

Gearbox and Overdrive - Terms and Conditions

8th November 2016

The following notes cover the terms and conditions that apply over and above our stated terms and conditions and are specific to gearboxes and overdrives supplied by RevingtonTR, whether an outright purchase, exchange or reworked customers own parts.

Conditions under which Revington TR supply outright or exchange gearboxes and overdrives, or work on customers units are listed below. Please ensure you fully understand the **limited warranty** before placing an order with RevingtonTR.

We have a strict warranty policy when we supply exchange gearboxes and overdrives or work on customers units because we are dealing with internal parts that are 50+ years old coupled with reproduction parts such as the synchromesh rings and bearings. We do not crack detect any of the parts reused but only visually inspect them. We do of course endeavour to build gearboxes and overdrives to the highest standards within the restraints of the parts and materials available to us.

Please read Information sheet IS0054 which explains in detail what can be expected from a Revington TR rebuilt unit.

The main points are:

1. We cannot guarantee the teeth on the gears.
2. Our guarantee covers **new parts** and workmanship and lasts strictly for 10000 Km (6000 miles) or one year from invoice date.
3. When the units are exchange we will charge a deposit until we receive a suitable gearbox and overdrive back that is in a reconditionable condition, meaning we do not have to replace major components such as gears, shafts etc. It is assumed the top cover and the change mechanism of the gearbox is in good working order as are the overdrive switches and the overdrive solenoid. If any of these parts need changing, their cost will be deducted from the deposit.
4. In the case of us working on customers own units, any work required in addition to that estimated at the outset will be agreed with the customer before additional work is commenced.
5. Units are not guaranteed for **any** motor sport including but not exclusively, track days, timed events, race or rally activity.
6. a) In the unlikely event that a warranty claim needs to be made the cost to return the units to RevingtonTR will be at the customer's expense.
b) If the problem is found to be with the initial build and not a subsequent failure the gearbox will be shipped back to the customer at Revington TR's expense. If no problem is found or if the failure occurred due to an original part failure (see item 1 and 2) then the return cost will be at the customer's expense.
7. It may come as a surprise to learn that TR4-6 gearboxes up to 1973 suffered from a design fault that only manifested itself in certain gearboxes; the fault being jumping out of 3rd and occasionally 2nd gear on overrun. We have no way of knowing if this will occur, although it is rare. If this problem should occur in a rebuilt gearbox we will accept the gearbox back at the customer's expense and will fit, subject availability at the customer's expense, the very rare post 1973 gear hub that cures the problem and return the gearbox at the customer's expense.
8. We will not be liable for consequential loss of any kind.

Name

Signed

Date