



PRE/POST FILTER KIT w/SUMP HARDWARE
RELOCATES OEM FUEL PUMP – FOR USE WITH FUEL BOWL DELETE
Fits 1999-2003 7.3L Powerstroke Diesel Pickup, Excursion & Van



INSTALLATION GUIDE



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

IF YOU FIND A PROBLEM WITH YOUR PACKAGE:

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

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

THANK YOU FOR YOUR COOPERATION!

Kit Contents

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

Qty	Part Number	Description
1	HW-Pack	Pre/Post Kit Hardware Pack
1	Bracket Assy	(2) Piece S.S. Mounting Bracket Assembly
15-25'	-6 Hose	-6 (3/8") 30R7 Fuel Hose (not shown on front)
8 or 12'	-10 Hose	-10 (5/8") 30R7 Fuel Hose (not shown on front)
2	Filter Head	4-Port Fuel Filter Head with Allen Plugs
1	BF1212	Baldwin BF1212 Pre-Pump Fuel Filter/Water Separator
1	BF7633	Baldwin BF7633 Post-Pump 2 Micron Fuel Filter
1	Pump Clamp Kit	(2) Rubber Isolated Fuel Pump Clamps
1	Electrical Pack	Wire, Heat Shrink Splices & Loom (not shown on front)

Qty	Part Number	HARDWARE PACK Parts Description
4	06NC-06FJX90	3/8" Push-Lok 90° Hose Ends
1	06NC-06FJX45	3/8" Push-Lok 45° Hose Ends
1	06NC-06FJX	3/8" Push-Lok Straight Hose End
1	10NC-10FJX45	5/8" Push-Lok 45° Hose End
1	10NC-10FJX	5/8" Push-Lok Straight Hose End
1	08MB-10MJ	1/2" O-Ring Boss to 5/8" Male JIC Fitting
2	08MP-10MJ	1/2" Male Pipe Thread to 5/8" Male JIC Fittings
3	08MP-06MJ	1/2" Male Pipe Thread to 3/8" Male JIC Fittings
1	DD-10MM-06MJ	Driven Diesel Fuel Pump Outlet Adapter w/Copper Washer
9	1/4-20 Nylok	1/4"-20 Nylok Nut
15	1/4 Washer	1/4" SAE Flat Washer
2	1/4 Lock Washer	1/4" Split Lock Washer
4	1/4-20x4 Bolt	1/4"-20 x 4" Long Bolt
2	1/4-20x3.5 Bolt	1/4"-20 x 3.5" Long Bolt
3	1/4-20x1.25 Bolt	1/4"-20 x 1.25" Long Bolt
2	1/4-20x1 Flange	1/4"-20 x 1" Long Flange Head Bolt
2	WGN06SS	Stainless Steel Hose Clamps
1	Loctite	10ml Bottle of Loctite Thread Sealant
	Paperwork	Installation Instructions, etc.

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

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, remove any broken pieces of the old pickup screen or modify the filler vent. 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). If you are attempting to use this kit with an otherwise stock fuel system, or an aftermarket fuel system with a different inlet configuration, whatever adapters are needed will be up to you to determine and source.

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

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 the supplied 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 Pre/Post kit. Installation of the Pre/Post kit will require cutting and assembling hoses "to fit", which is much easier to do when the Regulated Return components are already installed.

PRE/POST KIT INSTALLATION

REMOVING THE STOCK FUEL PUMP (or components you need)

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

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

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

PUMP/FILTER BRACKET ASSEMBLY

Using Fig. 1 and Fig. 2 as a guide, assemble the pump/filter bracket per the following steps.

NOTE: Test Fit the mounting bracket to determine the mounting location (inside or outside the frame rail). These steps 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 flow direction arrows on the filter heads to make sure fuel is flowing through the filters properly. The red arrows in Fig. 1, and any instructions that refer to them specifically, are for **INSIDE THE FRAME** mount **ONLY**.

1. Mount the Filter Heads to the Bracket using (3) ¼-20x1.25" bolts, (3) ¼" Flat Washers and (3) ¼-20 Nylok Nuts
2. Mount the Fuel Pump using (2) Rubber Isolated Clamps, (2) ¼-20x1" Flange Bolts and (2) ¼" Split Lock Washers. There are (2) mounting locations for the OEM Bosch pumps. Our photos show it in the bottom location, but it can also be mounted in the top location using the topmost mounting holes and having the clamp tabs above the pump.
NOTE: If you will be upgrading to a "dual pump" configuration later, it will be easier if you mount the first pump in the TOP location, leaving the bottom location free for the other pump when you are ready.
3. Install the Driven Diesel Fuel Pump Outlet Adapter with Copper washer in the outlet of the fuel pump. If you are reusing your stock pump, you will need to remove the OEM quick disconnect fitting first.
4. Each filter head has (4) ports and comes with (2) plugs. The ports that do NOT have red arrows in Fig. 1 are the ports that get the plugs. Using either the supplied liquid thread sealant, or Teflon tape (your preference), install the plugs and tighten. Remember, these are tapered pipe threads, **DO NOT OVERTIGHTEN the fittings in these ports or you will crack the filter head (this is not covered by warranty).**
5. Install the (3) supplied 08MP-06MJ adapter fittings into the filter head ports marked in Fig. 1 for 3/8" fittings using the same thread sealant and procedure as the plugs. Install (1) 08MP-10MJ adapter fitting into the port marked for 5/8" fittings.

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.

6. Cut a 15" section of the supplied 3/8" fuel line. Warm the end of the hose per the note above and install one of the 90° hose ends. Press the hose end onto the hose until it contacts the yellow disc, you may need to put the hose end in a vice for this step.
7. Slide (2) worm gear clamps up the other end of the hose, warm the end of the hose and install onto the inlet of the fuel pump. Push the hose over the "raised rib" and all the way against the body of the pump. Rotate the hose on the inlet of the pump so that the natural bend is routing the hose toward the fitting on the filter head where it will connect.
8. Rotate the 90° hose end in the hose until it aligns nicely with the port on the filter head, install as shown, and tighten. Reposition and tighten the worm gear clamps so that there is one on each side of the ridge in the middle of the inlet nipple.
9. Cut a 12" section of the supplied 3/8" fuel line. Warm one end at a time and install a 90° hose end to both ends. Loosely connect one of the ends of the hose to the outlet of the pump, then rotate the hose on the hose end until the natural bend in the hose is routing the other end toward the fitting on the filter head. Rotate the other hose end to align with the fitting on the filter head, connect the hose end to the filter head and tighten both ends of the hose.

YOUR ASSEMBLY SHOULD LOOK JUST LIKE FIG. 1

10. Install the assembled pump bracket to the frame in the chosen location by inserting (4) 1/4-20x4" bolts with flat washers into the top holes of the bracket, resting the bolts on the top of frame and installing the back plate over the bolts on the opposite side of the frame. Add a flat washer and nylok nut to each bolt. Repeat at the bottom with the (2) 1/4-20x3.5" bolts, flat washers and nylok nuts. Tighten all hardware until snug, without bending the bracket.
11. Following the same **VERY HOT WATER** and **FROZEN FITTINGS** methods from earlier, heat one end of the 5/8" hose in the hot water, then quickly push the hose over the straight 5/8" hose end (standing straight up on a very solid work surface) until it contacts the yellow disc. It may be helpful to lubricate the barb on the fitting, as 5/8" Push-Lok fittings are a real B&\$%# to install! You will need a really good grip on the hose, leather gloves or similar are recommended.
12. 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" 45° fitting installed on the inlet of the pre-pump filter, determine where the 5/8" hose needs to be trimmed and mark the hose.
13. Disconnect the hose from the sump and trim it where marked. Following the same process detailed in Step 11, freeze the fitting and heat the end of the hose. The 45° 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.

14. 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").
15. We have included both a straight and 90° hose end for use at the engine, depending on what will fit your installation better. 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.
16. Secure the new hose with cable ties in several places along the frame to prevent rubbing.

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

35. Using the provided wire and heat shrink crimp connectors, you need to extend the fuel pump wiring to reach the new location. We recommend cutting the stock pump pigtail in the middle (offset where you cut each wire by a few inches so the 2 butt connectors are not right next to each other, they will fit inside the loom better this way). Using the supplied butt connectors and wire, extend the fuel pump end of the pigtail with the included wire. Plug the other end of the stock pigtail back into the connector on the frame. Route the new wire from the new pump location up to the front part of the pigtail, cut to length (offset again, leaving a little slack in the wire) and connect using the remaining butt connectors. Make sure to heat all of the terminals so the heat shrink seals the connections, and cover the new wire with the included loom. Secure the extended harness with cable ties.
36. Always pre-fill both fuel filters before installing them onto the filter heads.
37. For the pre-filter (BF1212), install the small rubber o-ring from the filter package onto the filter head nipple (closest to the fuel tank), then install the filter onto the filter head. The post-filter (BF7633) does not include/need the smaller o-ring, simply install it on the filter head closest to the engine. It is a good idea to lubricate the rubber seal on the filters.
38. 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.
39. 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.
40. Once you have confirmed that the system is leak free, go ahead and start the engine.

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

For your convenience, we've included a cross-reference guide for replacement filters. Driven Diesel keeps the Baldwin filters in stock and would appreciate the opportunity to provide you with

replacements. You can use the following list to get replacement filters elsewhere if desired.

PRE-FILTER / WATER SEPARATOR:

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

PRE-FILTER SPECS (BALDWIN BF1212):

Flow Capability: 210gph @ 1psid / >300gph @ 3psid
Filtration: 86% Efficient @ 4 micron / 99% Efficient @ 20 micron
Water Removal: 93% @ 60gph / 87% @ 120gph (based on 2500ppm free water injection)
(emulsified water removal will be approximately 3-5% less)
Burst Pressure: 150psi
Collapse Pressure: 100psid

POST-FILTER / WATER SEPARATOR:

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

POST-FILTER SPECS (BALDWIN BF7633):

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

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

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

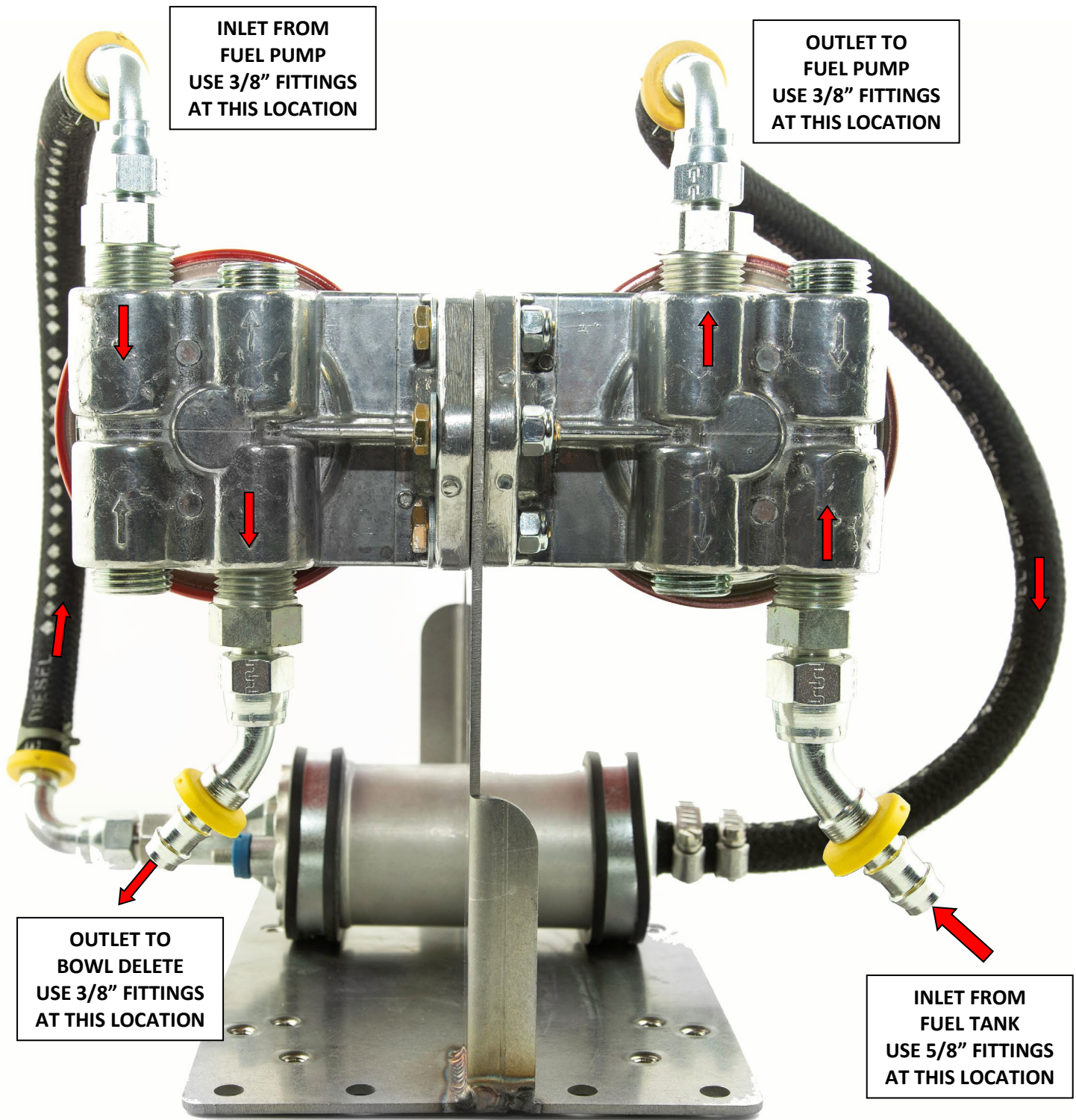


Figure 1 – Top View Of Pump/Filter Assembly



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

MOST 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").

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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 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.