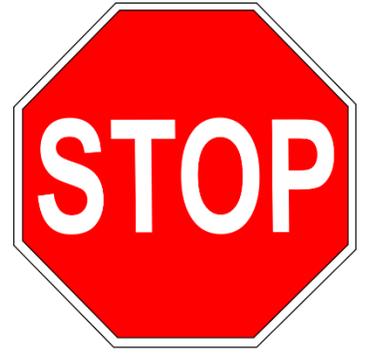
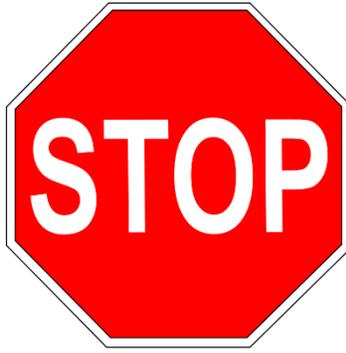
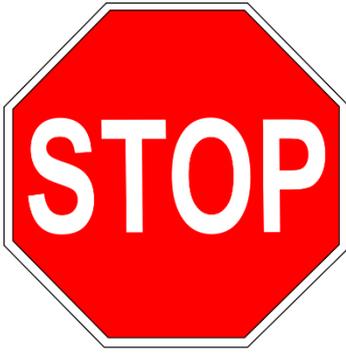




REGULATED RETURN FUEL SYSTEM KIT
Fits 99-03 7.3L Powerstroke Diesel – Retains Stock Filter Bowl



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!

Thank You for purchasing the Driven Diesel Standard Regulated Return 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, and allow yourself several hours to complete the installation. After reading these instructions, 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 Standard Regulated Return Kit Contents

Please use the following parts list and pictures 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.

Qty:	Part Number:	Description:
1	73FS-DSR-TUBE	Driver Side Return (Rear) Tube Assembly
1	73FS-DSR-HOSE-V2	Driver Side Return (Rear) Hose Assembly (2 nd Longest Hose)
1	73FS-PSR-TUBE	Passenger Side Return (Rear) Tube Assembly
1	73FS-PSR-HOSE-V2	Passenger Side Return (Rear) Hose Assembly (Longest Hose)
1	73FS-PSF-TUBE-V2	Passenger Side Feed (Front) Tube Assembly ("U" Shaped)
1	73FS-PSF-HOSE	Passenger Side Feed (Front) Hose Assembly
1	73FS-DSF-HOSE	Driver Side Feed (Front) Hose
1	73FS-RTN-HOSE	Return Hose (Shortest Hose)
1	73FS-BLOWDOWN	Regulator Blowdown Line
1	73FS-REG-ASSY	Regulator Assembly (with Fittings)
1	73FS-RTN-FIT-ASSY	Custom Machined Return Fitting Assembly (with Fitting & O-Ring)
1	73FS-HW-PACK	Hardware Pack (Fittings, Screws, Etc.)
1	73FS-REG-BRACKET	S.S. Regulator Mounting Bracket
1	Gauge	Liquid Filled Pressure Gauge (not installed...see special insert)

Hardware Pack Contents:

3	02MP-06MJ	1/8" Male Pipe to -06 Male JIC – Straight Fittings
2	02MP-06MJ45	1/8" Male Pipe to -06 Male JIC – 45° Degree Fittings
1	04MB-06MJ	#4 Male O-Ring to -06 Male JIC
1	60VLV-5	-05 Vibra-Lok Sleeve (Viton)
1	60VLV-6	-06 Vibra-Lok Sleeve (Viton)
1	02MP-Plug	1/8" Male Pipe Plug

FUEL SYSTEM PARTS IDENTIFICATION



Hoses: 73FS-PSR-HOSE-V2
(top to bottom) 73FS-DSR-HOSE-V2
73FS-DSF-HOSE
73FS-PSF-HOSE
73FS-RTN-HOSE-V2

Tubes: 73FS-DSR-TUBE (left)
73FS-PSR-TUBE (right)
73FS-PSF-TUBE-V2 (bottom)

Fittings: 04MB-06MJ
(left to right) 02MP-06MJ (x3)
02MP-06MJ45 (x2)

Use the above diagram to identify the different hoses and fittings in the kit

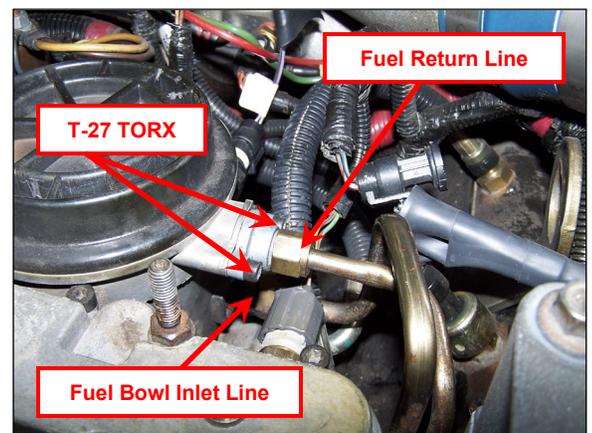
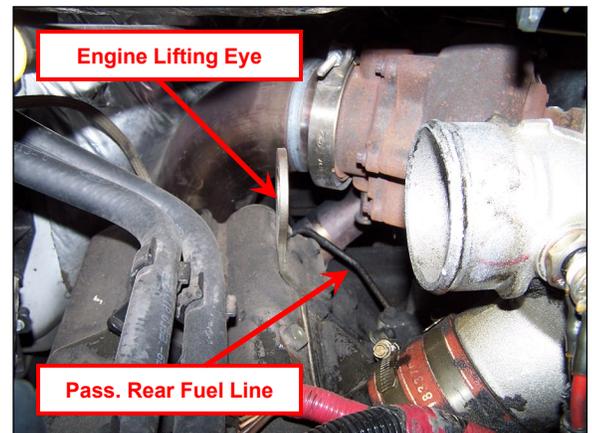
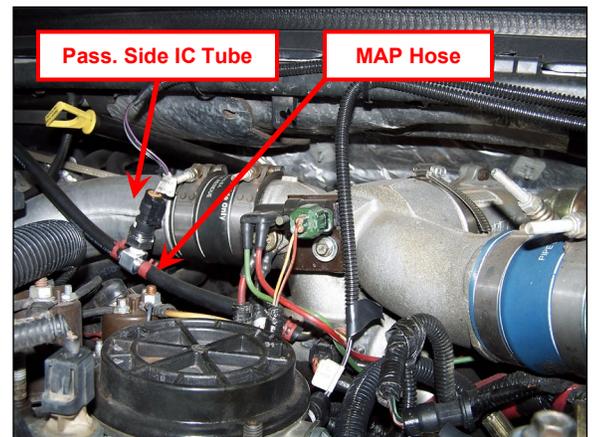
Some of the Basic Tools Needed for Installation:

Standard Combination Wrench Set
3/8" Drive Metric Socket Set
T-27 Torx Driver or Bit
Screw Driver Set
"Allen" Wrench Set

Metric Combination Wrench Set
1/4" Drive Metric Socket Set
1/2" Drive Breaker Bar
Anti-Seize
Penetrating Oil

Let The Fun Begin!

1. Drain Fuel Filter Bowl into a suitable container. The drain valve is yellow and is located on the back of the filter bowl; the drain outlet is a tube located near the passenger side bottom front of the engine. It's usually easiest to slide an extension hose up the drain tube so it reaches the container and doesn't make a mess.
2. Disconnect both batteries (negative cables first, then positive) using an 8mm socket or wrench. TIP: Write down your radio stations first.
3. Using a ½" drive breaker bar or long handled ratchet, loosen the accessory belt tensioner and lift the serpentine belt off of the alternator and A/C compressor. The belt does not need to be removed completely, just removed from these two components.
4. Disconnect and remove the alternator (drivers side top if dual alternator setup) using a 10mm socket on the electrical connector and 13mm socket on the mounting bolts.
5. Disconnect both electrical connectors from the Air Conditioning compressor. Loosen and remove the 4 mounting bolts that hold the compressor in place using a 10mm socket and ratchet. The compressor can be left in place for now.
6. Remove the Passenger Side Intercooler (IC) Tube using an 11mm deep socket. Removal may require disconnecting the MAP hose at the intake manifold. Use the diagram at right for reference.
7. Remove Passenger Side Rear Engine Lifting Eye using 13mm and 15mm socket or wrench.
8. Disconnect the fuel return line from the filter bowl using 5/8" wrench.
9. Remove the factory fuel pressure regulator using a T-27 TORX driver. The cap will be under pressure due to the spring underneath. Save the screws for reinstallation later. The cap, spring and poppet will not be reused.
10. Disconnect the Fuel Bowl Inlet Line using a 3/4" wrench.
11. Disconnect both Fuel Bowl Outlet Lines using 9/16" wrench.
12. Pull the Fuel Bowl Drain Line off the outlet of the bowl drain valve.
13. Unplug the fuel heater plug from the back of the fuel bowl.
14. Remove both 13mm Fuel Bowl Retaining Bolts



15. You should now be able to remove the fuel filter bowl. Be careful, there is still fuel in the bowl and it will leak out.

16. Loosen the retaining bolts for the Power Steering/Alternator Bracket. Loosen all but the bottom bolt completely, leave the bottom bolt threaded in some to keep the bracket aligned and ease reinstallation of the other bolts later.

17. Disconnect the driver side stock fuel line from the check valve. Be sure to loosen the nut at the top of the assembly; don't try to remove the fitting from the head with the tube installed. This is a good time to spray some penetrating oil on the threads where the check valve goes into the head.

18. Disconnect the passenger side stock fuel line from the check valve. Just like the driver side, remove the tube from the check valve, leaving the check valve in the head. This is a good time to spray some penetrating oil on the threads where the check valve goes into the head.

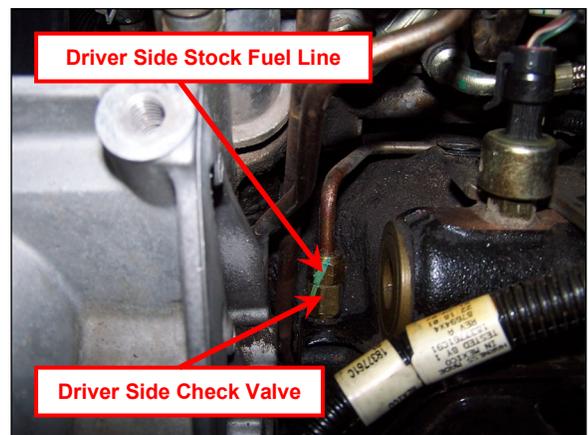
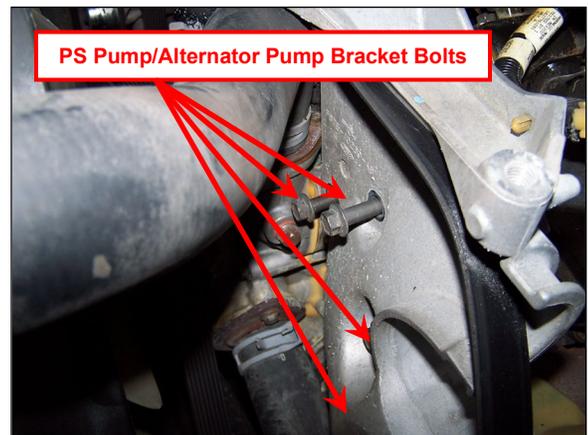
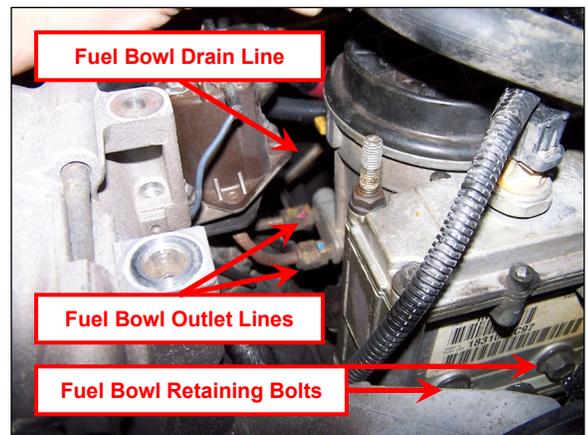
19. Locate the retaining clamps in the middle of each of the stock fuel lines and remove them using a 13mm and 10mm wrench.

20. Remove both stock fuel lines. Some twisting may be required but they will come out.

21. Using a 9/16" deep SOCKET and ratchet, remove the check valves from the heads. BE CAREFUL! Applying a sideways force can snap the threads off the check valve and leave them in the cylinder head! You want to hold the socket square with the head with one hand and use the ratchet to rotate the socket and break the check valve loose.

22. Locate and remove both square head fuel rail plugs. One is at the front of the passenger side cylinder head and the other at the rear of the driver side cylinder head. These are just off the end of the sheet metal intake plenums. Removal is easiest with a 9/32" square socket, 7mm open end wrench or adjustable wrench (tightened completely on the plug). In any case, make sure that the tool is all the way down on the plug to prevent rounding the head. It may be necessary to lift the A/C compressor off the bracket and set it off to the side to access the passenger side front port. It may also be necessary to soak these with penetrating oil and let them sit for a bit if the area is particularly rusted or if the plug are particularly difficult to remove.

23. Locate the (3) 02MP-06MJ and (1) 02MP-06MJ45 fittings.



24. Apply fuel safe thread sealant to the tapered pipe threads of these fittings. We've had the best luck with Rectorseal #5, but Teflon tape or Loctite products also work well.

EARLY 99 MODEL YEAR ONLY:

The turbocharger inlet manifold on early 1999 model year trucks sits VERY CLOSE to the drivers side rear fuel port. In order to install the 73FS-DSR-TUBE in the steps below, it will be necessary to clearance the flange on the turbo inlet. Loosely install one of the 02MP-06MJ fittings into the drivers side rear port, then attempt to connect the 73FS-DSR-TUBE (see left photo on page 7). Mark the exhaust flange so you know where the interference is located and remove the tube and fitting. COVER THE EXPOSED FUEL PORT WITH DUCT TAPE OR REINSTALL THE FACTORY PLUG FIRST, then use a dremel tool, die grinder or similar to clearance the flange. Make sure to clean up any grinding debris before exposing the fuel port and test fitting again.

25. Install (1) 02MP-06MJ (straight) fitting into each of the open ports at the driver side front and rear and at the passenger side rear. Tighten securely using a 5/8" wrench, but do not over tighten.

26. Install (1) 02MP-06MJ45 fitting into the passenger side front port. The fitting needs to be pointing back at about a 45° angle when tightened, with the ability to tighten it just a bit further in a later step. Removal of close intake plenum bolt may be necessary to have clearance for the wrench...don't forget to reinstall it if you have to remove it!

NOTE: When installing tapered pipe thread fittings in pipe thread ports, DO NOT FORCE them into the desired position...this can lead to cracking the port! If you are using Teflon Tape and it gets tight in the wrong position, you will need to use more or less Teflon tape to get it oriented properly. More tape will obviously stop the rotation sooner, less will let it rotate more. Always clean off the old Teflon tape before applying fresh tape.

The above applies to the fuel bowl fittings installed in the next steps as well.

EXTREMELY IMPORTANT! The fuel bowl is aluminum and cracks easily. When installing tapered pipe thread fittings in the next few steps, DO NOT OVERTIGHTEN! Follow the guidelines above for adjusting the Teflon tape for fitting position as needed...or use a sealant like Rectorseal #5, position the fitting as desired and allow it to cure.

27. Locate the remaining 02MP-06MJ45, 02MP-Plug and 04MB-06MJ fittings.

28. Apply fuel safe thread sealant to the tapered pipe threads of the plug and 45° fitting.

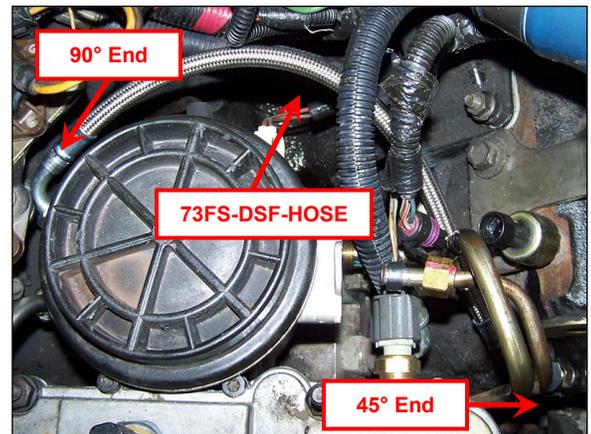
29. Using the photo at right, install the 45° fitting and the plug as shown. The 45° should be installed pointing to the rear, a few degrees of upward or downward angle should not affect the installation. BE CAREFUL NOT TO OVERTIGHTEN!!!

30. Remove the allen head plug from the port to the left of where the pipe plug was installed and replace it with the 04MB-06MJ o-ring fitting included in the kit. Tighten until the body of the fitting is against the body of the filter bowl to fully seat the o-ring.



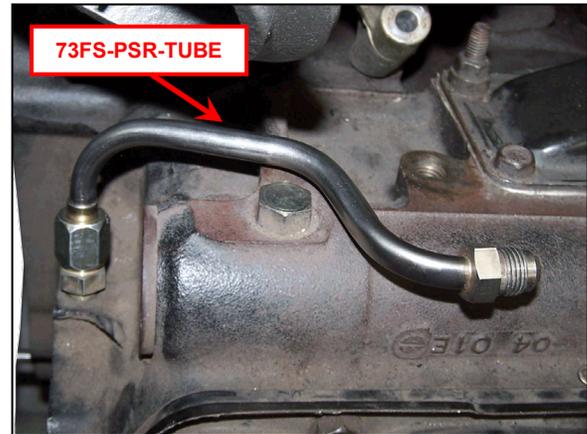
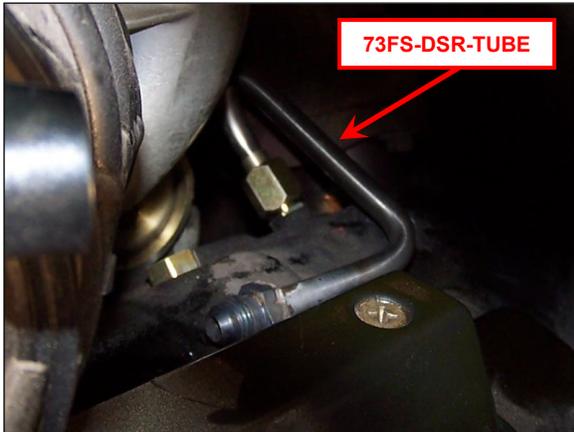
31. Locate the 73FS-PSF-TUBE-V2 and 73FS-PSF-HOSE. Install the tube as shown in the picture above. Loosely install the 45° end of the hose onto the male end of the tube.
32. The tube should be angled away from the bowl slightly, just enough for the hose end to avoid contact with the bowl. Tighten the tube nut where it connects to the fitting in the bowl using a backup wrench to make sure you don't damage the filter bowl.
33. Remove the old rubber sleeves from the factory feed and return lines. Be sure to remove any small pieces that may be stuck to the lines as well. These can sometimes get stuck inside the brass nuts and require the use of a pick or other tool to hold them while you "unscrew" the nut from the sleeve.
34. Locate the new 60VLV-5 and 60VLV-6 sleeves. Install the larger sleeve (-6) onto the factory feed line and the smaller sleeve (-5) on the factory return line. It can be helpful to wet the sleeves with diesel fuel so they slip on easier.
35. Set the filter bowl assembly back into its approximate location. Start the straight end of the 73FS-PSF-HOSE onto the 45° fitting in the cylinder head (it might be necessary to slightly adjust the angle of the fitting in the head for the hose to line up right).

36. Locate the 73FS-DSF-HOSE. The 45° end connects to the straight fitting in the front port of the driver side cylinder head. The 90° end connects to the 45° fitting in the filter bowl. The hose will route THROUGH the middle of the 73FS-PSF-TUBE-V2 (not shown in photo at right) and wrap around the back of the filter bowl. The hoses and wiring harnesses in this area will depend on the year of the truck and what other aftermarket modifications are installed. Route the 73FS-DSF-HOSE carefully so that the hose is not rubbing or touching something that can damage it...do not tighten.



37. Reinstall and torque the 13mm fuel bowl mounting bolts to 18ft/lb.
38. Reconnect the stock fuel filter drain line at the passenger side rear corner of the filter housing.
39. Tighten both ends of the 73FS-PSF-HOSE, you may need to make final adjustments to the angle of the tube and/or fitting in the head for proper alignment.
40. Tighten both ends of the 73FS-DSF-HOSE. The hose should have an upward angle at the 45° end. You will need to hold the 45° fitting in the filter bowl with a wrench to prevent rotating it out of position.
41. Reconnect the stock fuel feed line to the lower port on the driver side of the filter bowl. Push the fuel line all the way into the bowl fitting, push the new sleeve up against the bowl fitting and start the brass nut. Make sure that the nut starts correctly before tightening with a wrench until snug. The new sleeve will make the nut a bit stiff to tighten, lube with diesel fuel or similar if needed.
42. Locate the DRIVEN DIESEL RETURN FITTING. Install the fitting onto the filter bowl using the factory TORX screws and supplied new o-ring. The male fitting should be pointing up and toward the windshield. Do NOT try to reinstall the original poppet and spring, they are not needed now.

43. Connect the stock fuel return line to the Driven Diesel Return Fitting. Push the steel fuel line all the way into the Return Fitting, push the new sleeve up against the Return Fitting and start the brass nut (lube with diesel fuel or similar if necessary).
44. Once you make sure that the nut starts correctly (the Driven Diesel fitting is aluminum and can strip easily if cross-threaded), tighten with a wrench until snug.
45. Locate the 73FS-DSR-TUBE and install onto the driver side cylinder head fitting as shown in the left photo below. Snug the tube nut but don't tighten it completely yet.
46. Locate the 73FS-PSR-TUBE and install onto the passenger side cylinder head fitting as shown in the right photo below. Snug the tube nut but don't tighten it completely yet.



47. Install the regulator onto the mounting bracket using the supplied screws.

NOTE: If you are installing one of the Driven Diesel High Flow Banjo Bolt Kits, this would be the best time to do so. In the next steps you will be reinstalling parts that will be in the way of installing the banjo bolts. If needed, switch to the installation of the Banjo Bolt Kit and return to this step when you are finished.

48. Loosely reinstall the alternator mounting bracket. Don't tighten the bracket bolts fully yet.
49. Reinstall the alternator with the fuel pressure regulator mounting bracket in place before installing the mounting bolts.
50. Locate the 73FS-DSR-HOSE-V2. Connect the 45° end to the driver side fitting on the regulator. Route the hose under the engine harness and driver side of the intake "Y" and connect the straight end to the previously installed 73FS-DSR-TUBE. You may have to adjust the angle of the fitting in the fuel pressure regulator, this is why the jamb nut was left loose. Use the photo at right as a reference if needed. Verify clearances around the hose and tighten both ends. It can be helpful to use a wrench on the small brass colored nut behind the straight hose end to keep the hose from twisting while tightening.



51. With the hose installed, tighten the 73FS-DSR-TUBE at the cylinder head.
52. Locate the 73FS-PSR-HOSE-V2. Connect the 45° end to the regulator. Route the hose under the passenger side of the intake "Y" and connect the straight end to the previously installed 73FS-PSR-TUBE. You may have to adjust the angle of the fitting in the fuel pressure regulator, this is why the jamb nut was left loose. Use the photo on the cover of this document as a reference if needed. Verify clearances around the hose and tighten both ends. It can be helpful to use a wrench on the small nut behind the straight hose end to keep the hose from twisting
53. With the hose installed, tighten the 73FS-PSR-TUBE at the cylinder head.
54. Locate and install the 73FS-RTN-HOSE-V2. Connect to the bottom port of the regulator first, then the return fitting on the filter bowl. You may have to adjust the angle of the fitting on the bottom of the fuel pressure regulator, this is why the jamb nut was left loose. Use the photo at right as a reference if needed.
55. Once ALL of the hose ends are tightened, tighten ALL of the jamb nuts on the fuel pressure regulator.
56. If you are using an electric "in-cab" fuel pressure gauge, install the sending unit in the front gauge port of the regulator. If not, you will need to install the included mechanical fuel pressure gauge. These are pipe threads and will need sealant or tape. Do not overtighten.



YOU'RE ALMOST DONE!

Before proceeding, it's time to **DOUBLE CHECK EVERY** fitting and **FUEL SYSTEM RELATED** bolt (like the torx screws on the filter bowl) for proper tightness. Carefully go over each fuel line at both ends, checking both the line and the fittings for tightness. Once you've verified all of the fuel lines and fittings, check any bolts that have been removed and reinstalled up to this point. Once reassembly is complete, some of these fittings and hoses will not be easily accessible should you miss one and leave it loose!

57. If you are installing a new fuel filter (highly recommended), now is the time.
58. Now we need to check for leaks. Start by turning the key to the "on" position (do not crank or start the engine) and let the fuel pump run until it shuts off. When the fuel pump shuts off, turn the key to the "off" position. **NOTE:** There may not be any significant pressure reading on the gauge at this point.
59. Repeat the above 8-10 times to refill the fuel filter bowl, lines and rails and purge them of air.
60. Now, cycle the key to the "on" position and adjust the fuel pressure by turning the set screw in the middle of the regulator **CLOCKWISE** (in) until the pressure reaches 60-70psi. You may have to loosen the locknut on the regulator in order to turn it far enough and you may have to cycle the key more than once if the pump shuts off before you have it set.

61. Cycle the key to the "on" position and check each fitting and hose for leaks. The system is under pressure now so they should be pretty apparent. You may have to cycle the key several times to inspect every fitting and hose connection...take your time, this is important!

62. If any leaks are found, resolve them before proceeding. It's much easier to address them now than when everything is back together later.

Once you're sure that there are no leaks and everything is tight, there are just a few more steps to get this wrapped up. The fuel pressure regulator has a "boost reference port" that is commonly used in super/turbocharged gas engine applications to raise fuel pressure under boost. We do NOT use this connection in our fuel system for boost reference. Instead, we have provided a 10' length of poly tubing to route that port to atmosphere under the truck, just in case the diaphragm ever fails. We would rather dump the fuel on the ground under the truck than into the MAP line to the engine or all over the top of the engine.

63. Locate the 73FS-BLOWDOWN line. Connect the line to the brass nipple in the top half of the fuel pressure regulator. Route and secure this line, avoiding heat sources that could damage it, so that the other end is under the truck and is pointing down at the ground. See #2 on the Troubleshooting Page for details.

64. Starting with step 6, reverse the disassembly steps and reinstall the intercooler tube, MAP hose, A/C compressor, accessory drive belt, alternator electrical connections and battery cables. You also now need to tighten the alternator mounting bracket. The passenger side rear engine lifting eye will NOT be reinstalled.

65. Start the engine and allow it to idle. While it's idling, thoroughly inspect for leaks one more time as everything is once again under pressure and flowing constantly. Any remaining air in the system will also be purged during this time.

66. If any leaks are detected, shut the truck off and resolve them before proceeding. Come back and perform another leak check (step 63) and proceed once the problem has been resolved.

67. Once the system is leak free and the truck has had a few minutes to purge any remaining air and start to build some engine heat, adjust the fuel pressure and tighten the fuel pressure lock nut. We recommend starting with the pressure in the 65psi range at operating temperature.

CONGRATULATIONS!
You've just completed the installation of the
Driven Diesel 7.3L Standard Regulated Return Fuel System Kit!

Note: It is recommended that fuel filter service intervals be kept to no less than every 15k miles, or 1x per year, due to the increase in fuel flow across the filter with a Regulated Return type fuel system.

Common Fuel System Issues – Troubleshooting Guide

If you run into any problems after the installation of your fuel system, please check this page for guidance before calling your dealer or Driven Diesel for help. The issues below represent the most common causes for technical support calls.

1. **THE REGULATOR MUST BE BROKEN – PRESSURE IS LOWER THAN DESIRED** – This is a multi-part problem, but the first thing you need to know is that if you don't have fuel spraying out of the hose connected to the brass nipple in the top half of the regulator, the regulator is **NOT** broken and is working fine. The fuel pressure regulator supplied with our kits is extremely simple, and the **ONLY** failure we have ever seen, since we started building fuel systems in 2001, has been a punctured diaphragm...which will leak fuel from the brass nipple. See below for some specific examples of where to look for your fuel pressure problem:
 - a. **AIRDOG II** – If you have an AirDog II/4G/5G pump that has replaced your factory fuel pump, you will need to adjust the fuel pressure at the pump. The ADII pumps are delivered from the manufacturer with the internal regulator set at 55psi. Locate the adjuster screw / jambnut. It is best to adjust the **DRIVEN DIESEL** fuel pressure regulator up (clockwise) several turns past the max pressure, **THEN** have someone adjust the ADII pressure adjuster until the **DRIVEN DIESEL** gauge shows about 70-75psi. Finally, adjust the **DRIVEN DIESEL** regulator down to 60-65psi. This will leave you with about 5-10psi of "overhead" pressure, which will help keep the pressure at the desired level when you are heavy on the throttle and the injectors are using more fuel from the rails.
 - b. **FASS** – If you have a high pressure FASS pump and are unable to get 65psi at the Driven Diesel fuel pressure regulator, you may need to update the regulator in your FASS pump. Older Grey or Black High Pressure FASS pumps were delivered with a 55psi regulator spring. Newer Black FASS pumps (Serial Number S399570 OR HIGHER) have a 65psi regulator spring. **ALL** of them can benefit from our 75psi regulator upgrade, to ensure that you are able to get the proper 65psi at the engine, with pressure overhead for high demand situations. See our website for help determining which upgrade you need.
 - c. **OTHER FUEL PUMP** – If you are running a stock fuel pump, or another "100% Duty Cycle" pump that doesn't have an integrated fuel pressure regulator (Fuelab Prodigy, Aeromotive A1000, etc), and you are still having fuel pressure problems, you need to check your plumbing for restrictions in the inlet line to the fuel pump (causing the pump to not be able to efficiently get fuel from the tank), and you may need to have your fuel pump checked for proper operation. Low fuel pressure is caused by a lack of fuel volume from the pump, you need to determine why the volume of fuel being moved by your pump is not adequate. Pumps like the Fuelab Prodigy and Aeromotive A1000 **REQUIRE** a minimum of 5/8" fuel supply line between the fuel tank and the pump inlet, and any filters on the inlet side of the pump need to support high flow rates with low pressure drop across the filter.
2. **FUEL LEAKING FROM BRASS NIPPLE OR POLY TUBING UNDER TRUCK** – The brass nipple in the top half of the fuel pressure regulator is a "boost reference port". This is used to increase fuel pressure as boost increases...**IN GASOLINE APPLICATIONS!** We do **NOT** use this port in diesel applications because it poses serious risk of a "runaway" situation should the diaphragm in the regulator fail. Instead, we run a long piece of poly tubing from this port to a location under the truck, to make sure that fuel is not sprayed all over the engine in the event of a diaphragm puncture. In the event of a punctured diaphragm, contact us at 623-582-4404 to purchase a replacement.

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 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.

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.