RICHMOND GEAR INSTALLATION INSTRUCTION VIDEO

It is our strong recommendation that you read this set of instructions very carefully before beginning the actual gear set installation, since no gear set can be expected to withstand the abuse of performance applications if not carefully and properly installed. An extra ten minute at this point could spell the difference in regard to safety and extended gear life...or a prematurely failed gear set. Don’t rush the installation! It can be a foolish waste of time.

The RICHMOND GEAR INSTALLATION INSTRUCTION VIDEO is designed for you to see how to properly install ring and pinion gear sets.

Applications covered in this video include:

American Motors • Chevrolet 10 bolt 1955-1964 • Chrysler 8.25" • Chrysler 8.75" and 9.25" • Corvette 1955-1962 • Corvette 1963 - present • Dana 28-44-60 • Ford 8"-8.8"-9"-7.50" • GM 10 Bolt • GM 12 Bolt car and truck • Oldsmobile and Pontiac 1957-1964 • Toyota

Available through your local RICHMOND GEAR Distributor.

VERIFY RATIO BEFORE ASSEMBLY

STEP 1. Remove the gears to be replaced and thoroughly clean both the gear carrier and housing with solvent to remove any gear/bearing residue, which could lead to abrasive failure of the new gear set. After cleaning, dry-wipe (or air-dry) all disassembled parts, housings, and covers.

STEP 2. Examine the ring gear mounting surface for nicks or burrs which might prevent total landing of the newly installed ring gear. Ring/pinion tooth depth variations can result from a ring gear that is “cocked” on its mounting surface. If a ring gear spacer is to be used, also check it for similar surface imperfections, dressing these with block backed pieces of grit paper or a small file. Following material removal (from ANY part of the assembly), bathe the pieces in the solvent and wipe or air-dry.

NOTE: Spacers not normally recommended

STEP 3. Study the illustrations provided with these instructions. Familiarize yourself with the terms “backlash” and “pinion depth” (sometimes called checking distance). Each set of gears is a matched pair which has been prerun on a gear test machine. Consequently, the pair should never be mixed with other rings or pinions. Also, since all gear sets have been run-checked, specific settings are supplied with each ring/pinion pair. These specifications vary from set to set. Backlash settings are marked on the outside diameter face of the ring gear as follows (see illustration A): Ref: BL.008, which means a backlash figure of .008 inch at the closest point. Pinion depth settings (or checking distance) are marked on the face of the pinion gear as follows (see illustration B): Ref: CD 2.799, which means distance of 2.799 inches from centerline of the ring gear to pinion face. Dimensional variations for backlash SHOULD NOT EXCEED .004" variation. Example: If backlash is .008, the backlash -- including maximum variation -- should be .008-.012.
**STEP 4.** When installing the pinion gear you must check its depth in the housing as per the pinion depth dimension. Add or subtract pinion depth shims to arrive at the checking distance etched on the surface of the pinion face. (See illustration C.). Refer to Helpful Hints & Additions to Richmond Gear Installation Instructions on pages 3 and 4.

**STEP 5.** Using a new crush collar or preload shim pack, set the pinion rotating torque to 10-15 (used bearings) 20-25 (new bearings) inch pounds. For oval track applications when not using a cooling pump, set at 16-17 inch pounds on new bearings and 10 inch pounds maximum on used bearings.

**STEP 6.** After correct installation of the pinion gear, position the ring gear and check for backlash. Mount a magnetic-base dial indicator on the axle housing in such a way that the indicator plunger will be moving in a line that is tangent to rotation of the ring gear. This will provide you with a backlash reading which should conform to the figure etched on the side of the ring gear. Again, maintain a tolerance of .004 variation. Example: If backlash is .008, the backlash - including maximum variation - should be .008-.012. (Backlash is always measured in 3 or more places equally spaced around in the ring gear.) Note: For oval track racing set BL at approximately .012-.014 inches.

**STEP 7.** Compensation for variations in this setting can be made by side-adjustment of the ring gear. Adjusting rings or side-shim packs can be changed to bring the backlash and rotating torque figures into tolerance. (Use same torque on gear bearings as on pinion bearings.) You are now ready to check the tooth contact pattern to assure that no accidental departures from the factory-marked specifications have been made. Apply a thin coat of RICHMOND GEAR compound (“Part # 55-0001-1”) on gear teeth for best results. Tooth contact patterns should comply with those shown on next page. (Note rounded or bullet nose shape at heel end of pattern on Gear drive sides). See page 4 for patterns and additional installation hints.

If the pattern is not in those approximate positions, reset the pinion depth and reset gear backlash until the patterns are closer to the above diagram. Pinion and/or gear should not be adjusted to try to achieve a deeper pattern. The length of the pattern may vary with the amount of the load applied during the check procedure.

If satisfactory pattern results cannot be obtained after a reasonable adjustment, return the gear set to RICHMOND GEAR for evaluation. An accurate evaluation can not be obtained on a used set.

**STEP 8.** Fill the gear case with sufficient amount of RICHMOND GEAR 75-140 Synthetic Gear Lube with GL 6 rating, or better and maintain the proper level at all times. Proper maintenance is a must to protect your safety and working life of your gear set. Check oil level between scheduled oil change to insure that proper oil level is maintained. Inspect vent plug to insure it is clean and operating. Inspect oil leakage, excessive heating, or any unusual noise or vibration. Note: For oval track racing, add 2 to 3 additional pts. gear lube.

**RICHMOND GEAR OIL**

75-140 Synthetic Oil.

GL6 with Limited Slip Additive

1 U.S. Quart / 0.946 Liter
**FINAL RESULTS**

Properly designed, manufactured, and maintained RICHMOND GEAR gears, correctly assembled by you in a clean rigid gear box, and operated with the proper lubricant, should result in safe and satisfactory performance. Be sure you select the proper application for your gear set.

Any questions concerning these installation instructions must be forwarded to us for clarification at the following address:

RICHMOND GEAR  
P.O. Box 238, Old Norris Road  
Liberty, South Carolina 29657  
TechLine: 864-843-9275  
Email: tech@richmondgear.com

**WARRANTY**

Warranty is limited to material and/or workmanship defect at time of shipment from the factory, and in no event shall seller have any liability for consequential damages of any kind resulting from a breach of this warranty. This warranty will be void on all products that show evidence of misapplication, improper installation, abuse, lack of proper maintenance, negligence, or alteration from original design. This warranty is in lieu of any other warranties, either express or implied, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR ANY PARTICULAR PURPOSE.

**ADDITIONAL INFORMATION**

Buyer shall be solely responsible for determining the adequacy of the product for any and all uses to which buyer shall apply the product. The application by buyer shall not be subject to any implied warranty of fitness for that particular purpose. The manufacturer makes no warranty or representations, expressed or implied, by operation of law or otherwise as to the merchantability or fitness for a particular purpose of the goods sold hereunder. Buyer acknowledges that it alone has determined that the goods purchased hereunder will suitably meet the requirements of their intended use. In no event will the manufacturer be liable for consequential, incidental or other damages.

These instructions do not purport to cover all details or variations in equipment, nor to provide for every possible contingency to be met in connection with selection, installation, operation, lubrication, and maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser’s purpose, the matter should be referred to RICHMOND GEAR.

**BREAK IN**

A new ring and pinion installation, especially a high numeric ratio with new bearings, can cause an excessive heat buildup in the rear end and cause softening of the gear teeth and bearings if a break in is not performed.

Street vehicles should be driven at normal street driving speed for approximately 10 miles, then stop and let cool for 30 minutes. Do this 2 to 3 times. Towing vehicles need approximately 200 to 300 miles of normal street driving before being used for towing.

On circle track race cars make approximately 6 to 8 laps at slow speed, then let cool for 30 minutes. Make 6 to 8 more laps at slow speed, then 2 to 3 laps at full speed, then let cool again for 30 minutes.

Drag cars need only an initial run-in since they are driven short distances and heat is not normally a problem with proper lube and backlash allowance.

**HELPFUL HINTS & ADDITIONS TO RICHMOND GEAR INSTALLATION INSTRUCTIONS**

After completely reading instructions, go back to step #4. The following group of shim thickness are only if you do not have access to a pinion depth gauge or the old shim from the old pinion to start with. G.M.- .035, Ford 8-9" - .020, Ford 8.8 - 7.5 -.030, All Dana’s-. .035, 8-3/4 x 1-3/4 pin, -.090, 8-3/4 x 1-7/8 pin, -.020, Mopar- 9-1/4 -.020.

Pinion depth shims are located underneath the rear pinion bearing cone that is pressed on pinion with exception of the Dana Models. Dana pinion depth shims are underneath the rear pinion bearing cup in the housing. Dana carrier bearing preload shims are between carrier and bearing cone. All others are on the outside of bearing cup unless spanners are used as in the Ford 8 and 9 inch, both 8-3/4 and Mopar 9-1/4. Ford 8 and 9 inch pinion depth is regulated by shims between pinion support and chuck or center section.

Step #5 - If crush collar is used to set bearing preload, do not use until you have established pinion depth and backlash and you are satisfied with the pattern you get. You can simulate pinion bearing preload by tightening pinion nut until the right preload is achieved with only motor oil on the pinion bearings. The crush collar and pinion seal should be last to install.
**TOOTH CONTACT CHART**

<table>
<thead>
<tr>
<th>Ring Gear Tooth Contact</th>
<th>Coast Side</th>
<th>Drive Side</th>
<th>Condition</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td><img src="image1" alt="49-Series Ideal Pattern" /></td>
<td><img src="image2" alt="49-Series Ideal Pattern" /></td>
<td>IDEAL PATTERN</td>
<td>V/A</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td><img src="image3" alt="69-79-Series Ideal Pattern" /></td>
<td><img src="image4" alt="69-79-Series Ideal Pattern" /></td>
<td>IDEAL PATTERN</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td><img src="image5" alt="All Series - Pattern Too High" /></td>
<td><img src="image6" alt="All Series - Pattern Too High" /></td>
<td>HIGH TOOTH CONTACT heavy on the top of the drive gear tooth profile</td>
<td>Move the Drive PINION DEEP-ER into MESH.</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td><img src="image7" alt="All Series - Pattern Too Low" /></td>
<td><img src="image8" alt="All Series - Pattern Too Low" /></td>
<td>LOW TOOTH CONTACT heavy on the root of the drive gear tooth profile</td>
<td>Move the Drive PINION OUT of MESH.</td>
</tr>
</tbody>
</table>

**TORQUE SPECIFICATIONS**

**RING GEAR BOLTS**

<table>
<thead>
<tr>
<th>GRADE 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8&quot; x all lengths</td>
</tr>
<tr>
<td>7/16&quot; x all lengths</td>
</tr>
<tr>
<td>1/2&quot; x all lengths</td>
</tr>
</tbody>
</table>

**CARRIER CAP BOLTS**

|  
|---------|
| 7/16" (5/8" head) | 60-65 ft lb |
| 1/2" (3/4" head) | 80-85 ft lb |

Step #7-G.M. rear cover style housings use shims on the outside, between bearing cup and housing, adjusting backlash and carrier bearing preload. If starting with a bare housing, or you are installing a spool or different carrier, before you mount the ring gear, establish equal shim pack on each side of carrier and enough to create a drag when you slide it in and out of the housing by hand. Keep in mind you should keep the thickest shim next to the bearing cup.

With a little loctite on the threads of the ring gear bolt, mount gear to carrier or spool. After adjusting shim pack to get proper backlash and once you have established your pattern, remove carrier and pinion. Now is the time to install crush collar and pinion seal. NOTE: Always use loctite on the pinion nut. If you do not have a rear end housing spreader, you will have to work at installing the carrier once you add more shim to preload the carrier bearings. As a rule of thumb all carrier bearings will require .010 preload. After adding .005 to each side of the shim pack, coat surfaces of the shims with axle bearing grease to hold them in the housing, make sure the cups stay straight. Using a plastic or brass hammer, gently pound on bearing cups side to side until carrier has seated in housing. Again, it is important that you keep the cups straight during this operation. A spreader is almost necessary for all Dana Model rear ends. Torque caps to proper torque value.
IMPORTANT INFORMATION

Please Read Carefully

The following DANGER, WARNING and CAUTION information is supplied to you for your protection and to provide you with many years of trouble free and safe operation of your Richmond Gear product.

Read ALL instructions prior to operating transmission and/or ring and pinion. Injury to personnel, transmission or ring and pinion failure may be caused by improper installation, maintenance or operation.

• **It is dangerous to get under a jacked-up vehicle.** The vehicle could slip off the jack and fall on you. You could be crushed. Never place any part of your body under a vehicle that is on a jack. Never start or run the engine while the vehicle is on a jack. **If you need to get under a raised vehicle, take it to a service center where it can be raised on a lift.**

• **WARNING**

  • Hot oil can cause severe burns. Use extreme care when removing lubrication plugs and when working close to a unit that has been in operation.
  • Check lube level between scheduled lube changes to insure that proper lube level is maintained. Inspect vent plug to insure it is clean and operating. Inspect the tightness of mounting bolts, misalignment of connecting shafts, lube leakage, excessive heating, or any unusual noise or vibration.
  • Serious personal injury may occur as a result of improperly performed maintenance, adjustments or repairs.
  • Do not attempt any of the maintenance, checks or repairs described on the following pages if you are not fully familiar with these or other procedures with respect to the transmission, or are uncertain as to how to proceed. Have the necessary work done by a properly equipped and qualified workshop.
  • Always be extremely careful when working on the transmission. Always follow commonly accepted safety practices and general common sense. Never risk personal injury.

• **CAUTION**

  • Do not operate the transmission or ring and pinion without proper lube and correct amount.
  • For safe operation and to maintain the unit warranty, when changing a factory installed fastener for any reason, it becomes the responsibility of the person making the change to properly account for fastener grade, thread engagement, load, tightening torque and the means of torque retention.
  • Mounting bolts should be periodically checked to ensure that the unit is firmly anchored for proper operation.
  • These instructions are not intended to cover all details or variations in equipment, nor provide for every possible contingency to be met in connection with selection, installation, operation, and maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the Buyer's purpose, the matter should be referred to Richmond Gear.

In the event of the resale of any of the goods, in whatever form, Resellers/Buyers will include the following language in a conspicuous place and in a conspicuous manner in a written agreement covering such sale:

The manufacturer makes no warranties or representations, express or implied, by operation of law or otherwise, as to the merchantability or fitness for a particular purpose of the goods sold hereunder. Buyer acknowledges that it alone has determined that the goods purchased hereunder will suitably meet the requirements of their intended use. In no event will the manufacturer be liable for consequential, incidental or other damages. Even if the repair or replacement remedy shall be deemed to have failed of its essential purpose under Section 2-719 of the Uniform Commercial Code, the manufacturer shall have no liability to Buyer for consequential damages.

Resellers/Buyers agree to also include this entire document including the danger, warnings and cautions above in a conspicuous place and in a conspicuous manner in writing to instruct users on the safe usage of the product.

This information should be read together with all other printed information supplied by Richmond Gear.
7. DESIGN; EXTRA WORK; BUYER’S MATERIAL. (a) If any order accepted by Seller contains the preparation of designs prepared by Seller. (b) If Buyer requests extra work not included in the quotation or original order, Buyer will pay for the extra work at reasonable rates as determined by Seller. (c) In the event spoilage/damage occurs on orders in transit, reasonable claims for such actions shall be paid for the claim to assume all risk of loss of such returned goods until actual receipt by Seller.

8. RISK OF LOSS, TITLE, SECURITY INTEREST. Delivery shall occur, and risk of loss shall pass to Buyer, upon delivery of the material to a carrier at the F.O.B. point of shipment. Transportation shall be at Buyer’s sole risk and expense. (a) Seller shall not be responsible for damages in transit; such claims shall be the responsibility of the carrier. (b) Seller shall not be responsible for delays in delivery of the material to a carrier at the F.O.B. point of shipment. Transportation shall be at Buyer’s sole risk and expense. (c) Seller shall be responsible for the cost of handling and storage in a suitable bonded warehouse for the Buyer at Buyer’s expense. In cases where the cost of handling and storage is not greater than the decrease in the applicable freight charges before the material is shipped, such changes in freight charges will be for the account of Buyer. Price advances, discounts, extra terms and conditions are subject to changes without notice. Unless otherwise provided on the front side hereof, price is F.O.B. Seller’s point of shipment, and terms of payment shall be net 30 days from date of invoice. Seller may assess a deficiency charge of 1-1/2 percent per month on all invoices not paid within stated payment terms. Seller may at any time make partial or full payments on account or demand in advance of shipment whenever, in its opinion, the financial condition of Buyer so warrants. In addition, Seller may, at any time, suspend performance of any order or require payment in cash, security or other adequate assurance. All costs and expenses of such action shall be placed on the account of Buyer. (d) In the event spoilage/damage occurs on orders in transit, reasonable claims for such actions shall be paid for the claim to assume all risk of loss of such returned goods until actual receipt by Seller. Seller may, at Seller’s option, have a right to recover as damages, either the price as stated herein (upon proof of the alleged defective part for Seller’s inspection, and no other goods shall be returned to Seller without Seller’s authorization to the return of goods for any reason, transportation charges must be prepaid by Buyer, who also shall assume all risk of loss of returned goods until such receipt by Seller.)

10. RETURNED GOODS. Goods may not be returned. However, if Seller consents in writing or upon verbal agreement of both parties to the occurrence of any contingencies beyond the reasonable control of either of Seller or suppliers of any kind, Seller shall accept goods and deliver to Buyer at Buyer’s expense and risk.

11. INSPECTION, ACCEPTANCE. Buyer shall inspect the goods immediately upon the receipt thereof. All claims for shortage or damaged goods must be made in writing and received by Seller within 10 days after the date of Buyer’s receipt of goods or such other time as Seller shall permit in writing. Buyer’s remedy for lesser defects shall be those provided for under the Warranty and Liability clauses. THERE SHALL BE NO NOUNCIATION OF NON-PERFORMANCE. If Buyer wrongly rejects, revokes or delays acceptance of terms or work tendered under this contract, or fails to make a payment due on or before delivery; repudiates this contract, Seller shall, at its option, have a right to recover as damages, either the price as stated herein (upon proof of the alleged defective part for Seller’s inspection, and no other goods shall be returned to Seller without Seller’s authorization to the return of goods for any reason, transportation charges must be prepaid by Buyer, who also shall assume all risk of loss of returned goods until such receipt by Seller.)

12. WARRANTIES AND LIMITATIONS OF LIABILITY. (a) Seller warrants to Buyer that the goods will conform to the following warranty: (i) for goods in Seller’s Richmond Gear H Performance product line, the goods will be commercially free from defects in material and workmanship at the time of shipment of the goods by Seller; (ii) for goods not in the Richmond Gear H Performance product line, the goods will be commercially free from defects and workmanship upon normal use and service during the first 12 months of operation; a 6 month maximum shelf life is allowed for all goods sold by Seller in a dry atmosphere, with good moisture barriers and in original packaging; the goods will be commercially free from defects in material and workmanship under normal use for a period of 1 year from the date of shipment of the goods by Seller and will conform at the date of shipment to applicable specifications, drawings and blueprints, except for departures herefrom with written approval of Buyer; provided that work performed by Seller and other materials furnished by Buyer is excluded from this warranty. Seller shall have no liability to Buyer for costs of blanking, blanking and burring, or for the cost of any labor and overhead, direct or indirect, so necessary and appropriate for the manufacture of goods, and no claims shall be made for materially and workmanlike defects at the time of shipment of the goods by Seller and without notice, make changes (whether in design, material, improvements or other) in Buyer’s catalogs, and such changes in Buyer’s catalogs, or in the event of the sale of any of the goods, in whatever form, Buyer will include the following language in a conspicuous place and in a conspicuous manner in a written agreement covering such resale: “THE MANUFACTURER MAKES NO WARRANTIES, EXPRESS OR IMPLIED, ON RESULTS TO BE OBTAINED. BUYER ASSUMES ALL RESPONSIBILITY FOR LOSS OR DAMAGE RESULTING FROM THE HANDLING OR USE OF ANY OF THE GOODS.”

13. REMEDIES AND LIMITATIONS OF LIABILITY. In the event Buyer claims Seller has breached any of its obligations under the Sales Contract, whether of warranty or otherwise, Seller may request the return of goods and delivery of the material to a carrier at the F.O.B. point of shipment. Transportation shall be at Buyer’s sole risk and expense. (a) Seller shall not be responsible for damages in transit; such claims shall be the responsibility of the carrier. (b) Seller shall not be responsible for delays in delivery of the material to a carrier at the F.O.B. point of shipment. Transportation shall be at Buyer’s sole risk and expense. (c) Seller shall be responsible for the cost of handling and storage in a suitable bonded warehouse for the Buyer at Buyer’s expense. In cases where the cost of handling and storage is not greater than the decrease in the applicable freight charges before the material is shipped, such changes in freight charges will be for the account of Buyer. Price advances, discounts, extra terms and conditions are subject to changes without notice. Unless otherwise provided on the front side hereof, price is F.O.B. Seller’s point of shipment, and terms of payment shall be net 30 days from date of invoice. Seller may assess a deficiency charge of 1-1/2 percent per month on all invoices not paid within stated payment terms. Seller may at any time make partial or full payments on account or demand in advance of shipment whenever, in its opinion, the financial condition of Buyer so warrants. In addition, Seller may, at any time, suspend performance of any order or require payment in cash, security or other adequate assurance. All costs and expenses of such action shall be placed on the account of Buyer. (d) In the event spoilage/damage occurs on orders in transit, reasonable claims for such actions shall be paid for the claim to assume all risk of loss of such returned goods until actual receipt by Seller. Seller may, at Seller’s option, have a right to recover as damages, either the price as stated herein (upon proof of the alleged defective part for Seller’s inspection, and no other goods shall be returned to Seller without Seller’s authorization to the return of goods for any reason, transportation charges must be prepaid by Buyer, who also shall assume all risk of loss of returned goods until such receipt by Seller.)

14. TECHNICAL ADVICE. Any technical advice furnished or recommendation made by Seller or any representative of Seller concerning any use or application of any of the goods is believed to be reliable, but SELLER MAKES NO WARRANTY, EXPRESS OR IMPLIED, ON RESULTS TO BE OBTAINED. BUYER ASSUMES ALL RESPONSIBILITY FOR LOSS OR DAMAGE RESULTING FROM THE HANDLING OR USE OF ANY OF THE GOODS.”

15. FORCE MAJEURE. Seller shall not be liable for failure to perform its obligations under the Sales Contract in whole or in part due to the occurrence of any contingencies beyond the reasonable control of either of Seller or suppliers of any kind, Seller may allocate goods and deliver to Buyer at Buyer’s expense and risk.

16. ASSIGNMENT AND DELEGATION. No right or interest in the Sales Contract shall be assigned by Buyer without Seller’s prior written consent, and no delegation of any obligation owed, or to the performance of any obligation under the Sales Contract, whether warranty or otherwise, may be made without Seller’s prior written consent. Any assignment or delegation shall be wholly void and totally ineffective for all purposes unless made in conformity with this paragraph.

17. PATTERNS AND TOOLING. Unless otherwise agreed to in writing with Buyer, Seller shall retain title to and possession of all special tooling, patterns and dies whether paid for by Buyer or not, but such special tooling and dies shall be returned to Buyer at Seller’s option and expense. Seller may reject any assignment or delegation made by Buyer or Buyer’s customers after 2 years after the date of Buyer’s last order requiring their use. Seller will exercise reasonable care in handling any tooling, patterns or dies specifically paid for by Buyer, but Seller shall not be liable for damage or loss thereof.

18. PATENTS. SELLER MAKES NO REPRESENTATION OR WARRANTY WITH RESPECT TO THE INFRINGEMENT OF THE PATENTS OR THAT ANY OF THE GOODS WILL BE FREE FROM CLAIMS OF INFRINGEMENT. Seller agrees to indemnify Buyer against any liability, loss, expense or claim resulting from actual or alleged infringement of any domestic or foreign letters patent for any invention, design or trade mark incorporated at Buyer’s request in the goods. Seller shall have no obligation to defend Buyer against Seller for breach of any of Seller’s obligations under the Sales Contract, whether warranty or otherwise.

19. CONFIDENTIAL INFORMATION. All drawings, specifications, technical data and other materials furnished by Seller and identified by Seller as confidential and shall remain the exclusive property of Seller and shall be returned to Seller upon Buyer’s request. Buyer agrees to treat such information and material as confidential and not to reproduce or disclose such information or materials without Seller’s prior written consent. This paragraph does not apply to any information already known to and readily accessible in the trade or which may become available through no fault of Buyer.

20. CHANGES. Buyer may, at any time, without notice, make changes (whether in design, material, improvements or other) in Buyer’s catalogs, and such changes in Buyer’s catalogs, or in the event of the sale of any of the goods, in whatever form, Buyer will include the following language in a conspicuous place and in a conspicuous manner in a written agreement covering such resale: “THE MANUFACTURER MAKES NO WARRANTIES, EXPRESS OR IMPLIED, ON RESULTS TO BE OBTAINED. BUYER ASSUMES ALL RESPONSIBILITY FOR LOSS OR DAMAGE RESULTING FROM THE HANDLING OR USE OF ANY OF THE GOODS.”

21. INSTALLATION. Installation of the goods shall be by Buyer unless otherwise specified in the Sales Contract.

22. SEVERABILITY. If any term or provision contained in the Sales Contract is declared or held invalid by a court of competent jurisdiction, such declaration or holding shall not affect the validity of any other term, clause or provision contained herein.

23. GOVERNING LAW AND LIMITATION. (a) The formation and performance of the Sales Contract shall be deemed to have been made and governed by the Uniform Commercial Code as adopted in the state of principal place of business. (b) Buyer hereby agrees to the jurisdiction of any state or federal court located in the county of Seller’s principal place of business. Buyer and Seller agree to the exclusive right to venue of any action instituted hereunder, and consents to the granting of such legal or equitable relief as is deemed appropriate by the court of competent jurisdiction and in accordance with the laws of the state or of the state of Seller’s principal place of business. Buyer agrees to the exclusive use of the basis of the United Nations Convention on Contracts for the International Sale of Goods; and (c) in the event that the goods that will be delivered are not manufactured by Seller, current, or as amended. (d) Seller AGREES TO PAY ALL OF SELLER’S COSTS AND EXPENSES OF COLLECTION AND LITIGATION, INCLUDING BUT NOT LIMITED TO ATTORNEYS’ FEES AND COSTS.