

Barry's 8 Track and
CLASSIC CAR RADIO REPAIR

Work Order / Terms and Conditions

EXTREMELY IMPORTANT: READ EVERY WORD IN THIS DOCUMENT VERY CAREFULLY AND THOROUGHLY. YOU WILL BE REQUIRED TO SIGN THIS AGREEMENT, AT WHICH TIME IT BECOMES A LEGAL CONTRACT. PLEASE NOTE THAT YOU ARE BOUND BY THE TERMS AND CONDITIONS STATED IN THIS CONTRACT, *WHETHER OR NOT YOU TAKE TIME TO READ THEM ALL.*

YOU MUST PRINT AND SEND THIS ENTIRE DOCUMENT - *NOT JUST THE PAGES TO BE FILLED OUT.* YOU WILL NEED TO PROVIDE YOUR INITIALS ON EVERY PAGE AS PROOF THAT YOU READ AND AGREE TO ALL TERMS.

OUR BUSINESS AGREEMENT INVOLVES LARGE SUMS OF MONEY AND POTENTIALLY IRREPLACEABLE EQUIPMENT. IT IS THUS VERY IMPORTANT THAT WE AGREE ON A SPECIFIC SET OF TERMS IN ORDER TO PREVENT MISUNDERSTANDINGS, DISAPPOINTMENTS, ARGUMENTS AND OTHER SITUATIONS THAT COULD RESULT IN LOSS OF YOUR FUTURE BUSINESS AND/OR UNJUST NEGATIVE PERCEPTIONS OF THE TYPE AND LEVEL OF SERVICE I PROVIDE. *PEOPLE FORGET THINGS, MYSELF INCLUDED, AND THIS IS PRECISELY WHY CERTAIN DETAILS MUST BE PROVIDED IN THE CUSTOMER'S HANDWRITING.*



Terms and Conditions



LIABILITIES

I accept no responsibility or liability for loss or damage to KNOBS, brackets, mounting hardware, ground straps or purely decorative items such as cowls, bezels that do not contain the tuning dial or other decorative pieces. **YOU MUST REMOVE AND KEEP THE ABOVE MENTIONED ITEMS; I AM NOT RESPONSIBLE FOR THEM.** This fully eliminates all uncertainty as to who is in possession of items that are not needed, and can be expensive to replace.

Due to the number of units that have been incorrectly wired by the customer during installation, a video DVD of your unit operating properly on all functions will be included. Customer agrees to accept this as proof that the unit was working when it left my shop. There is **NEVER** any type of warranty on the output section of any unit repaired to original stock, as it is the output section that is usually damaged from incorrect wiring.

Unless the customer requests otherwise, your **FIRST NAME ONLY, CITY AND STATE** of residence may be mentioned in my proof-of-performance and promotional videos posted on You Tube. Your **FIRST AND LAST NAME** will be used on my "Job Status" page as the only means of checking your job's position in the line awaiting service. If desired, you may use a pseudonym - but that pseudonym then becomes the **ONLY** name your unit is referenced to until the unit is ready for shipment. At that time, your actual first and last name will be the name used on the shipping label.

In any case in which the customer chooses to cancel a job and receive a refund, customer agrees that I require up to 30 calendar days to issue that refund - **NO EXCEPTIONS.** Refunds will be minus my return shipping cost. Once a customer's unit is completed and returned, no refunds are possible. If the customer suspects a problem with a recently returned unit, that unit must be sent back to me for warranty service and no monetary compensation will be given under any circumstances. Customer pays **ALL** shipping cost **BOTH WAYS** in the case of warranty service.

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My financial liability is limited to a full refund of monies paid for the job, MINUS RETURN SHIPPING COST AND THE COST OF PARTS AND/OR MODULES I INSTALLED IN THE UNIT. I accept no liability for any damage to any equipment, speakers, portable audio devices, or any part of any vehicle resulting from the use of a serviced unit.

IF YOU DON'T HAVE IT IN WRITING, I DIDN'T SAY IT. The only communication for which I am responsible is that provided in writing, either physically or in the form of E-mail. Anything said during a phone call or E-mail prior to receiving your unit at my shop is strictly an ESTIMATE such as cost of job completion, turnaround time, amount of work required or many other factors. Any promises made by me will be in WRITTEN form, and will specifically state that what I'm writing is a promise. Without the written word "promise", what I am saying is only an estimate.

LEVEL TWO AND LEVEL THREE SERVICE: The 3 week time frame of Level Three service and the 6 week time frame of Level Two service are not absolutely guaranteed. If your repaired unit is not performing perfectly and I have reason to be doubtful of its long term reliability, I reserve the right to keep the unit up to 2 extra weeks if it is necessary to make sure your unit is performing properly and consistently. If this causes the customer to demand a refund of the expedite fee, that customer's unit then reverts to Level One with NO promised completion date. As long as I am still putting an expedited job in front of all Level One jobs and keeping close contact with that client as to the status of a Level Two or Level Three unit, I am keeping my commitment to deliver expedited service.

MIXING OF CUSTOMER UNITS: My system makes it impossible to send back the wrong unit. I will never place two units of the same model on the same shelf, and a travelling file for your unit is created as soon as it arrives at my shop. A unit's file stays with that unit through all phases from arrival to return shipment. YOU ABSOLUTELY MUST PROVIDE YOUR UNIT'S MODEL AND SERIAL NUMBER ON THE WORK ORDER, AND YOU ABSOLUTELY MUST AFFIX YOUR NAME AND CONTACT INFORMATION TO THE UNIT ITSELF. IF YOUR UNIT'S MODEL AND SERIAL NUMBER ARE MISSING, THEN YOU MUST MAKE A MARK ON YOUR UNIT THAT NO OTHER UNIT WOULD HAVE, SUCH AS A SET OF SMALL SCRATCHES ON THE SIDE OR BACK OF THE UNIT, AND YOU MUST STATE ON THE WORK ORDER THE TYPE AND LOCATION OF YOUR UNIQUE IDENTIFYING MARKS. IF YOU SHOULD THINK I SENT THE WRONG UNIT BACK, THESE UNIQUE MARKINGS WILL BE YOUR ONLY PROOF OF THAT.

All boxes and packing material are immediately discarded when your unit arrives. Do not include anything you would want returned except the unit. I am not responsible for items used as packing material, nor do I accept responsibility for your radio's original box or any other type of packaging.

NEW MOTORS ARE NOT AVAILABLE FOR SMALL AFTERMARKET UNITS. This includes both standalone car 8 track players and combination AFTERMARKET 8 track radios. As an original part, the motor in aftermarket units is not covered by any warranties. If the original motor is defective during the time of service, there is no charge and the unit will not be serviced. Customer must pay for return shipping in order to have the unit sent back. The "aftermarket" designation includes, but is not limited to, brands such as Clarion, Sparkomatic, Pioneer car units, Realistic and any other brand NOT offered in cars as a factory option and/or made to be installed by the buyer. The term "aftermarket" also applies to ANY unit less than 3 inches thick, REGARDLESS OF BRAND. To clarify, my adjustable speed replacement motors require the unit to be at least 3 inches thick.

If the original motor in an "aftermarket" unit fails after being serviced, I am unable to replace it and there will be no compensation offered, monetary or otherwise as long as I have video proof that the unit was functioning properly at the time it was returned to the customer. I CAN ALWAYS REPLACE A MOTOR IN ALL FORD, DELCO, CHRYSLER, AMC AND MOST OTHER FACTORY UNITS.

MY ABSOLUTE STRICTEST POLICY

I ABSOLUTELY DO NOT ALLOW CALLS OR E-MAILS ASKING FOR A PROGRESS REPORT. THE ONLY MEANS I OFFER FOR CHECKING JOB STATUS IS BY LOOKING FOR YOUR NAME ON MY "JOB STATUS" PAGE. UNTIL YOUR UNIT REACHES THE BENCH, THERE IS NOTHING NEW TO REPORT, AND SUCH INQUIRIES WASTE PRECIOUS SHOP TIME AND HINDER MY WORKMANSHIP.

ONE SINGLE VIOLATION OF THIS POLICY WILL IMMEDIATELY CANCEL THE JOB !!!

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WARRANTY

My warranty is one full year from the date your unit arrives upon return shipment. **ANY PREVIOUS OR REMAINING ADVERTISING OF A LIFETIME WARRANTY IS NO LONGER NEEDED AS A SELLING POINT, AND NO LONGER APPLIES.** My warranty covers work performed and parts replaced **ONLY**. Warranty **NEVER** includes the output section unless your unit was converted to modern electronics, in which case it is protected against miswiring, short circuits, polarity reversal and defective speakers.

Note that my warranty is for a fixed length of *time*, regardless of whether the unit is operated or not. If your unit will not be installed for several months, it is highly recommended to at least set it up on the bench with power and speakers connected, and operate the unit at least a few hours per week. Electronic equipment often develops problems when not used for extended periods, and conversion modules carry a one year warranty - thus, I cannot extend the warranty beyond that.

WARRANTY RETURNS MUST BE PROPERLY PACKED per the instructions on my "Packing" page. If a unit returned for warranty service is not properly packed and arrives with a bent or broken control, **ALL WARRANTIES ARE COMPLETELY VOID AND I AM NOT OBLIGATED TO REPAIR THE UNIT AGAIN.** *Note that almost all "warranty" returns are in proper working order, but the customer did not fully read the manuals and/or paperwork included with the unit, or tried to operate the unit with defective speakers.*

IF NO FAULT IS FOUND IN A UNIT RETURNED "UNDER WARRANTY", A NEW VIDEO DVD WILL BE RECORDED SHOWING THE UNIT IN PROPER WORKING ORDER, AND THERE WILL BE A CHARGE OF 50.00 PLUS RETURN SHIPPING TO COVER MY WASTED SHOP TIME.

OTHER POLICIES

I do not teach basic electronics or applied audio theory. The instructions and diagrams I include with a repaired or converted unit are sufficient for anyone with the proper knowledge and experience to successfully install and operate the unit. If the customer needs additional guidance than that included with the paperwork, a local technician will be needed to install and connect the unit safely. Technical support, where appropriate, is provided through E-MAIL ONLY. There is **NO PHONE TECH SUPPORT.**

On conversion jobs, I do not reuse the original factory front-rear fader due to its self-destructive design and the likelihood of future failure. New faders have not been available for decades, and I will not pull parts out of a junk radio to install in a customer's unit. **I DO NOT INSTALL USED PARTS, PERIOD.** On a converted radio, the **TONE** control is also used as the front-rear fader. On a "stock" repair job, I will wire the unit for equal output on all 4 speakers if the factory fader is defective.

HOME 8 TRACK MACHINES: My work on home units is limited to satisfactory playback only. I do not troubleshoot issues with recording due to low demand, but a recording machine that will play but not also record is extremely rare. I cannot guarantee the accuracy or functionality of VU meters and do not attempt to repair them. Recapping is not included in my flat rates for home units, and some units I will not fully recap at any price. My primary business is the restoration of units for classic cars, with my work on home 8 track units being a courtesy with significant limitations to my realistic abilities. For customers seeking audiophile level work on a home 8 track machine, contact an audiophile level shop. I do not attempt to repair mechanical tape counters, as the worm gear that cracks is not available.

On most models, the need for a new playback head or a new motor will not be evident until the work required to restore basic operation is completed. A new motor is included in my price for Chrysler, Ford, AMC and Wollensak machines. On all other models, a new motor will incur an additional charge of 49.00. A new head is **NEVER** included, and will cost an additional 125.00 due to dwindling supplies. If desired, the customer may purchase a cheap nonworking unit and send in its head to lower costs.

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Once a unit is sent in for conversion, it may be completely stripped of its original parts at any time after its arrival at my shop, even though the new electronics might not be installed until much later. Stripping a unit for conversion is an irreversible process, and because there is no profit from stripping a unit of its original parts, it is done as quickly as possible and the original parts are not handled gently. Thus, there is no point in returning these parts and I do not offer that service. Generally, the original parts are removed using hammer and chisel, blow torch - whatever it takes to remove them quickly.

Converted units may show evidence of expedient parts removal, such as scrapes on the sides, etc. The front panel, and anything visible from the passenger compartment, will NOT be affected by this action.

If your radio is in especially good cosmetic condition, DO NOT SEND THE FRONT PANEL. DO NOT SEND ME ANY NEWLY RECHROMED PIECES. In the course of repair or conversion, it is possible that minor scuffs and scratches can occur. I accept no responsibility or liability for minor imperfections in the finish, nor do I accept any liability for continuation of the aging process (oxidation, rusting, pitting, etc.) of your unit while it is in my shop awaiting its turn on the bench. All customer units are kept in a dry, climate controlled home environment - but this does not mean your unit won't continue the aging process.

In cases where the customer decides not to have a unit repaired or converted due to unexpected cost, the customer must pay return shipping cost for the unit to be returned. In this case, if the customer has not made payment for return shipping within 30 calendar days, the customer relinquishes ownership and the unit may then be fixed and sold, stripped for parts or discarded. This policy is necessary to avoid cases in which I am not getting paid to do any work, but still have to keep track of the unit.

In cases where the customer agrees to have the work done, full payment must be made within 15 days from the date of arrival at my shop, or the job will be cancelled

I RESERVE THE RIGHT TO REFUSE SERVICE TO ANYONE, AT ANY TIME, INCLUDING BEFORE THE CUSTOMER'S UNIT ARRIVES AT MY SHOP. I WILL NOT CONTINUE A BUSINESS RELATIONSHIP WITH ANYONE WHO PRESSURES ME, BECOMES ARGUMENTATIVE, MAKES THREATS OR EXHIBITS A LACK OF KNOWLEDGE THAT MAKES ME QUESTION THE CUSTOMER'S ABILITY TO OPERATE HIS UNIT.

IT IS THE CUSTOMER'S RESPONSIBILITY TO HAVE HIS 8 TRACK TAPES SERVICED BEFORE PLAYING.

ALL CUSTOMERS MUST HAVE A COMPUTER AND INTERNET ACCESS, OR WE CANNOT DO BUSINESS. CUSTOMER MUST BE ABLE TO MONITOR THE STATUS OF HIS JOB ON MY "JOB STATUS" PAGE, AND TO SEND AND RECEIVE E-MAIL CORRESPONDENCE. NO COMPUTER, NO INTERNET, NO SERVICE.

WHEN A CUSTOMER'S UNIT SHIPS, NOTICES AND TRACKING NUMBERS ARE SENT VIA E-MAIL ONLY.

CHANGES AND IMPROVEMENTS TO MY SERVICE MAY BE MADE WITHOUT NOTICE. IN PARTICULAR, CERTAIN FEATURES I OFFER MAY BE DISCONTINUED IF THEY PROVE UNRELIABLE. THIS POLICY APPLIES EVEN IF I PREVIOUSLY AGREED TO PERFORM A CERTAIN SERVICE ON UNITS ALREADY IN MY SHOP. IF A CUSTOMER HAS PAID FOR A SERVICE THAT BECOMES DISCONTINUED, A REFUND OF MONIES PAID FOR THAT PARTICULAR SERVICE WILL BE ISSUED, OR AN ALTERNATIVE OFFERED.

MY SERVICE IS SHARPLY FOCUSED ON LONG TERM RELIABILITY. THIS IS A "ONE AND DONE" SHOP. LONG TERM RELIABILITY IS ALWAYS, ALWAYS, ALWAYS GIVEN COMPLETE PRECEDENCE OVER TURNAROUND TIME, AND I WILL CANCEL OR REFUSE JOBS AS NEEDED TO MAINTAIN TOP QUALITY.

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WORK ORDER

YOU MUST COMPLETE ALL FIELDS. IF ANY FIELD DOES NOT APPLY, WRITE "N/A" IN THE SPACE

Shop Name (if applicable) _____

Shop Phone (if applicable) _____

Customer Name _____

Customer Phone _____

E-mail _____

Return Shipment Address _____

City _____

State or Province _____

Zip or Postal Code _____

Country _____

Type of Unit _____

Problem(s) noted when operating _____

VEHICLE Year, Make and Model _____

UNIT Model and Serial _____

If Above Numbers are Missing, Please Describe Something that Distinguishes YOUR Unit From a Similar Model (make tiny scratches on back if necessary):

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Options and Prices Worksheet

NOTE: Prices are general and assume unit is in reasonable condition.

**Customer MUST be willing to convert to modern electronics if necessary.
IF ABSOLUTELY UNWILLING TO CONVERT, DO NOT SEND THE UNIT.**

- Repair to original stock, solid state AM Radio (this option is not always possible)....225.00*
- Repair to original stock, tube AM radio (I do not offer this service at all, only conversion)*
- Repair to original stock - Delco T-200 8 Track Player (ALWAYS possible)365.00*
- Repair to original stock - Delco T-400 8 Track Player (ALWAYS possible) 295.00*
- Repair to original stock, CLASSIC combo 8 track radio (not always possible) 395.00*
- Repair to stock, AFTERMARKET combo 8 track radio (usually possible) 295.00*

Conversion Options

- Basic FM Conversion and Power Upgrade to 180 Watts, Radio-Only Unit 395.00*
- FM Conversion and Power Upgrade, CLASSIC Combination 8 Track Radio .. 525.00*
- Power Upgrade, AFTERMARKET Combination 8 Track Radio Call*
- FM Conversion and Power Upgrade to BOTH RADIO AND SEPARATE 8 TRACK
PLAYER (Delco, Chrysler and Ford separate component systems) 695.00*
- Conversion WITH BLUETOOTH add 125.00*
- Conversion WITH USB READER (to play music stored on USB drive add 75.00*
- Conversion with BOTH BLUETOOTH AND USB READER add 149.00*
- Install USB Port for CHARGING ONLY add 29.95*
- Vehicle is NOT 12 Volt, Negative Ground add 75.00*
- Add AUX Input (RCA jacks mounted to radio cabinet) No Charge*

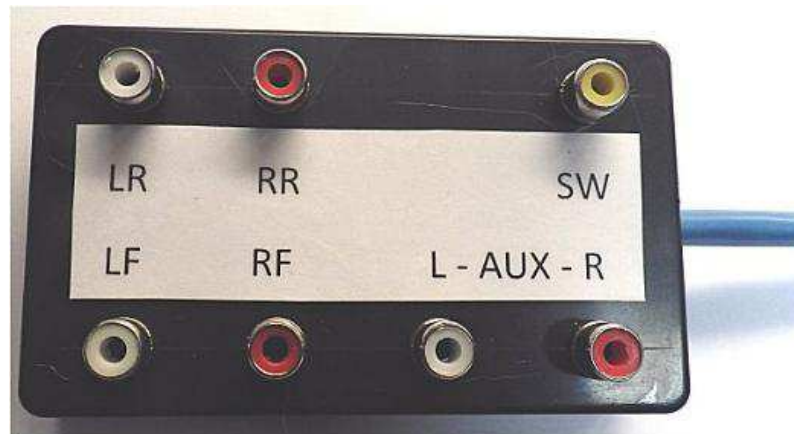
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Input - Output Flexibility Option

To eliminate clearance issues for customers who wish to have all possible connection options to external equipment such as power amplifiers, you can choose this external box which has RCA preamp outs for left front and rear, right front and rear PLUS an unpowered subwoofer out. This places all the connections you'll ever need on a plastic box 4" x 2.5" x 1". And since the box is on a 12 inch cable, it can be placed anywhere for easy access to the jacks without having to worry about clearance issues.

NOTE: The cable used between your radio and this master input-output box is made with 8-conductor SOLID wire. Because of this, the box is NOT meant to be moved often, such as to connect a portable audio device every time you use it. You would purchase an adaptor cable to go from the RCA jacks on the box to the 3.5 mm round connector on your portable device, and the box is meant to simply provide a convenient connection point that remains stationary after making all the required connections. To prevent the box from being moved excessively, its cable is purposely kept short.



The left front, right front, left rear and right rear jacks provide a standard line-level (1 volt) signal for feeding an external power amplifier. These preamp outs are post-EQ, meaning they ARE affected by volume, tone, balance and fader settings. The subwoofer output is actually a full range mono preamp out that is also affected by the volume setting. It delivers full range sound, and is not limited to only the deep bass frequencies. Of course, a subwoofer will only reproduce bass frequencies anyway, making the SW jack much more versatile than most standard SW outputs.

Your converted radio's built-in speaker amplifiers continue to operate when using these outputs, unless there are no speakers connected to the speaker outputs. In this case, the conversion electronics will simply shut down the internal speaker amplifiers to keep them from overheating.

_____ Yes, Install This Master Input-Output Box add 29.95

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Original Connectors - or New Wiring Harness ?

(Applies to CONVERSIONS ONLY)

I can wire the conversion electronics to your original connectors for easy plug-and-play installation. However, this configuration will NOT provide increased output power, and the actual output power will be roughly equal to the original radio except in the case of some "newer" Delco 8 track radios.

To gain maximum possible output power from the conversion, you will need to install new speaker wiring so that each speaker has its own separate pair of wires, with NO COMMON, GROUNDED OR SHARED WIRES IN THE SPEAKER SYSTEM. You will also need to upgrade your speakers to ones capable of handling at least 50 watts RMS (or 100 watts "peak" depending on the rating system used by the speaker manufacturer). This method delivers considerably more punch, deeper bass, and volume levels that will easily drown out road noise, engine noise and even a pack of loud kids.

For detailed information pertaining to replacement upgrade speakers, visit my "Speakers" page.

I want easy installation using my current speakers - please use the radio's original connectors

I want serious output power, deeper bass and shimmering highs - install a new wiring harness

The new wiring harness will have 8 speaker wires, hot, ground, dial lighting and a blue wire that is "hot" with the radio on and dead when turned off. This wire may be used for a power antenna, or to turn on something else with the radio.

It is not necessary to use all speaker wires. The conversion module will sense the number of connected speakers and adjust its behavior accordingly, such as disabling the virtual fader if only front speakers are connected. Conversion also works for single-speaker systems as well as 3-speaker systems. You can even have more than 4 speakers as long as they equal the proper total impedance.

You can connect or disconnect any of the speakers at any time, and the converted radio will sense the number of speakers connected and adjust its behavior to fit the configuration. This makes it easy to, for instance, have temporary speakers in the car for general cruising, and simply remove your "cruising" speakers for car shows that require only the original single dash speaker to operate, etc.

NOTE: *If you have a Delco radio that uses 3 stacked connectors - black, white and blue - then you already have fully isolated speaker wiring and only need to upgrade the speakers to enjoy the increased power and clarity of your radio conversion.*

Where Do We Have Clearance ?

If you chose to have only an AUX input, this will be two RCA jacks mounted on the radio's cabinet. If you are adding Bluetooth and want to use its external microphone for phone use, you will need at least one inch of free space (2 inches ideally) to connect and disconnect the plugs.

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In the space below, please draw a picture of your radio showing where there is sufficient clearance on the back or side to install the RCA and/or Bluetooth jacks.

Level of Service - How Soon Do You Need It ?

LEVEL ONE - First come, first served, no additional charge. Monitor your unit's place in the line awaiting service on the "Job Status" page. LEVEL TWO AND LEVEL THREE JOBS WILL PASS UP LEVEL ONE JOBS IN LINE. I WILL NOT ANSWER ANY QUESTIONS ABOUT TURN TIMES ON LEVEL ONE JOBS.

LEVEL TWO - 6 to 8 weeks GUARANTEED - add 149.00

LEVEL THREE - 3 to 5 weeks GUARANTEED - add 295.00

Customer may upgrade level of service at any time; simply ask me to add the expedite fee to your credit card. REMINDER: INQUIRIES ABOUT JOB STATUS ARE NOT ALLOWED - NOT EVEN ONCE.

Reminders and Notes Before Packing Your Unit:

***DO NOT SEND YOUR KNOBS, BRACKETS OR MOUNTING HARDWARE
(KNOBS ARE OKAY FOR CHRYSLER THUMBWHEEL UNITS ONLY)***

DO NOT SEND NEWLY CHROMED OR MINT-CONDITION FACEPLATES

GET MODEL AND SERIAL NUMBERS FROM THE UNIT BEFORE PACKING

CIRCLE YOUR CHOSEN OPTIONS TO MAKE TOTAL EASY TO CALCULATE

***YOUR UNIT WILL BE RETURNED UNSERVICED IF NOT
PACKED PER INSTRUCTIONS ON MY "PACKING" PAGE***

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Final Pre-Shipment Details and Checklist

Total of chosen options and desired level of service _____

Credit Card Number _____

Expiration Date _____

(It is not necessary to include your credit card information if you would rather have me call for payment when unit arrives)

NOTE: I DO NOT NEED THE 3 DIGIT SECURITY CODE ON BACK OF CARD

Knobs, mounting hardware, decorative bezels and cowls removed ? _____

Faceplate removed if newly rechromed or in mint condition ? _____

(Chrysler units only) Track change/Eject plunger included ? _____ If not, do you have it ? _____
NOTE: If you no longer have this plunger, I will fabricate one at no additional charge)

Name, address and phone number affixed to the unit ? **(THIS IS ABSOLUTELY NECESSARY)** _____

DO YOU AGREE TO THE TERMS AND CONDITIONS STATED HEREIN ? _____

Customer's Signature _____

All 10 PAGES OF THIS DOCUMENT MUST BE INCLUDED, WITH YOUR INITIALS AT THE BOTTOM OF EVERY PAGE.

YOU MAY CUT OUT MY ADDRESS BELOW TO USE AS A SHIPPING LABEL IF DESIRED. THANK YOU FOR YOUR COOPERATION, PATIENCE AND UNDERSTANDING !



**Barry's 8 Track / Car Radio Repair
4783 N. Glenrosa Circle
Prescott Valley, AZ 86314**



Last-minute questions ? Call 928-533-9666