

Pacific Performance Products
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Limited Warranty

Long block & Short block warranties are to the original purchaser. Long blocks have a 12-month, 12,000-mile warranty and Short blocks have a 3-month, 3,000 mile warranty, whichever occurs first. Warranty for engines used for commercial, industrial, heavy duty, towing and off-road is 90 days or 3,000 miles. Engines are carry-back warranty only. This means we did not install; therefore, **we will not be responsible for removing and reinstalling.** Used parts or customer furnished parts and labor are not covered by warranty. Car maintenance seriously affects engine longevity. Because of this, we must insist that maintenance be done in strict accordance with manufacturer's maintenance requirements. Maintenance receipts and records with mileage must be kept in order to keep the warranty valid. A melted or removed heat tab voids engine warranty. Head gaskets are not covered under the warranty unless they were improperly installed by us. Previous repairs, seats, cracks, etc., and factory flame hardened seats are not covered under this warranty. Oil leaks, not seeps, are covered under warranty. Some minor oil seepage is considered normal and is not covered under warranty. Front and rear main seals, camshaft and jack shaft seals are positively not covered after 90 days or 3,000 miles. Oil consumption in excess of 800 miles per quart can be considered excessive, and can be warranted if a consumption report is furnished. Engines heads, block, rods, and crank shafts are not warranted against failure caused by factory engineering defects. **Exhaust leaks are not covered under this warranty.** TURBO or Supercharged engines have a 6-month or 6,000 mile warranty (whichever comes first). **This warranty is extended only to the original purchaser and is not transferable.**

IMPORTANT: This warranty is void unless Pacific Performance Products (PPP) warranty card is filled out completely including vehicle identification number, mileage, and date of installation. The warranty card must be signed and returned to PPP within fourteen (14) days of installation to validate the warranty.

LIMITED WARRANTY POLICIES

Under this warranty, the assembly or any parts of the assembly will be repaired or replaced without charge (within the warranty period), if the failure (in our opinion or a consortium of experts) was due to defective parts or workmanship furnished by us. The installing mechanic is responsible for verifying the correct party before installation and the proper installation and adjusting. Under no circumstances will claims be recognized for consequential damage or accept liability for units damaged through improper installation. Abuse, undue strain, lodging, towing, rentals, oil, antifreeze, lost time, etc., are not covered under warranty. PPP is not responsible for shipping or freight costs; this will be paid by the customer.

An adjustment under the warranty does not extend the warranty. Driving a vehicle after a defect is apparent is considered DRIVER NEGLIGENCE. The original problem is under warranty, but the consequential damage is not covered. The owner of the vehicle is responsible for the care of his property. No warrant claim will be accepted if the unit in question is dismantled, or if any part of the unit is missing. Units diagnosed incorrectly and returned for warranty are subject to parts, labor, and diagnosis charges. **Under no circumstances can a warranty claim exceed the original purchase price.**

Partial list of failures easily identified that are not covered under warranty:

- **Any** engine damage caused by driving vehicle with engine light on or disconnected
- **Burned** out bearings caused by lack of lubrication. This type of failure can be easily identified by the pulled and scored surfaces that did not completely burn out, or if the bearings are all burned out.
- **Thrust** face bearing wear, this is not the fault of the rebuild. It is caused by improper adjustment of the clutch or riding the clutch. There are also several automatic transmission problems that cause this, including cooler and line problems.
- **Broken** rod damage due to driving a vehicle after rod bearing failure and subsequent resulting damage.
- **Scored** cylinders and pistons caused by overheating. This type of failure can usually be identified by the fact that usually more than one piston is damaged and by the discoloration of the piston and cylinder walls. In some cases, the engines have run so hot that the cam bearings have melted.
- **Melted** pistons, broken ring lands, holes burned in pistons caused by detonation and pre-ignition.
- **Rings** worn out prematurely due to faulty carburetor, fuel injection or plugged air cleaner, causing excessive amount of gasoline to be induced into the combustion chamber that washes the oil from the rings and cylinder walls. A defective or no air cleaner that allows dirt and dust to enter the combustion chamber can also cause premature ring and/or cylinder wall wear. This type of failure can be identified by the excessive wear on the cylinder walls as well as the rings.
- **Broken** pistons caused by bolts, lock washers, or pieces of broken rings, from the previous engine, that have been left in the intake manifold or cylinder heads. These pieces of foreign material are sucked into the combustion chambers when the engine is started, and can severely damage the piston and cylinder wall.
- **Broken** pistons and bent or broken rods caused by hydraulic lock. This type of failure can be identified by bent rods with no physical mark on the rod. The rod will have the appearance of having buckled under pressure rather than just plain bending. Since liquid does not compress when the engine is started, the force of the crankshaft with the inertia of the flywheel and starter, will create enough power to bend the rod. The liquid could come from the coolant leaking into the combustion chamber, flooding, or a defective or leaking carburetor or fuel injectors that allows gasoline to drain into the intake manifold and be sucked into a cylinder when the engine is first started.
- **Head** damage or gasket failure due to overheating or detonation. Overheating is mainly due to a plugged or faulty radiator, broken radiator hoses, heater hoses, leaking or worn out water pump, faulty thermostat, or defective fan clutch and fan belt. Head gaskets, exhaust gaskets, intake gaskets, and seals installed incorrectly are not covered under the warranty.
- **Burned** valves and seats caused by improper valve adjustment is an owner maintenance responsibility and it must be done according to the manufacturer's specifications and mileage requirement.
- **Previously** repaired parts such as valve seats, crack repair and broken or cracked cranks, pins, and welding.

Core Policy

Engines on exchange basis are based on rebuild ability of exchange core and on a model for model basis. Units should be returned assembled as it was removed from the vehicle, with fluids removed, oil, antifreeze, and filters. Dismantled cores must be complete. Extra charges will be made for missing parts, including special nuts, bolts, and washers. There is absolutely no substitution of cores without approval. All engine heads, blocks, cranks, on some engines rods, cams, and other parts will be inspected. A core damage charge will be assessed on all parts deemed not rebuild-able.

High Performance

We warrant that the parts and labor listed on our invoice, along with the machine work as to correctness only. **The serviceability and merchantability is the user responsibility and no other warranty or liability is expressed or implied.** This warranty applies to engines that are non-stock or stock engines used for competition, off road use, racing of any kind, including street racing. Engines that have a non-stock parts installed by us, or the customer, which are designated for racing or off road only, even if used on street only, apply to this limited warranty. Engines after sale with bolted on or add on components, such as racing distributors, rocker arms, pistons, cranks, and heads, etc., are not warranted.

Oil, exhaust leaks, seeps and readjusting front and rear main seals, camshaft and jack shaft are covered for 90 days only – no exceptions.

Pan gaskets, valve cover gasket seals, timing cover gaskets and all other bolt on running accessory gasket seals are covered for 90 days only against leaks, not seeps. This applies only if our facility installed items. The installing facility or person is responsible for all items installed. Re-torque and readjusting of components is normal maintenance and not included in the warranty. **Exhaust leaks are not covered under this warranty.** Leaks between head and manifold or exhaust flanges are caused by warpage, old age, cracks, or deterioration by hot exhaust gasses (these items are not included in the rebuilding process) and are not covered.

Please help us, yourselves, and your customers by following these procedures. This policy is for the protection of our valued wholesale customers, their customers, and the do-it-yourselfers so that they will not have to do it again. Approximately only 1 in 10 rebuilt engine failures is the actual engine, faulty installations, and other components account for the rest.