

FORD 6.7L POWER STROKE CP4 TO **DCR** PUMP CONVERSION



TRUST

THE CP4 HAS A WELL-EARNED REPUTATION FOR FAILING WITHOUT WARNING, CREATING SUDDEN POWER LOSS, AND TAKING OUT THE EXPENSIVE HIGH-PRESSURE FUEL SYSTEM IN THE PROCESS. DESPITE HAVING TO DEAL WITH BEING BROKEN DOWN ON THE SIDE OF THE ROAD, TRUCK OWNERS WILL BE FACING FUEL SYSTEM REPAIRS THAT CAN EASILY EXCEED \$10,000. THE UNRELIABLE REPUTATION IS SUPPORTED BY RECALLS AND LAWSUITS LEVELED AT VARIOUS AUTO MANUFACTURERS THAT USE THE CP4 IN THEIR PRODUCTION VEHICLES.

REMOVING THE CP4 IS THE OBVIOUS SOLUTION, YET DEVELOPING A DURABLE PLUG-AND-PLAY CP4 REPLACEMENT WITH OE FIT AND FUNCTION IS THE GAME-CHANGING CATALYST CREATED BY **S&S DIESEL MOTORSPORT™** AND **PUREPOWER TECHNOLOGIES, INC.®**. STARTING OFF WITH A PROVEN **STANADYNE®** DCR FUEL PUMP DESIGN, A JOINT TEAM OF S&S AND PUREPOWER ENGINEERS DEVELOPED A VARIANT SPECIFICALLY FOR THE FORD 6.7L POWER STROKE THAT MATCHES THE CP4 OUTPUT CURVE AND DOES NOT REQUIRE ANY TUNING CHANGES. COMBINING THAT WITH OE-GRADE BRAIDED HOSE AND STEEL FUEL LINES GIVES FORD SUPER DUTY OWNERS A MORE-RELIABLE CP4 REPLACEMENT THAT LOOKS AND PERFORMS LIKE ORIGINAL EQUIPMENT.

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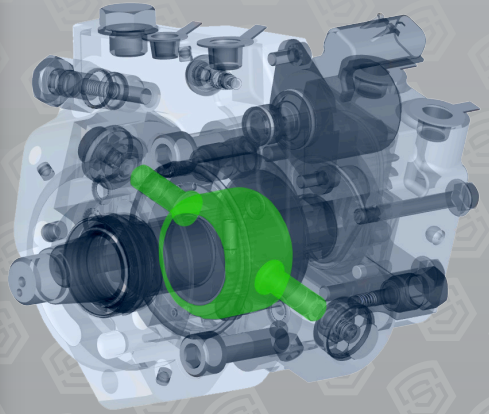
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THE TWO-PISTON DCR PUMP IS BASED ON A COMPACT AND MODULAR DESIGN FOR EASY INTEGRATION, HAS LOW HYDRAULIC AND ACOUSTICAL NOISE, FEATURES ULTRA-FAST RESPONSE TIMES, AND IS BIOFUEL AND LOW-LUBRICITY FUEL COMPATIBLE. IT USES A PATENTED ECCENTRIC DRIVE PUMPING TECHNOLOGY, WITH PRESSURE-LUBRICATED CAM AND BUSHINGS, FOR INCREASED PERFORMANCE, EFFICIENCY, AND BENCHMARK DURABILITY. THE FUEL CONTROL ACTUATOR (FCA) USES HIGH-QUALITY CORROSION-RESISTANT COMPONENTS AND PROPRIETARY FEATURES TO PREVENT LARGE DEBRIS FROM ENTERING THE ACTUATOR, PROVIDING EXCEPTIONAL ROBUSTNESS FOR LONGEVITY AND DURABILITY IN HARSH ENVIRONMENTAL CONDITIONS. THE DCR CAN PROVIDE A MAX FUEL DELIVERY OF 1,250 MM³ PER REVOLUTION (25% MORE THAN A CP4.2), PRODUCING PLENTY OF FLOW FOR WORN INJECTORS THAT HAVE HIGH RETURN.

THE S&S DIESEL MOTORSPORT FORD 6.7L CP4 TO DCR PUMP CONVERSION CAN SAVE FORD SUPER DUTY TRUCK OWNERS \$10,000 TO \$15,000 IN FUEL SYSTEM REPAIRS, AND IMPART PEACE OF MIND KNOWING THAT THEIR DAILY WORKHORSE ISN'T GOING TO LAY DOWN ON THEM. CURRENTLY, THE FORD 6.7L CP4 TO DCR PUMP CONVERSION WILL FIT 2011-2019 F250-F750 TRUCKS, WITH FUTURE PLANS FOR 2020+ COMPATIBILITY. LEARN MORE AT SSDIESEL.COM/DCR OR BY CONTACTING AN **S&S DIESEL MOTORSPORT DEALER**.



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