



S&S DIESEL
M O T O R S P O R T

6.7L POWER STROKE CP4 BYPASS KIT COMPARISON

| | 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 ⊕ 2011-2021 compatibility ⊕ Made in the USA ⊕ Improves CP4 performance | <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 ⊖ Not compatible with 2020+ |
| 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, if that's your thing | <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+ |

*The S&S Gen2 return filter can be purchased separately and added to an Original S&S Bypass Kit.