

GEN2 CP4 BYPASS KIT

2011+ FORD 6.7L POWER STROKE



S&S Diesel Motorsport, the creator of the original CP4 bypass kit for the 6.7 Power Stroke, is at it again with a much-improved second generation kit. Since its debut in 2016, the original S&S 6.7L Power Stroke CP4 Bypass Kit, commonly known as the "Disaster Prevention Kit," has saved thousands of injectors from CP4 debris. In fact, it works so well that it has been copied by multiple opportunists within the aftermarket. Being a company founded by fuel system engineers, S&S Diesel Motorsport has the ability, and responsibility, to offer the best solutions to fuel system problems. While the original bypass kit offers really good protection from a CP4 failure, being first-to-market has given the S&S engineers plenty of time to discover potential problems, and address them in the improved Gen2 6.7L Power Stroke CP4 Bypass Kit design.

- ⊞ Safeguards entire fuel system from a CP4 HP pump failure
- ⊞ Feeds CP4 case and pumping heads independently
- ⊞ Split-off point 25 inches from CP4 to prevent back-feed
- ⊞ 2-micron return filter to contain failed CP4 debris
- ⊞ Clear inspection bowl to give warning to a failed CP4
- ⊞ OE-style quick connect fittings for easy installation
- ⊞ Improves CP4 performance past 3,000 RPM
- ⊞ Fits 2011+ Ford Super Duty trucks with 6.7L Power Stroke



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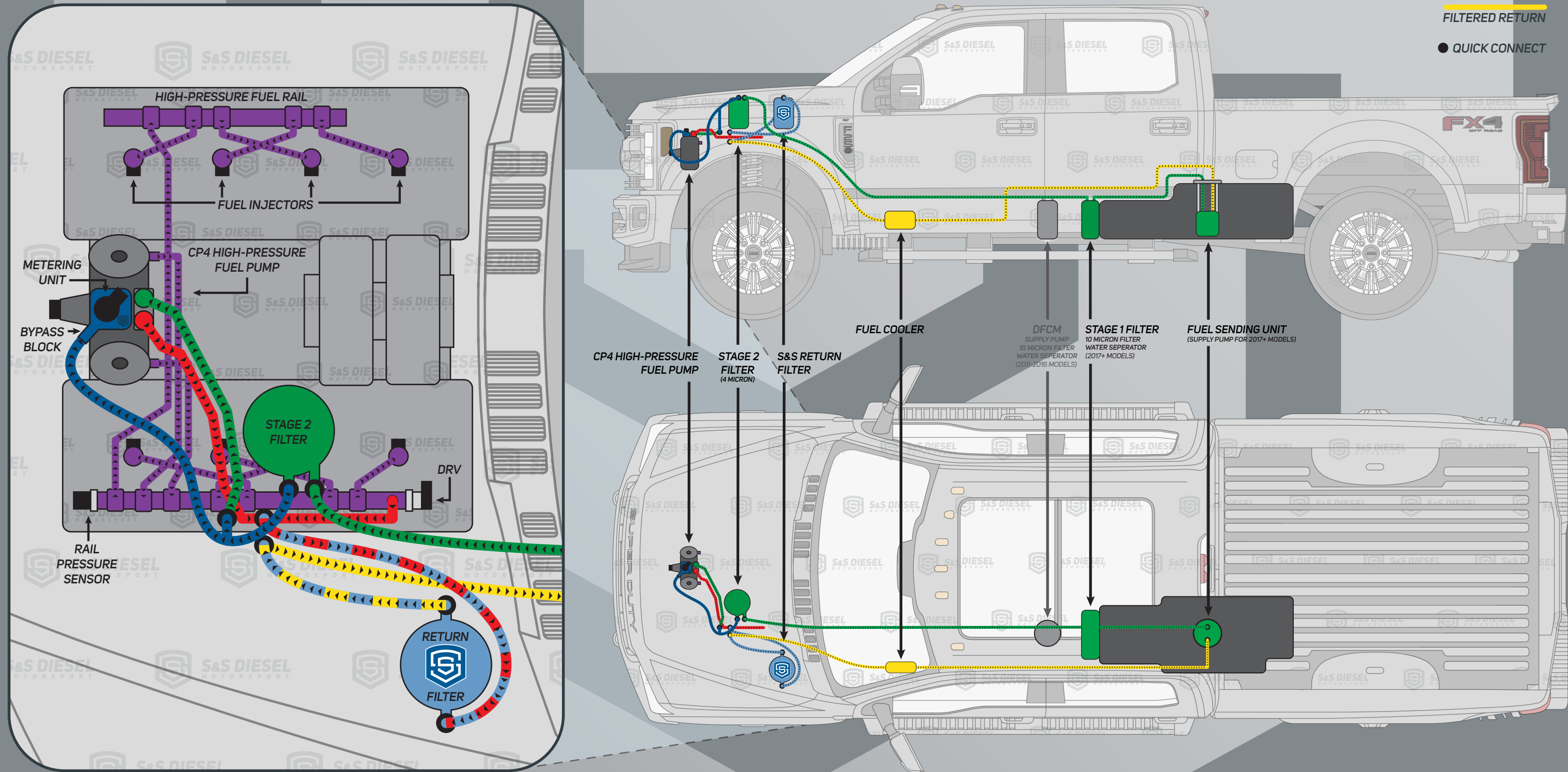


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GEN 2 6.7 POWER STROKE CP4 BYPASS KIT IN-TRUCK DIAGRAM

- ### LEGEND
- LOW-PRESSURE SUPPLY
 - S&S GEN2 BYPASS
 - HIGH-PRESSURE SYSTEM
 - UNFILTERED RETURN
 - S&S RETURN FILTER
 - FILTERED RETURN
 - QUICK CONNECT



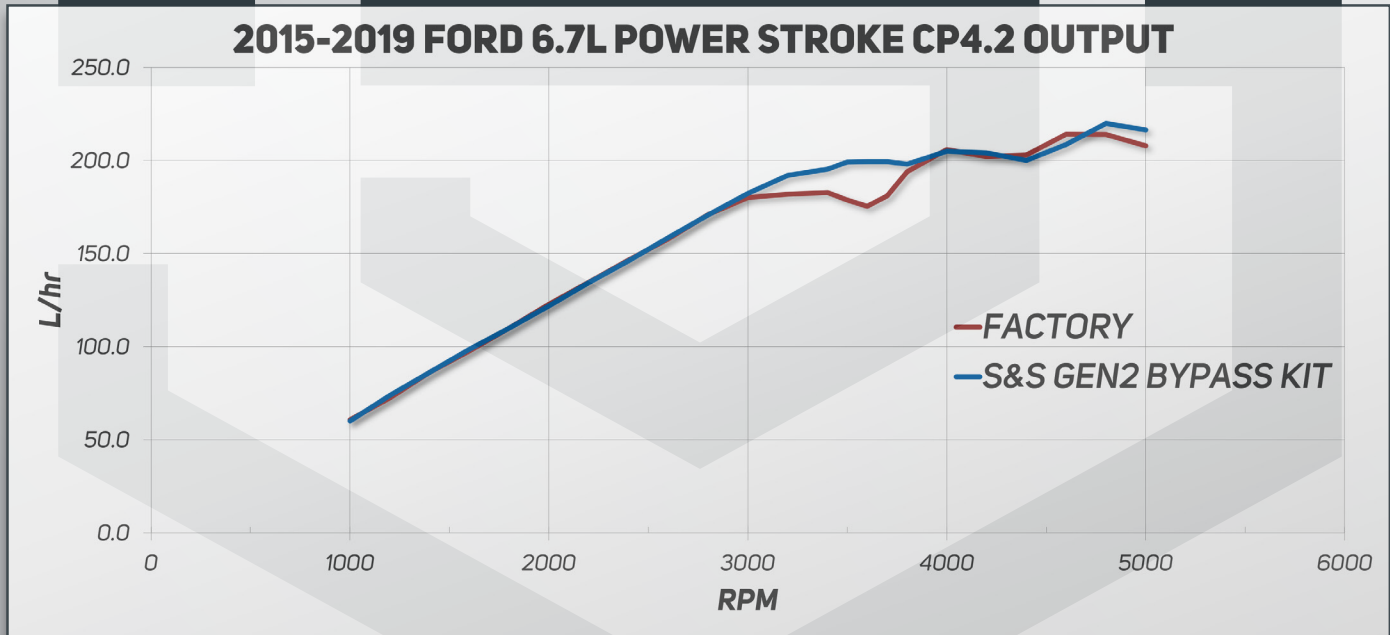


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	GOOD	BAD
S&S Gen2	<ul style="list-style-type: none"> + All OE-style quick connects + 2-micron return filter tested for flow and efficiency + Clear filter bowl for inspection + Fuel supply split-off 25 inches away from the CP4 pump + 2011 + compatibility + Improves CP4 performance + Made in the USA 	<ul style="list-style-type: none"> - CARB EO Pending
Competition	<ul style="list-style-type: none"> + No cutting of fuel supply line + 20-micron return filter + Fuel supply split-off not directly at the CP4 pump 	<ul style="list-style-type: none"> - Threaded connections that are potential leak points and can generate debris - Failed CP4 debris is smaller than 20 microns - No CARB EO number
Original S&S	<ul style="list-style-type: none"> + The original design that was developed by S&S in 2016 + Specialized hose material for improved durability + CARB EO# D-756-1 + Made in the USA 	<ul style="list-style-type: none"> - Requires cutting of fuel supply line (can introduce debris) - Compression fitting is a potential leak point - No return filter to contain debris* - Fuel supply split-off directly at the CP4 pump - Not compatible with 2020 +
Knock-offs	<ul style="list-style-type: none"> + Cheap 	<ul style="list-style-type: none"> - Carbon copies of the original S&S design - Machining tolerances may or may not be correct - Questionable hose material - Requires cutting of fuel supply line (can introduce debris) - Compression fitting is a potential leak point - No return filter to contain debris - Fuel supply split-off directly at the CP4 pump - No CARB EO number - Not compatible with 2020 +



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