



# DRIVEN DIESEL

P E R F O R M A N C E

## OBS FUEL SYSTEM INSTALLATION TIPS AND FREQUENTLY ASKED QUESTIONS

94-97 "Old Body Style" 7.3L Powerstroke Diesel



**T**hank You for using Driven Diesel / Strictly Diesel products for your 94-97 "Old Body Style" Electric Fuel System Conversion! **Please thoroughly read and familiarize yourself with this guide before proceeding with the installation of your fuel system products.**

Also, always work safely. Make sure that there is plenty of light and adequate ventilation, and allow yourself anywhere from several hours to a few days to complete the installation, depending on your level of experience, level of performance modification to your truck and required fuel system modifications. After reading these installation tips, if you feel that the job is beyond your capability, please have this work performed by a qualified mechanic.

Finally, this work 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.**

**IMPORTANT NOTE** : Due to the large variance in vehicles (cab/bed length, 2/4 wheel drive, etc.), performance levels, existing vehicle modifications, fuel system components chosen, etc...this document will NOT be a "Step by Step" installation manual. This document is intended to serve only as a "guide" to help with fuel system design and component selection, installing specific Driven Diesel fuel system components and showing how and where to make certain fuel system connections in the vehicle.

### **INSTALLATION ORDER:**

In order to have the cleanest possible finished product, it is always our advice that you complete the installation of the "fixed location" components first and then install items like hoses and wiring harnesses that are frequently "cut to fit". In our shop, we would install the Regulated Return Kit (engine fuel system) first. This gets the hardest and most time consuming part of the installation out of the way and leaves us with "fuel in" (supply from the pump) and "fuel out" (return to tank) ports on the engine that need to be connected. More on installation order after we address fuel pumps.

### **FUEL PUMP SELECTION:**

Many of our customers are doing the electric fuel system conversions to solve problems with leaking or underperforming mechanical fuel pumps and leaking factory filter bowls and fuel lines. For the absolute best reliability, we are generally recommending our Driven Diesel fuel filtration components and the use of a factory Ford/Bosch electric fuel pump (as used in the later Super Duty trucks)...even for those with common modifications such as Intakes, Exhaust Systems and Chips/Tuners.

If you are working on a truck that is being setup for higher power levels, one that will be using "Stage II" (160cc+ w/modified nozzle) or larger fuel injectors and race level tuning, you will need a fuel pump that is larger than the OE Super Duty pump. There are several commonly used pumps, each different style will have its own unique mounting and plumbing requirements.

## **IF YOU ARE NOT DOING HIGH PERFORMANCE WORK REQUIRING A LARGER FUEL PUMP THAN THE STOCK FORD UNIT...Skip ahead to "INSTALLATION ORDER (cont)" now.**

While it's not feasible to cover every possible fuel pump configuration in this document, the tips below should help you to determine what will work best for your needs. One very important point to be made about these larger pumps is that they all require a larger supply line (tank to pump) than the factory plumbing provides. In the case of the OBS truck, this inevitably means that the fuel tank selector valve needs to be eliminated and the engine run solely off of one tank. Some customers have handled this by installing a larger than stock rear tank (from a Ford Bronco) and bypassing or removing the front tank altogether. Others run the truck off the front tank and use a small electric transfer pump (operated from the cab) to move fuel from the rear to the front tank when needed. We have looked, but are not currently aware of a large enough selector valve to retain the factory dual tank setup.

- **DUAL FORD/BOSCH FUEL PUMPS:** The stock Ford fuel pump is extremely durable and has been used in a "Parallel/Dual" configuration by many people with great success. This is a somewhat expensive setup, but it does retain the great reliability of the OEM pump while delivering double the fuel volume. Generally this is done by mounting the pumps "side by side" and splitting the inlet and outlet connections with a "Y" block or similar type of fitting. We highly recommend the use of 5/8" supply line up to the "Y" block, and 3/8" hose from the "Y" to each pump in order to prevent suction side restriction from causing cavitation and damaging one or both pumps. This will require the use of a 5/8" fuel tank pickup or an aftermarket fuel tank sump with a 5/8" outlet. The outlet side can be plumbed in 3/8" hose, using another "Y" to merge the flow and a single 3/8" hose all the way to the engine.
- **AFTERMARKET RACE PUMP (FUELAB PRODIGY OR AEROMOTIVE A1000):** These pumps are popular among the high performance crowd. They move a LOT of fuel and will support extremely high power levels. While several of our competitors market these pumps as "daily driver" reliable, we prefer to only recommend them to our customers that are building trucks where the priority is power over reliability. Both of these pumps can be used in street driven trucks, but like anything that is "aftermarket/race", it needs to be understood that some level of reliability is always sacrificed in the search for more power. We have had the best luck with the Fuelab Prodigy fuel pumps (41401 in particular), which is why we offer them to our customers. Both of these pumps **REQUIRE** no smaller than 5/8" supply line from the tank, including a 5/8" pickup tube or sump...anything smaller WILL burn the pump up. 3/8" line from the pump to the engine is sufficient, even in race applications.
- **HIGH PRESSURE FASS / SIMILAR:** Some of our high performance customers will prefer an "all in one" solution like a FASS Titanium Series, which includes both pre & post pump filtration along with a high volume pump and the FASS air removal technology. We have been testing the 125G version on a modified Super Duty and been very impressed with it. While this unit comes from FASS with 3/8" hose, we are not comfortable running it through the stock selector valve. The stock selector valve has internal passages that are smaller than 3/8", which we feel will make the pump work too hard. Also, these types of systems have their own pressure management and fuel return to the tank, and we don't feel that the stock selector valve can properly handle both the FASS and main fuel return volumes. We would prefer to see these units operating off of one tank, with a 3/8" or larger pickup (depending on the pump model) and the fuel return going into the tank filler neck or a new return on top of the tank. This unit **MUST** be configured to operate at **70-75psi** to make proper pressure at the engine.

## INSTALLATION ORDER (cont):

**POST-PUMP FUEL FILTRATION:** The tips below will be based on the fuel pump chosen. If you have not already purchased a pump, reading all of them may help you plan your system.

- **STOCK FORD SUPER DUTY FUEL PUMP (single):**
  - AUTOMATIC TRANSMISSION: This is the easiest setup to install. After the Regulated Return is installed, install the DRIVEN DIESEL POST-PUMP FUEL FILTER KIT (PPFK) as this will determine the location of the fuel pump.
    - 4 WHEEL DRIVE TRUCK: Locate the existing hole in the frame using Figure 1, this hole will become the front lower mounting hole for the stock fuel pump. Use the stock fuel pump, with the front lower stud in the existing hole, to mark the locations for the other 2 holes, then drill all 3 holes to the correct size and mount the pump (see Figure 2). Install the outlet adapter fitting onto the stock fuel pump and connect it to the filter head using the short hose.
    - 2 WHEEL DRIVE TRUCK: Install the outlet adapter fitting onto the stock fuel pump and loosely connect it to the filter head using the short hose. With the pump tethered to the filter by the hose, position the pump bracket against a clear spot on the frame, make sure the hose is NOT pulled too tight. Mark and drill all 3 holes and mount the pump. Tighten the hose end fittings.
  - Strictly Diesel can supply ALL of the hardware necessary to complete this installation, even if you don't see a "kit" on our website. Skip ahead in this document for tips on wiring the fuel pump and completing the PRE-PUMP plumbing.
  - MANUAL TRANSMISSION: We do NOT currently have a Post Pump Fuel Filter Kit for the ZF-5 Manual Transmission equipped trucks. If you are working on a manual transmission truck, see Figure 3 for an example of fuel pump and BOTH PRE-PUMP AND POST PUMP fuel filter mounting. This image shows a stock fuel pump without the factory Ford bracket, we typically recommend using the Ford bracket as it offers vibration isolation and helps to quiet the pump. Strictly Diesel can supply ALL of the hardware necessary to complete this installation, even if you don't see a "kit" on our website. Skip ahead in this document for tips on wiring the fuel pump and completing the PRE-PUMP plumbing.
- **DUAL FORD/BOSCH FUEL PUMPS:** Due to the additional plumbing and physical space requirements of mounting 2 pumps, dual pump setups will typically be mounted and plumbed like the manual transmission setup described above and shown in Figure 3. The filter heads that we use have dual inlets and dual outlets and can be used as the "Y-Block" on both the inlet and outlet sides of the pumps.
- **AFTERMARKET RACE PUMP (FUELAB / AEROMOTIVE):** These fuel pumps are typically larger than the stock Ford fuel pump, but we will generally mount them in the same manner as the stock pump. See the tips above for mounting the factory fuel pump. The same tips for wiring and pre-pump fuel filtration will apply as well.

- **HIGH PRESSURE FASS PUMPS:** Since these pumps are totally self contained, mounting them is generally a matter of picking a location where they fit. Unfortunately, these pumps are generally NOT packaged with installation hardware for “Old Body Style” trucks, so you may need to fabricate your own mounting bracketry and may need additional hose and fittings to complete the installation. Choose a location that mounts the pump with as much ground clearance as possible, with sufficient room on the inlet and outlet sides to prevent kinking the hoses. These pumps will come with their own wiring harness, but since they are designed to be used in Super Duty trucks, the pump will run any time the ignition is on. If you would like the FASS (or similar) pump to only run for a short time unless the engine is started, you can use one of our **DRIVEN DIESEL OBS Fuel Pump Controllers** to accomplish this.

## PRE-PUMP FUEL FILTRATION:

- **FASS (or similar):** If you chose to use a FASS (or similar) fuel pump with integrated filters and air separation, your fuel system from the fuel tank to the engine should be complete once you finish installing the pump. You can **skip ahead to “FUEL PUMP WIRING” now...**
- **AFTERMARKET RACE PUMP:** If you are using an AFTERMARKET RACE PUMP, you will have chosen a large pickup tube kit or fuel tank sump kit. The installation of these components is not covered in this document. While the following section covering pre-pump filtration is mostly geared toward using a stock Ford fuel pump, you can still use the general information for locating and mounting the fuel filter and making up the custom fuel lines. The steps will be pretty much the same...mount the filter first and then assemble the fuel lines to fit the truck/component locations.
- **STOCK FORD SUPER DUTY FUEL PUMP (single):** At this point your installation should be complete from the fuel pump up to the engine, including proper post pump fuel filtration. Next we need to complete the connection from the fuel tank to the fuel pump inlet. As in previous steps, we always recommend installing “fixed” items first, which in this case will be the pre-pump filter.
  - Choose a suitable location for the pre-pump filter (see Figure 4). You need to make sure that you have adequate room before and after the filter for the hoses to route cleanly along the frame without kinking.
  - Locate the factory fuel tank selector valve on the frame next to the front fuel tank. The stock fuel lines are “quick disconnect” style. You will need to remove the inner line (return) to access the outer fuel pump supply line. In order to remove the line from the selector valve, you will first need to remove the locking clip from the quick disconnect fitting. It’s not uncommon for these clips to break when removing them. The RETURN line will need to be reconnected after you have fabricated the new supply (to pump) line. See Figure 5 for port locations and orientation of the fuel tank selector valve.
  - Assuming you are using a **DRIVEN DIESEL OBS PRE-PUMP KIT**, locate the included quick disconnect fitting, fit it to the supplied 3/8” hose and install the spring clamp as shown in Figure 6a.

- Snap the new quick disconnect fitting onto the supply (to pump) fitting of the selector valve. You can now reinstall the return quick disconnect fitting as well. The retainer clip must be reinstalled into the stock return line quick disconnect fitting BEFORE snapping it onto the selector valve.
- Route the hose from the selector valve to the inlet fitting of the PRE-PUMP FUEL FILTER. Locate one of the JIC/AN hose ends and loosely screw it to the filter head fitting so you can measure and cut the supply hose to the correct length. It is always best to leave some extra hose, do NOT pull it tight. The hose should be installed onto the fitting until it stops at the yellow disc, with the pinch clamp in place, as shown in Figure 6b. Once assembled, securely connect the hose to the filter head fitting.

**HELPFUL TIPS:** The Parker Push-Lok fittings we supply for use with the black Gates hose can be noticeably more difficult to install than your average hose barb fitting. This is because the barb is much more aggressive and the hose is built with an internal braid structure to more tightly grip the fitting. Once the hose is installed onto the fitting, the ONLY way to remove it is to cut it off...you will NOT be able to pull it off. One trick we've found to make this hose a bit easier to work with is to keep a cup of HOT water nearby when as doing assembly. Soak 2"-3" of the end of the hose in the hot water for 15-30 seconds before pushing it onto the fitting...this will make the hose a bit more pliable and easier to get over the barbs. Straight hose ends can be installed by standing the fitting on a table and pushing the hose down onto it. 45° and 90° fittings will need to be clamped in a vice, otherwise the process is the same.

- Your installation should now look something like what is shown in Figures 7a & 7b.
- Using the same technique as above, build a hose to go from the outlet fitting of the PRE-PUMP FILTER to the inlet of the Ford fuel pump. The hose will need to be pushed over the quick disconnect locking ridge on the fuel pump and double clamped as shown in Figure 8. You will want to warm the hose and may need to lubricate it as well.
- Pre-fill your filter with diesel fuel and install it, you have now completed the PRE-PUMP fuel filter and hose installation.

## **REGULATOR RETURN LINE INSTALLATION:**

- Using the same technique as above, you will need to build a hose to go from the bottom "return" port of the fuel pressure regulator to the "return" tube on the frame of the truck. See Figure 9 for help identifying the correct tube, it can be most easily seen through the driver side front fenderwell.
- You will need a QUICK-DISCONNECT TO #6 AN adapter to make this connection. Once the adapter is installed, you can make a simple custom hose to complete the connection. We prefer to use a 45° or 90° fitting at the return tube (as shown in the photo), and we usually bend the stock return line slightly toward the outside of the truck to help keep the return hose away from the steering shaft. Route the hose up along the inner fender, behind the A/C compressor and connect it to the bottom port of the fuel pressure regulator. NOTE: Adapter fitting in Figure 9 is NOT fully installed. Make sure to snap the fitting securely onto the tube!

## FUEL PUMP WIRING – DRIVEN DIESEL OBS FUEL PUMP HARNESS:

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. Below you will find some tips for installing the Driven Diesel OBS Fuel Pump Harness.

- Plug the Fusible Link Pigtail into the Main Wiring Harness, then connect the ring terminals to the appropriate battery terminals (red = positive, black = negative).
- 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.
- 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 leads to the fuel pump terminals (red = positive, black = negative).
- Using Figure 10 as a guide, install the oil pressure switch into the block. 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.
- 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!
- 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.

If you have reviewed this document and still have questions about product selection or installation, please don't hesitate to call our office and ask!



**Figure 1 – Auto Trans/4x4 – Existing Hole in Frame**



**Figure 2 – Auto Trans/4x4 – Additional Holes Drilled for Stock Ford Fuel Pump**





**Figure 3 – Stock Fuel Pump – Manual Transmission Installation**



**Figure 4 – Fuel Filter Head Mounted on Driven Diesel Filter Bracket**



Figure 5 – Fuel Tank Selector Valve – Port Locations and Orientation



Figures 6a & 6b– Driven Diesel Quick Disconnect Fitting (left) and JIC Fitting (right)



Figures 7a & 7b – Completed Tank Selector to Filter Head Plumbing



Figure 8 – Hose Double Clamped to Ford Fuel Pump Inlet



Figure 9 – Return Hose Connection as viewed through Driver Side Fenderwell

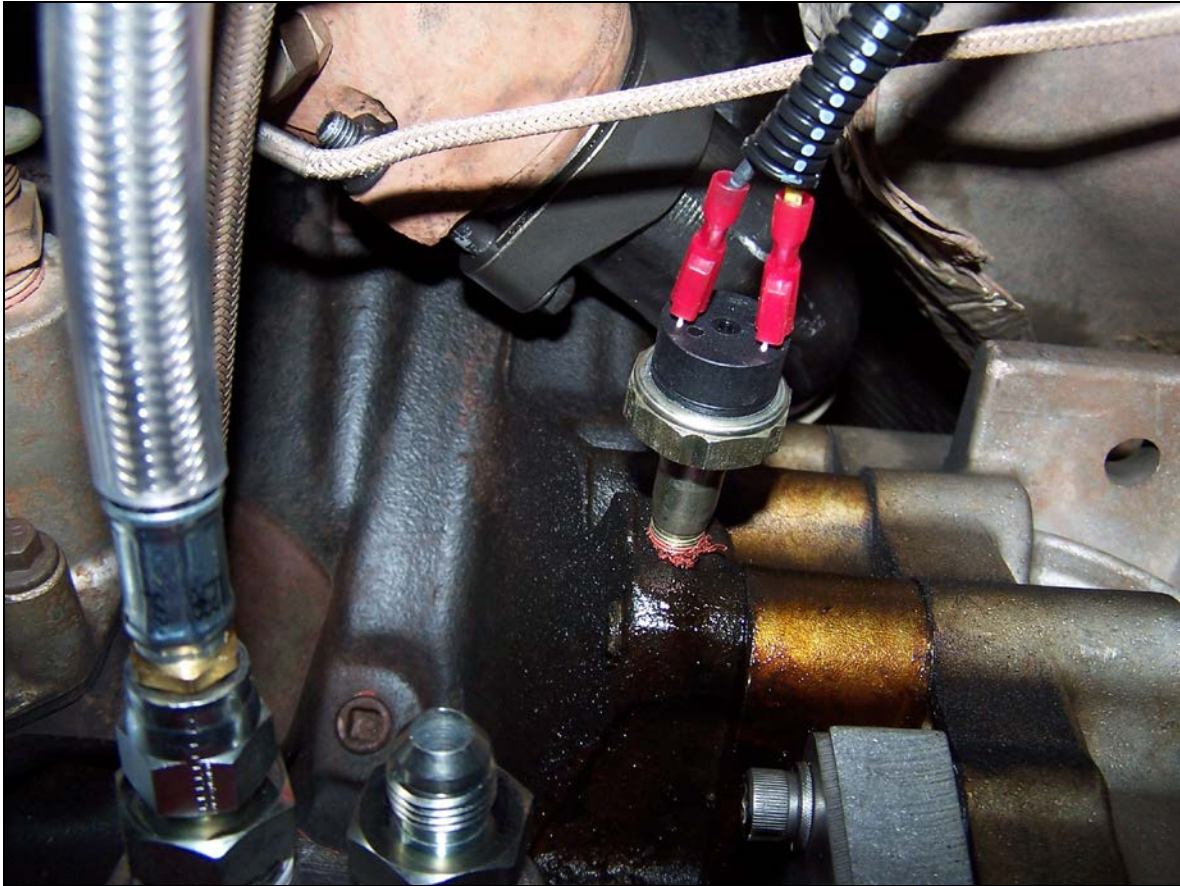


Figure 10 – Oil Pressure Switch Installed

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

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

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

### **PRODUCT WARRANTY POLICY**

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

#### **LIMITED WARRANTY**

The S Diesel Products (except S Diesel Products specified to have different warranty terms) are warranted to be free from defects in material and workmanship, under normal use and service for a period (the "Product Warranty Period") of ninety (90) days from date of delivery to Buyer, unless S DIESEL performs the work installing the S Diesel Products, in which case the Product Warranty Period shall be extended to equal the Service Warranty Period (as defined below under "SERVICE WARRANTY POLICY"). S DIESEL's liability under this Warranty is limited to repair or replacement at its option, subject to the provisions set forth herein, of any S Diesel Products which upon examination S DIESEL are found to be defective. Buyer shall prepay cost of transportation of defective S Diesel Products to S DIESEL for inspection.

S DIESEL shall not have any responsibility under this Warranty unless (1) the defect in an S Diesel Product results in a claim arising within the Product Warranty Period, measured from the date of delivery to Buyer, (2) the S Diesel Product, if installed by an installer other than S DIESEL, was properly installed, (3) the S Diesel Product was normally maintained and not subject to misuse, negligence or accident, and (4) the S Diesel Product, system components and/or accessories were not repaired or altered in such a way that in the judgment of S DIESEL the S Diesel Product's performance or reliability was adversely affected.

#### **EXCLUSIONS**

Any of the above warranties by S DIESEL shall not apply if Buyer's vehicle is in an accident, misused, neglected, altered from the S Diesel Product's manufacturer original designs or specifications or serviced in connection with a warranty claim hereunder without prior written approval of S DIESEL.

#### **REMEDIES EXCLUSIVE**

Repair or replacement of defective S Diesel Products in accordance with the Limited Warranty above shall be Buyer's exclusive remedy for and shall constitute satisfaction of any and all liabilities of S DIESEL with respect to any defect in any S Diesel Product whether based in warranty, contract, tort, negligence, strict liability or otherwise.

#### **DISCLAIMERS AND LIMITATIONS**

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

**IN THE EVENT BUYER DOES NOT AGREE WITH THE TERMS AND CONDITIONS OF THIS WARRANTY, BUYER MAY PROMPTLY RETURN THE PRODUCT TO S DIESEL FOR A FULL REFUND. THE PRODUCT MUST BE IN NEW, UNUSED AND RESELLABLE CONDITION, BE RECEIVED WITHIN FIFTEEN (15) DAYS OF THE ORIGINAL PURCHASE AND BE ACCOMPANIED BY A DATED PROOF OF PURCHASE (RECEIPT). PRODUCTS RETURNED IN NEW, UNUSED AND RESELLABLE CONDITION WILL NOT BE SUBJECT TO ANY RESTOCKING 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.**

## **SERVICE WARRANTY POLICY**

Subject to the limitations, exclusions, and qualifications set forth below, the service or services performed by S DIESEL (the "S Diesel Service" or "S Diesel Services") are warranted to Buyer as set forth in this Warranty.

### **LIMITED WARRANTY**

The S Diesel Services (except S Diesel Services specified to have different warranty terms) are warranted to have been performed in a workmanlike manner and to hold up under normal use and service for a period (the "Service Warranty Period") of twelve months from date the S Diesel Services are performed or twelve thousand miles from the documented odometer reading at the time the S Diesel Services are performed, whichever occurs first. S DIESEL's liability under this Warranty is limited to replication, subject to the provisions set forth herein, of any S Diesel Services which upon examination S DIESEL are found to have not been performed in a workmanlike manner.

S DIESEL shall not have any responsibility under this Warranty unless (1) the defect in an S Diesel Service results in a claim arising within the Service Warranty Period, measured from the date the S Diesel Service is performed, (2) the vehicle upon which the S Diesel Service was performed was normally maintained and not subject to misuse, negligence or accident, and (3) the vehicle upon which the S Diesel Service was performed was not repaired or altered in such a way that in the judgment of S DIESEL the S Diesel Service's durability 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, or serviced in connection with a warranty claim hereunder without prior written approval of S DIESEL.

### **REMEDIES EXCLUSIVE**

Replication of unsatisfactory S Diesel Services 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 Service whether based in warranty, contract, tort, negligence, strict liability or otherwise.

**WITHOUT LIMITING THE FOREGOING, IN NO EVENT SHALL S DIESEL BE LIABLE FOR ANY LOSS OF ACTUAL OR ANTICIPATED PROFITS, LOSS OF ANTICIPATED BUSINESS, COST OF SUBSTITUTE SERVICES, 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 PERFORMANCE OF S DIESEL SERVICES FOR BUYER, WHETHER BASED IN WARRANTY, CONTRACT, TORT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE.**

## **GENERAL PROVISIONS APPLICABLE TO BOTH PRODUCT AND SERVICE WARRANTIES**

### **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.