

# Warranty Information

Gary's Transaxle Service 253-631-4004

[gary\\_zink@hotmail.com](mailto:gary_zink@hotmail.com)

---

Gary's Transaxle Service warrants standard rebuilt transaxles for the period of 2 years from date of installation with unlimited mileage against shifting, oil leaks, and quiet operation. Custom built transaxles may have a lesser warranty, see warranty limitations below. Warranty is not transferable and is valid only for the original purchaser.

Warranty does NOT cover GEAR, MAINSHAFT OR AXLES DAMAGE or BREAKAGE, including all gears, main shaft and ring & pinion gears.

Warranty for stock VW transies applies only to parts replaced or labor performed and includes:

- Bearing failure
- Syncro ring failure
- Seal and gasket failure
- Shifting problems (unusually hard to shift, or pops out of gear)

We take pride in our top quality rebuilt transaxles. These units are rebuilt with many new parts and should provide years of service under normal driving conditions. Warranty does not include compensation for removal or replacement into the vehicle unless explicitly agreed by prior arrangements in which case we do not pay the full retail labor or cover any incidental costs (oil, brake fluid, clutch release bearings, axle boots or other external parts or materials) for any warranty problem. Only return shipping will be provided at no cost.

Please contact Gary's Transaxle Service to confirm that a problem exists before removing the transaxle from the vehicle.

We strongly suggest running the vehicle for 500 to 1000 miles, then changing the gear oil. This assures any contaminants are flushed out won't cause further damage. Change gear oil at least every 30,000 miles or 3 yrs. We suggest the use of VW's recommended oil type and specs or Redline MT90 synthetic oils for most units with stock engines. We recommend Swepeco gear oil for any engine over 160HP or that has off road usage.

Engine conversions will limit the warranty due to the "enhanced" power the tranny has to endure. Usually, the driver tends to use all that mega power wearing things out prematurely. Most stock transmissions were designed for around 60 HP and will wear faster with more HP. This accelerated wear and stress increases the probability of internal damage. Abuse, (intentional or not...) is not covered and voids the warranty. Broken or stripped gears, driving with low (or without) oil voids the warranty.

We will not warranty any unit run low on oil, even if there is a seal failure. It is your responsibility to check fluid levels especially in case of oil leaks, as it is beyond our control. Stop driving the moment any problem appears. Excessive power or shifting force that causes a part to break, or any use for which the transmission was not originally designed will also void the

warranty (and we can certainly tell what you were doing!!!) Golf/Jetta style units, for example, which break the rivets holding the ring gear to the carrier is an obvious abuse problem caused by continued shock loading, sudden acceleration or power shifting.

Please be especially careful of reverse gear. It is inherently weak so care must be used to assure reverse is fully engaged. Unintentional abuse is almost always the cause of reverse failure. Excessive loading while backing uphill, not being put completely into gear or putting into reverse while moving forward are the usual causes. Please have the installing shop demonstrate the correct method of engaging reverse.

Custom or taller gear sets are a courser cut and can be noisier than the weaker stock gear sets. Many of these transmissions are 20 to 40+ years old and have several hundred thousand miles on them. We do use some remanufactured components, as new are not always available. Some whine or gear noise cannot be avoided at times as new parts are not available. When this happens, we will gladly exchange the unit but will not reimburse any labor.

### **Limited Warranty on Custom Built Transmissions**

Custom built transmissions are transmissions with non-standard (non-stock) parts inside intended for use with non-stock VW engine power (above 60 hp). Warranty for custom transmissions is NOT 2 YEARS but limited to **one test drive only** because it is designed to stock engine power even with custom high-performance parts installed. Non-custom stock parts inside, working with high-performance parts, may be stressed or contain wear or metal fatigue.

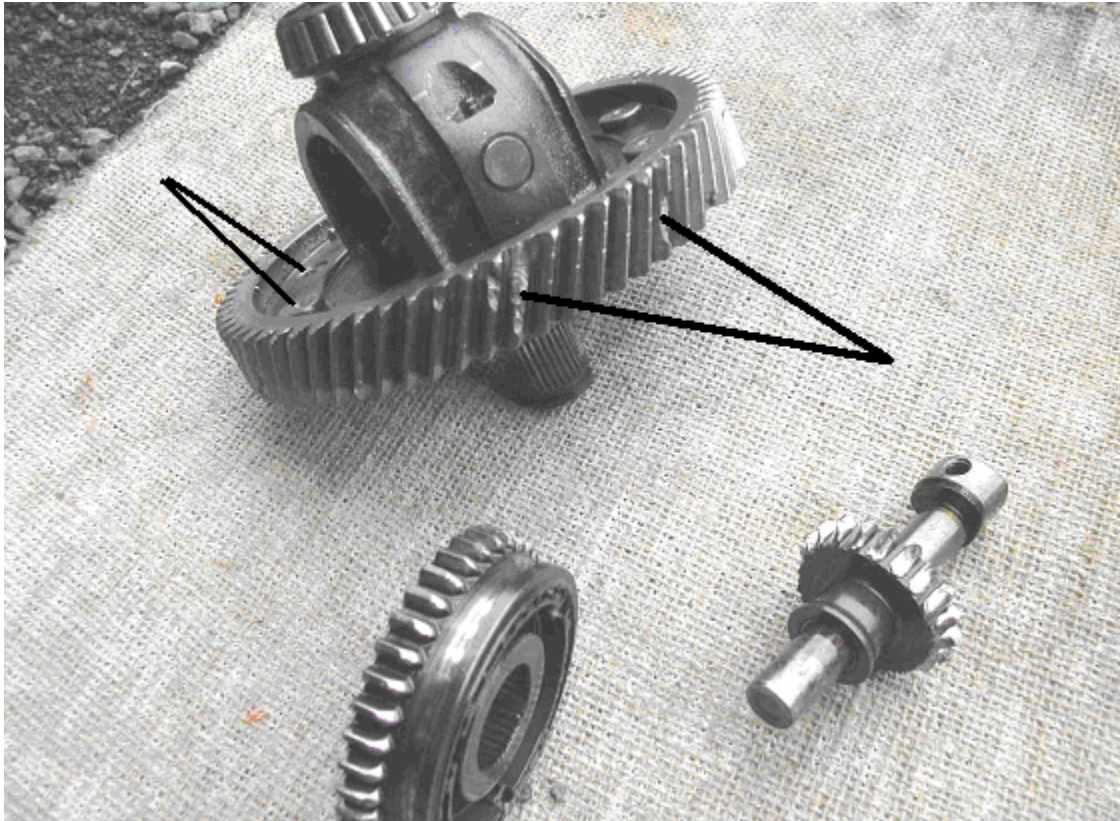
One test drive warranty for custom transmissions INCLUDES the following conditions with problems on parts replaced:

- Bearing failure
- Syncro ring failure
- Seal and gasket failure
- Shifting failure (unusually hard to shift, or pops out of gear)

Warranty for custom transmissions EXCLUDES:

- Compensation for removal or replacing transmission from vehicle
- ANY kind of GEAR, MAINSHAFT or AXLE DAMAGE or BREAKAGE, including reverse gear and ring gear & pinion shaft
- Any damage due to higher than stock horsepower
- Low oil level for any reason, intentional or unintentional

## Why We Cannot Offer Warranty Against Transmission Gear Damage



The damaged gears pictured above are typical in a VW transaxle such as Jetta, Golf and Scirocco and other cars. While drivers must always come to a **dead stop** before shifting into reverse, most gear damage results from poor mechanical engineering and poor gear design, not necessarily the driver's fault.

The reverse gear (right) has nearly all teeth worn off because the gear is designed too small for the load it carries, or the reverse shift fork wears excessively and prevents complete reverse gear engagement. This also causes damage to the teeth on the mating operating sleeve (left), as the teeth are half worn off as pictured above. These reverse gear tooth chips float into the ring gear and cause tooth damage to the ring and pinion gears as indicated by the long black lines above in the picture. Broken ring and pinion gear teeth then dislodge ring gear rivets (short black lines on the left side of the differential housing) and blast a hole into the soft aluminum transaxle case like a bullet.