

QUALITY  
IN  
MOTION



Return Standards



S T E E R I N G · T R A N S M I S S I O N · B R A K I N G · S U S P E N S I O N



**Recondition and return service**

When an application is not listed, or is unavailable from stock, we can normally offer an efficient re-manufacture and return service of the customer's old unit. The unit should be of a repairable condition to the requirements laid out in this manual. The unit should also be clearly identified for recondition and should be accompanied with as much information detailing model type, year etc., to assist in as quick a turn around as is possible.

**Surcharge refund**

All units carry a surcharge, which is refundable against the return of a suitable old unit of the type and application as originally supplied and must conform to the criteria laid out in this manual. Where possible, old units must be returned with an invoice number, part number or in the box in which the part was originally supplied.

(N.B we keep a complete file on computer of outstanding surcharge by customer and part number)

**1 Manual Steering Racks**



**2 Power Steering Racks**



**3 Power Steering Pumps**



**4 Constant Velocity Joints**



**5 Drive Shafts**



**6 Drive Shafts**

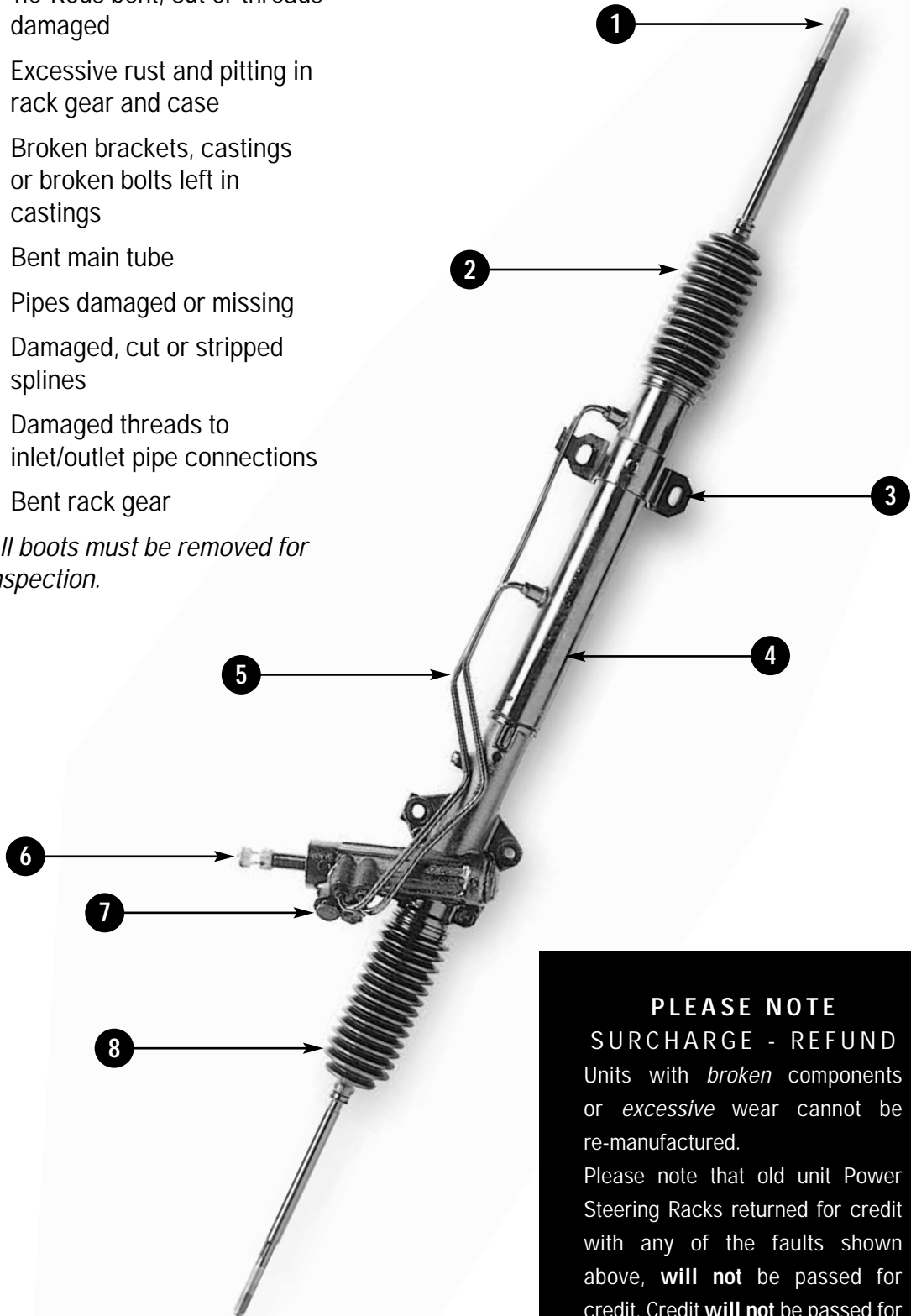


**7 Brake Calipers**

**8 Radius Arms**

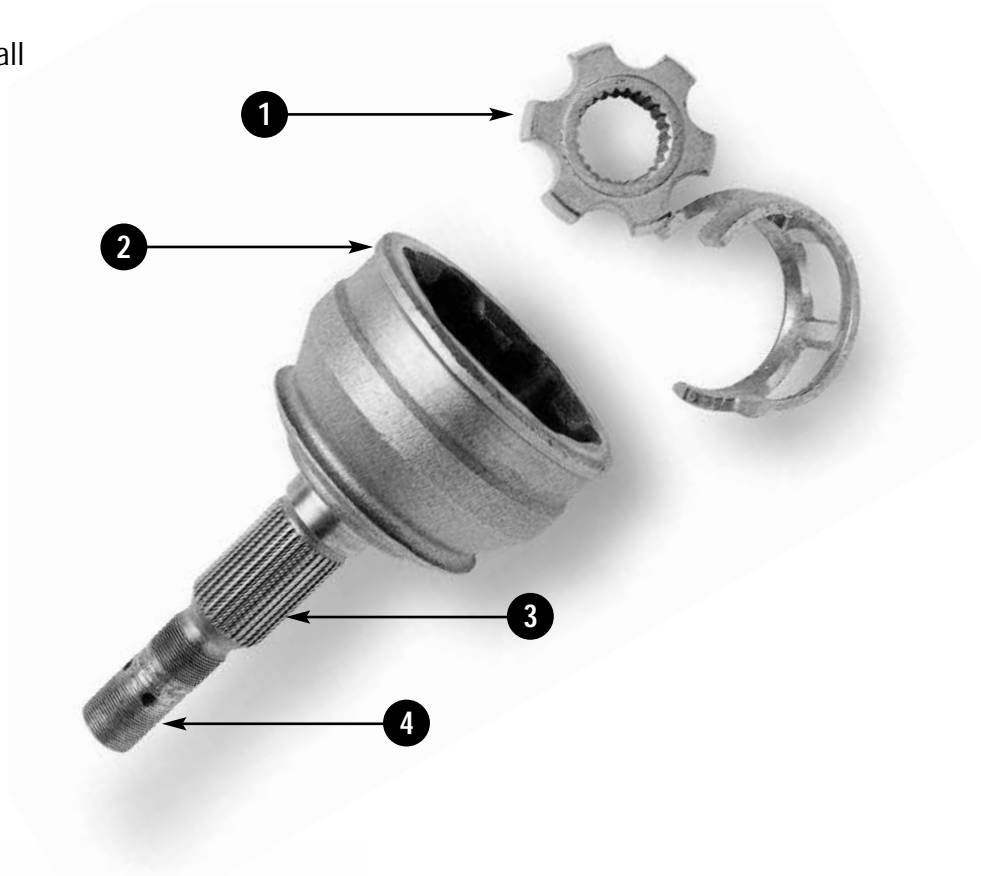
- 1 Tie-Rods bent, cut or threads damaged
- 2 Excessive rust and pitting in rack gear and case
- 3 Broken brackets, castings or broken bolts left in castings
- 4 Bent main tube
- 5 Pipes damaged or missing
- 6 Damaged, cut or stripped splines
- 7 Damaged threads to inlet/outlet pipe connections
- 8 Bent rack gear

*All boots must be removed for inspection.*

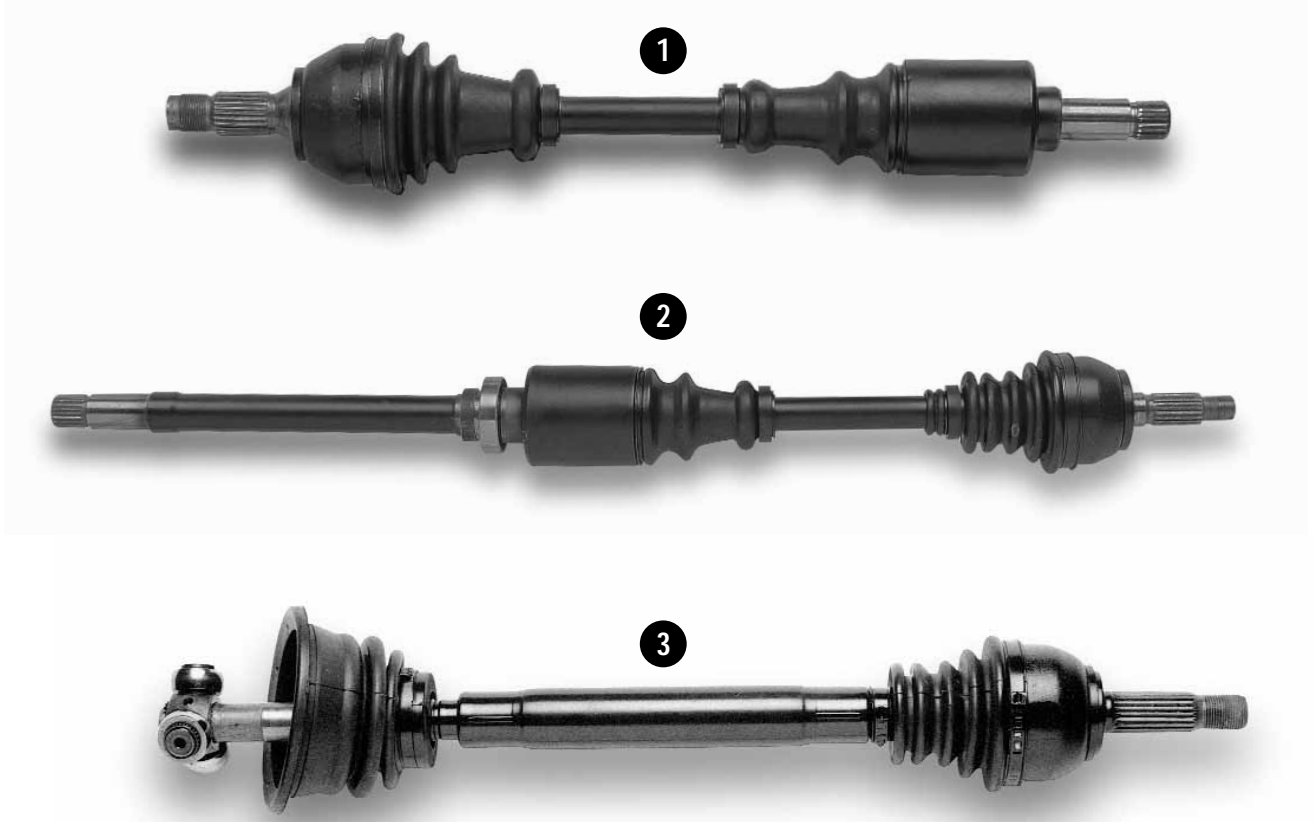


**PLEASE NOTE**  
**SURCHARGE - REFUND**  
 Units with *broken* components or *excessive* wear cannot be re-manufactured.  
 Please note that old unit Power Steering Racks returned for credit with any of the faults shown above, **will not** be passed for credit. Credit **will not** be passed for obsolete, damaged or scrapyards reclaimed units.

- 1 Damaged or missing internals (excluding ball bearings)
- 2 Damaged or broken castings
- 3 Damaged splines
- 4 Damaged, cut or stripped threads on end of cv joint
- 5 This unit is complete and acceptable for reconditioning



**PLEASE NOTE**  
**SURCHARGE - REFUND**  
 Units with *broken* components or *excessive* wear cannot be re-manufactured.  
 Please note that old Constant Velocity Joints returned for credit with any of the faults above, **will not** be passed for credit. Credit **will not** be passed for obsolete, damaged or scrapyard reclaimed units.



*All the Drive Shaft units above are complete and acceptable for re-conditioning.*

*Drive Shaft number 3 does not have an inner joint. The inner boot clamps directly to the gearbox and therefore has a bearing fitted within the boot.*

**PLEASE NOTE**

**SURCHARGE - REFUND**

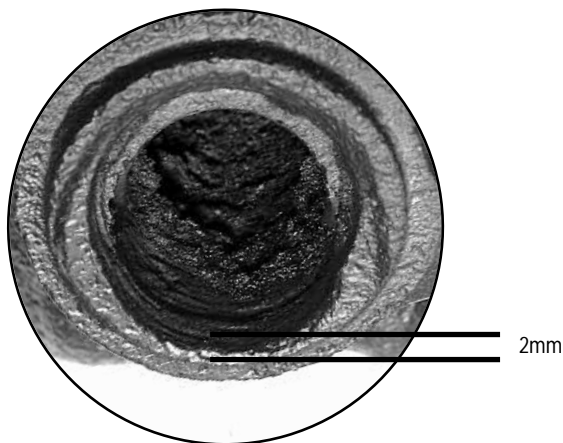
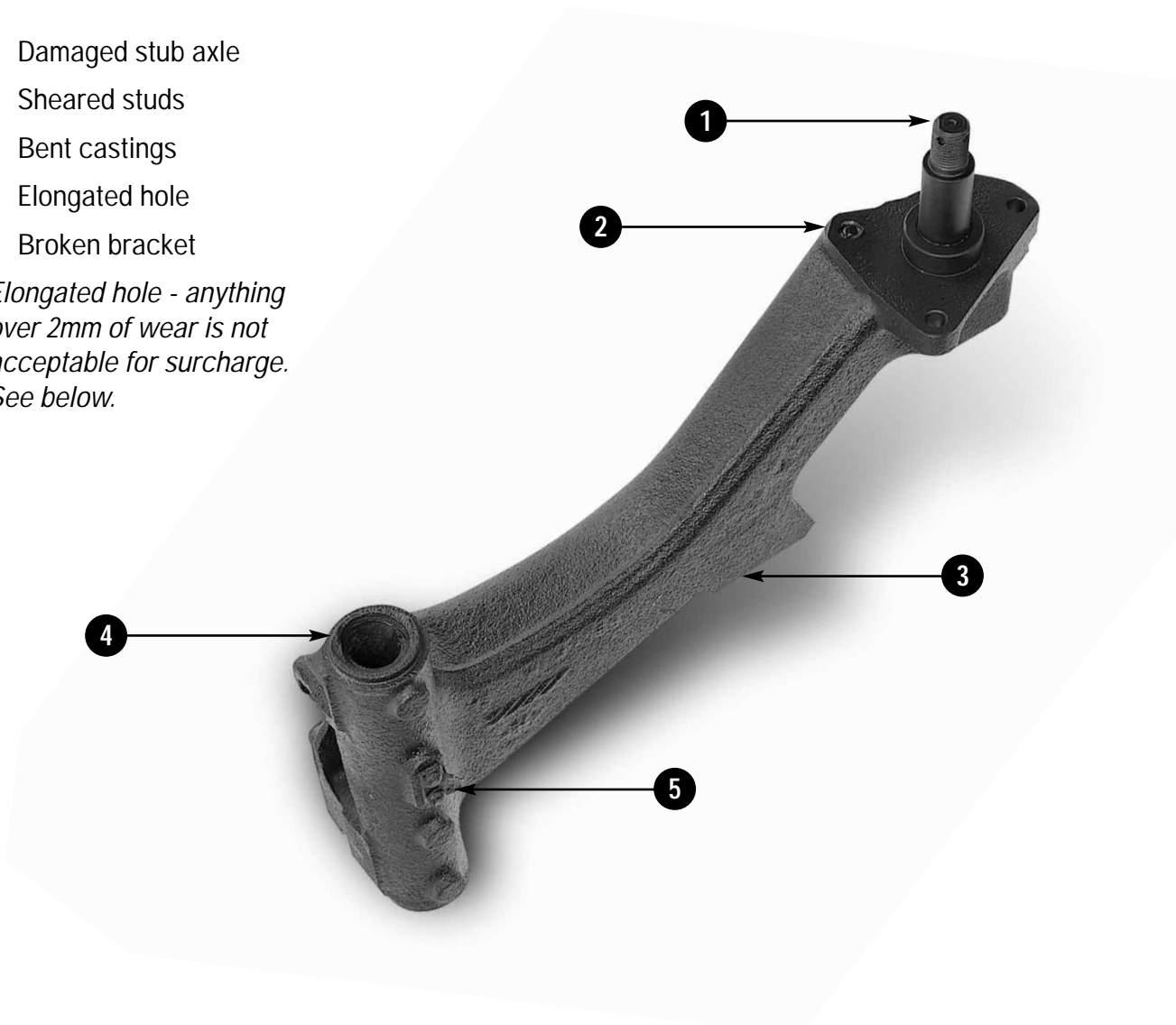
Units with *broken* components or *excessive* wear cannot be re-manufactured.

Please note that old unit Drive Shafts returned for credit **will** be passed if as illustrated above.

Credit **will not** be passed for obsolete, damaged or scrapyard reclaimed units.

- 1 Damaged stub axle
- 2 Sheared studs
- 3 Bent castings
- 4 Elongated hole
- 5 Broken bracket

*Elongated hole - anything over 2mm of wear is not acceptable for surcharge. See below.*



**PLEASE NOTE**  
**SURCHARGE - REFUND**  
 Units with *broken* components or *excessive* wear cannot be re-manufactured.  
 Please note that old Radius Arms returned for credit with any of the faults above, **will not** be passed for credit. Credit **will not** be passed for obsolete, damaged or scrapyards reclaimed units.