotate the 90° hose end 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 15-17) 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.

15. Install another of the 06NC-06FJX90 fittings onto the end of the remaining -6 hose. Connect this hose to the post-pump 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.

16. 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.
17. 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.

18. Plug the Fusible Link Pigtail into the Main Wiring Harness, then connect the ring terminals to the appropriate battery terminals (red = positive, black = negative).
19. 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.
20. 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!
21. Using Figure 9 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.
22. 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.

After installing new filters, double check the ball valve handle to make sure the valve is open. The handle will be pointing in the same direction (parallel) as the fuel flow when the valve is open, and will be perpendicular to the fitting when it is closed. When replacing used filters, you will close the valve before removing the old filters and will not re-open it until the new filters are installed.

**DO NOT PROCEED TO STEP 23 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 23 IN THIS MANUAL COINCIDES WITH STEPS 70-73 IN THE REGULATED RETURN MANUAL.**

23. 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.
24. 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!**

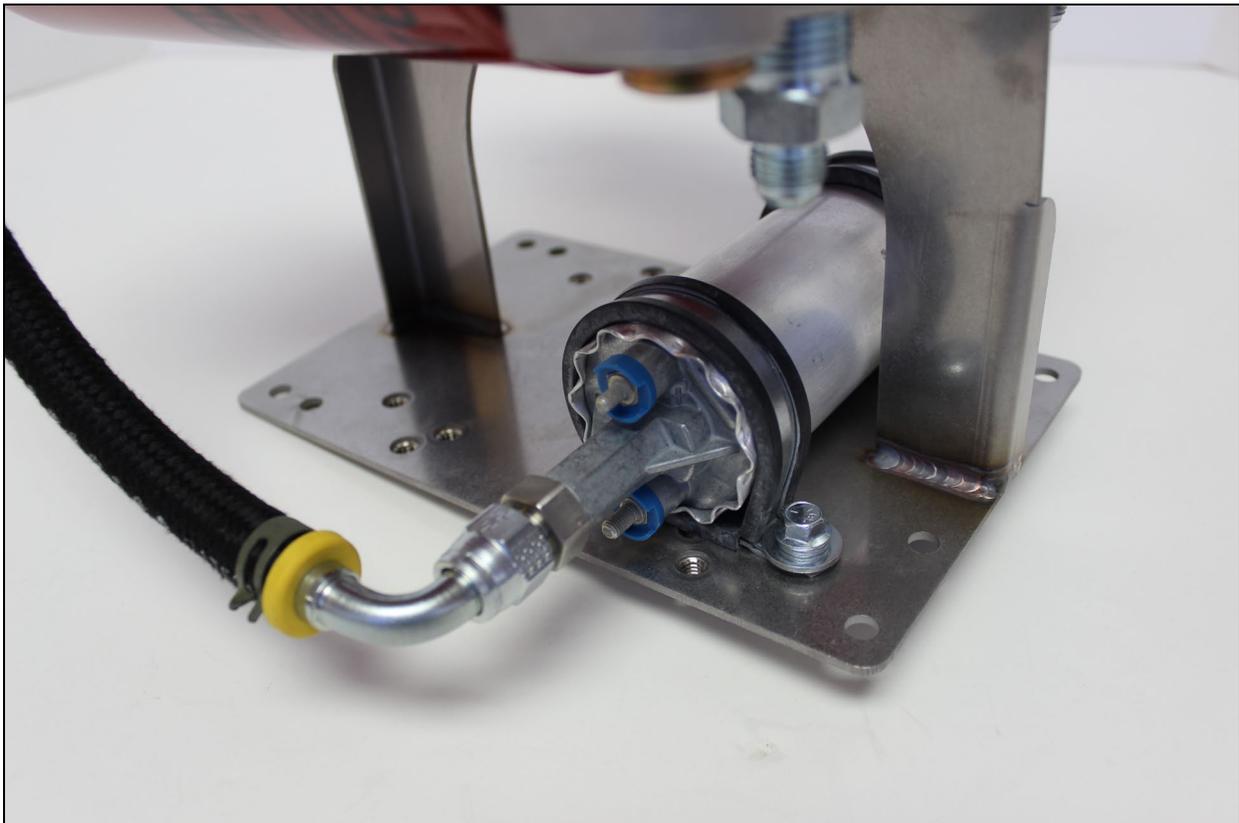


FIGURE 1 – FUEL PUMP MOUNTING & FUEL OUTLET HOSE CONNECTION

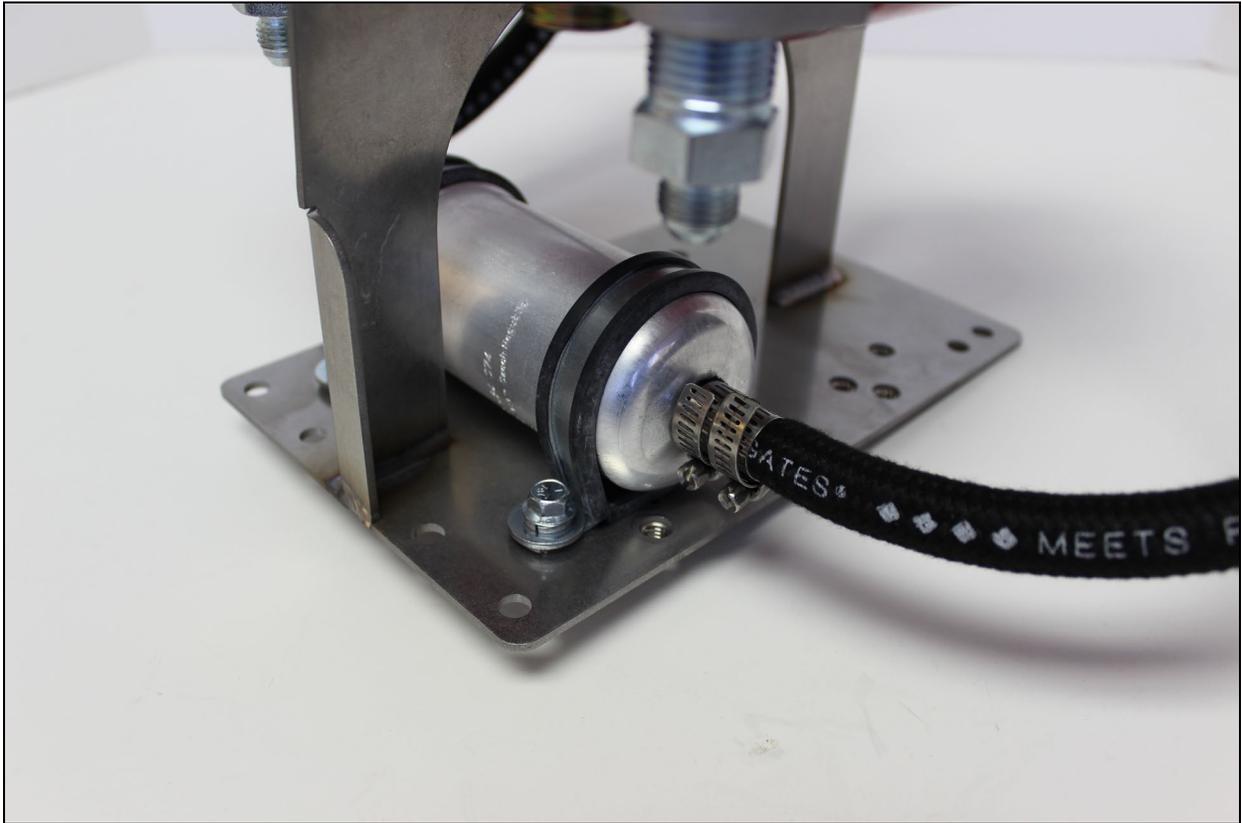


FIGURE 2 – FUEL PUMP MOUNTING & FUEL INLET HOSE CONNECTION

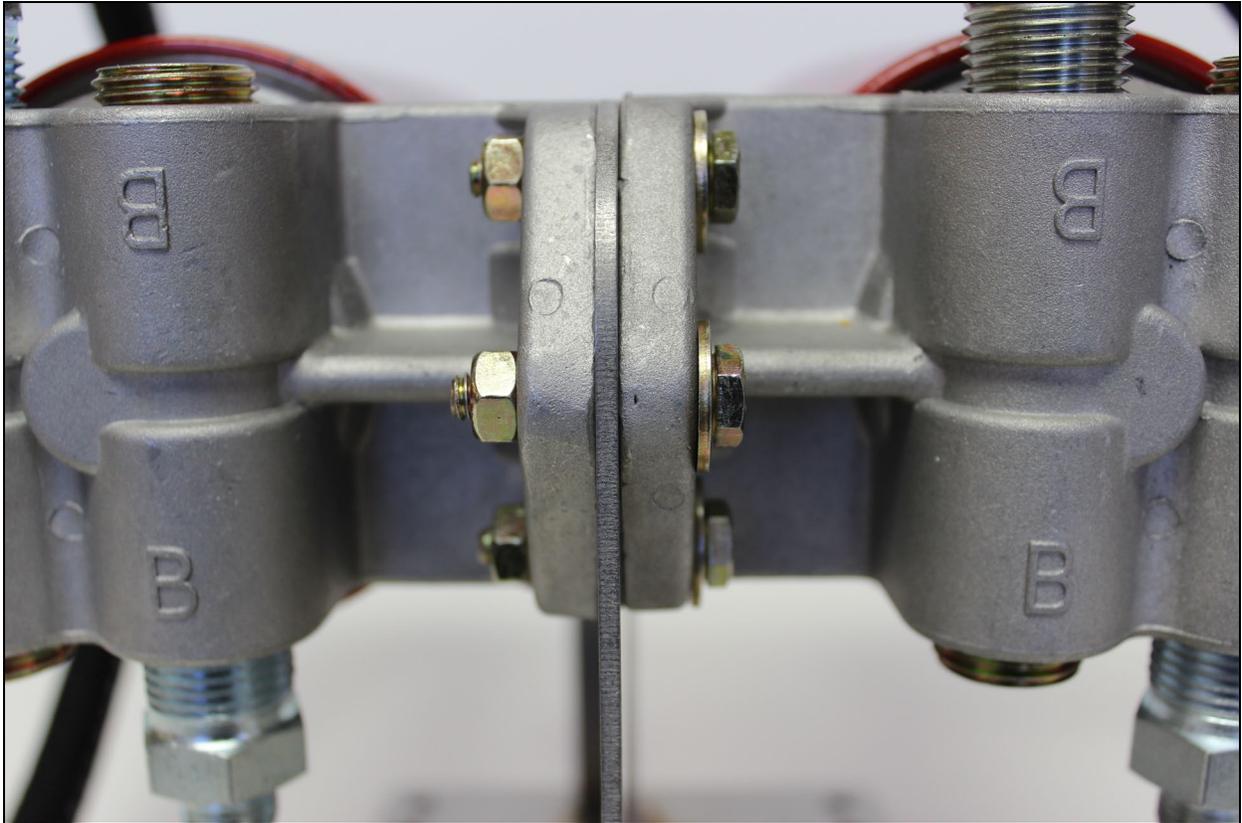


FIGURE 3 – FUEL FILTER MOUNTING

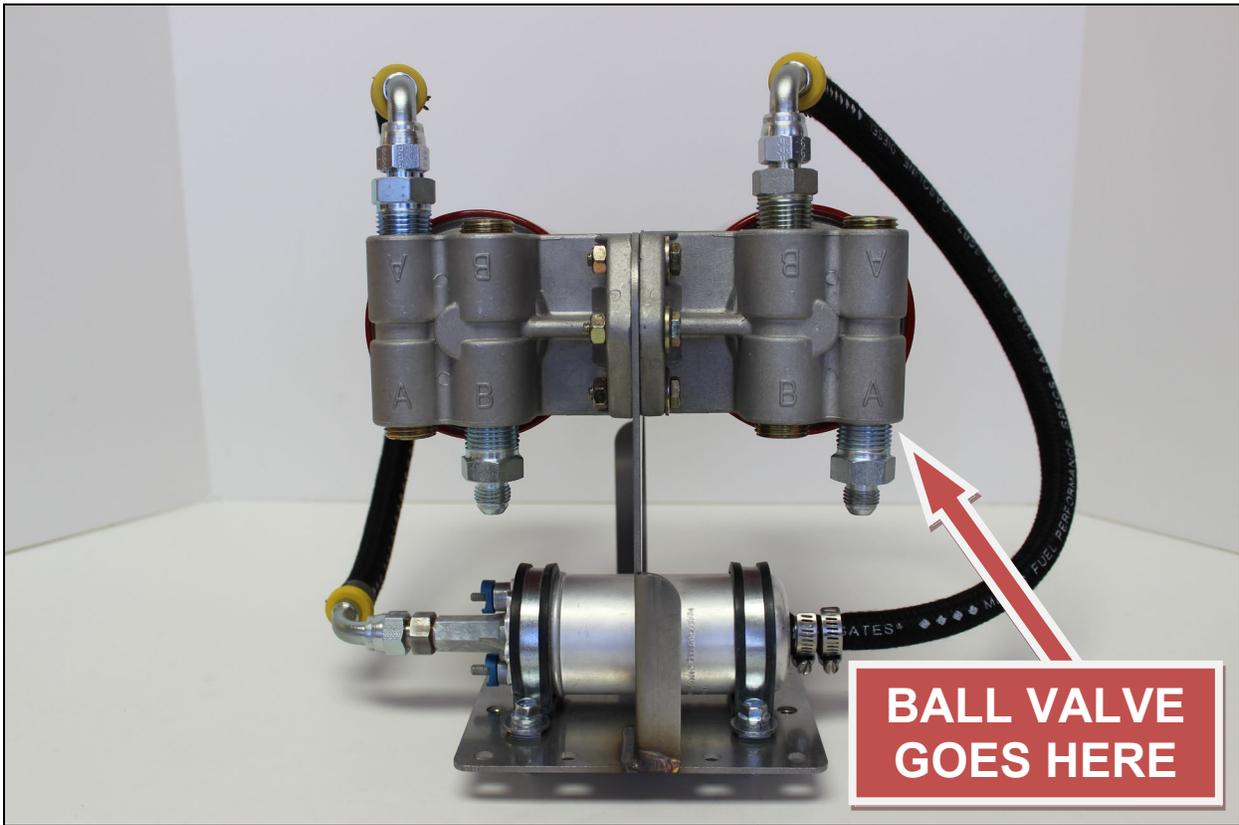


FIGURE 4 – FUEL FILTER FITTING LOCATIONS AND HOSE ROUTING – BALL VALVE NOT SHOWN



FIGURE 5 – HOSE ROUTING – PUMP OUTLET (PRESSURE) SIDE



FIGURE 6 – HOSE ROUTING – PUMP INLET (SUCTION) SIDE



FIGURES 7 & 8 – SELECTOR VALVE VIEWS

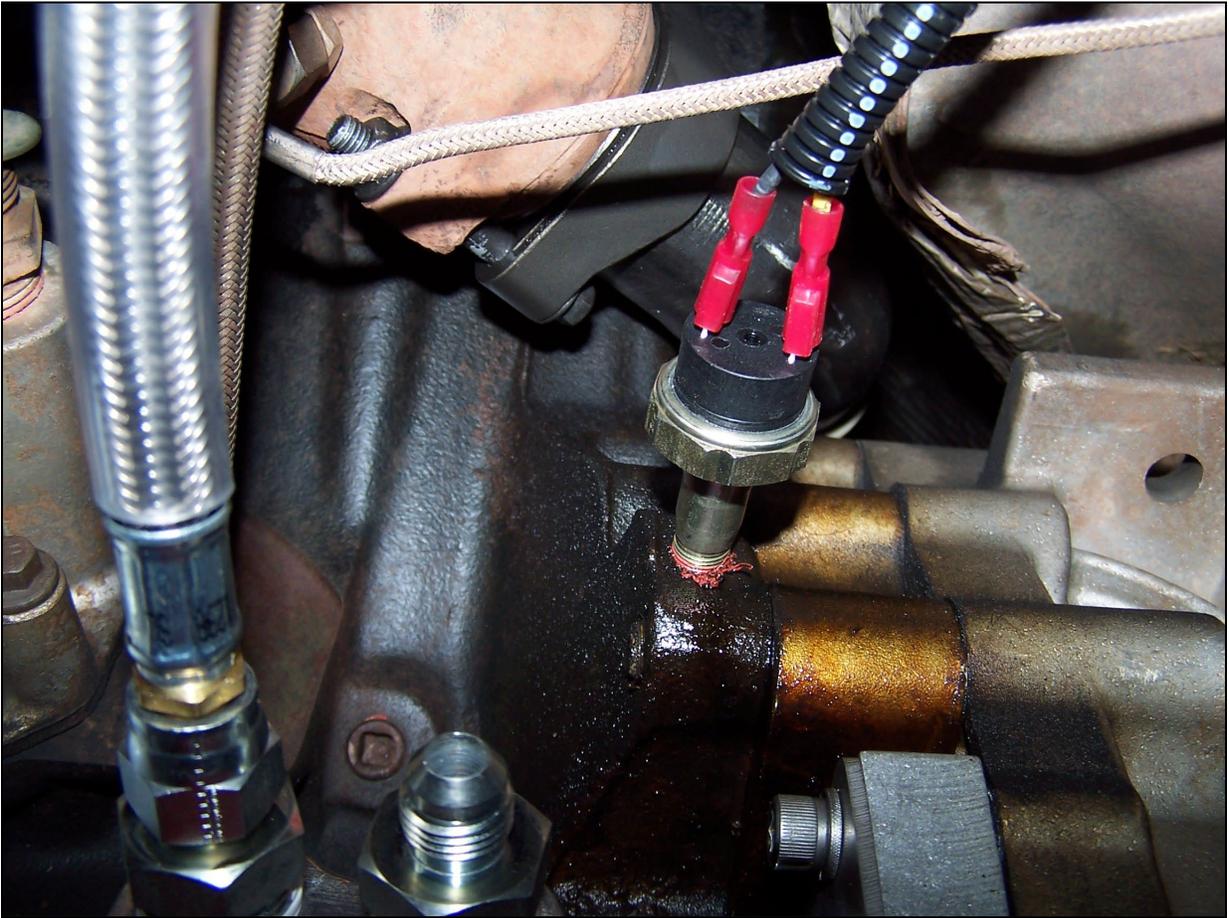


FIGURE 9 – OIL PRESSURE SWITCH INSTALLED – DRIVERS SIDE OF ENGINE BEHIND OIL FILTER

**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.

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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.