



Please read the terms and conditions detailed below. If there is anything you would like clarification on, please do not hesitate in contacting us.

The "GT3RR" brand is a collaborative entity comprised of three distinct manufacturing and engineering partners. Responsibilities and intellectual property for GT3RR products are distributed as follows:

Bespoke Custom Fabrication: Responsible for all custom structural and chassis fabrication.

LSX Performance: Responsible for all bespoke engine development, tuning, and performance engineering.

VAD Design: Responsible for all carbon fibre aerodynamic kits, body styling, and visual designs.

All trademarks, trade secrets, and proprietary designs bearing the GT3RR mark remain the exclusive property of the respective collaborating entities as governed by their private partnership agreements.

Once the sale / Build process has been agreed and deposit payment has been received by us the contract is effective immediately with all of the necessary arrangements agreed and put into our work book / Schedule. Cancellation or withdrawal of an order / work will result in the deposit amount being held by GT3RR

While we will make every effort to deliver the vehicle or goods ordered by the estimated delivery date / timescale, we will not be liable for any claim for compensation of any description that may result from delay due to reasons out of our control. If delay arises in this way, we will contact you to agree an alternative delivery day / date.

If you, the purchaser, cannot pay for goods or take delivery of your completed vehicle within 30 days of our completion and notification that the goods or vehicle is ready, the contract will be treated as a cancelled, if this happens, we will sell the goods or vehicle to recoup our costs, goods or vehicle will belong to GT3RR until the total purchase price has been paid for in full.

GT3RR take every care to test the quality and performance of our goods and services however we cannot guarantee specific performance expectations.

For customers asking for the removal of Catalytic Convertors, (which is strictly for Motorsport use) the car will not be UK MOT emissions compliant for road use.

If we are fabricating and building a vehicle that will be used for motorsport, then we can modify the emissions system but the vehicle will need to be removed from the premises on a trailer and the customer will need to sign our paperwork to confirm it will not be used on UK roads as the vehicle is built for motorsport use.

Regarding wheels, if they have been removed during work, repairs or build stage, please ensure wheel torque is re checked.

Upgrading your vehicle performance & fabrication can affect the vehicles reliability and will require more frequent maintenance. GT3RR will take no responsibility for component failure after upgrades have been installed, we offer no warranty on any vehicle that has been tuned or upgraded or fabricated

Damage caused by misuse, neglect, or failure to follow care and maintenance guidelines.

Wear and tear on consumable parts, including spark plugs, filters, and fluids.

Engines modified, tuned or serviced by third parties without prior approval from GT3RR Performance.

Items connected to the engine but not part of the GT3RR Performance upgrade and Costs related to diagnostics or inspections that do not result in a warranty claim.

Any incidental or consequential losses, such as vehicle downtime or associated costs including recovery costs.



Customers are responsible for arranging vehicle recovery in the event of any breakdown. and consumer rights, this agreement is subject to the relevant United Kingdom law and the relevant courts of the United Kingdom.

Our Terms and conditions are designed to provide clarity and transparency while adhering to UK law GT3RR reserves the right to amend these terms and conditions at any time.

By proceeding with a GT3RR engine build, you agree to the terms outlined above. It is important you retain a copy for your records.

Dyno Terms & Conditions:

Before commencing a power run you will be asked to agree with, and sign, a disclaimer stating the following.

DYNO SESSION / POWER RUN:

Checks are carried out on ignition operation, fuelling system, engine management fault codes and live data. Adjustments are made where possible. We carry out a full throttle power test to determine BHP and torque at the wheels and calculated flywheel figures. At the same time, where possible

PRE-TEST CONDITIONS:

The customer must make sure the vehicle is in a fit state to dyno test.

All fluid levels must be checked and topped up by the customer before testing. The cooling system must be free from defects and functioning correctly and bleed up.

The exhaust must be gas-tight as samples will need to be taken from the tail pipe and any leaks will dilute these readings. Finally, the vehicle must have adequate fuel and correct octane.

For the purpose of accurate performance testing and for best results the customer must be satisfied that all relevant components are in good serviceable condition; such components include, spark plugs, injectors, turbochargers, ignition system & associated sensors. Please be aware that test results may not represent the true performance of the vehicle if such components AS ABOVE are in poor condition.

All dyno sessions are to be paid in full. If faults are found due to poor care and the above has not been adhered to, then an additional time for diagnostics, a fee may apply.

Any form of engine modification or tuning cannot give guaranteed satisfactory results.

No responsibility for vehicle engine damage, including any drive train rests with the rolling road operator. This is true on the day of the rolling road tuning procedure and for the life of the vehicle.

you remain solely reliable (both financially and figuratively) for any damage incurred either as a direct result of or as a consequence of the rolling road test session.

Regarding wheels, they are removed during hub dyno testing work, please ensure wheel torque is re-checked.

“Special notice: Customers are not permitted in the Dyno Cell during operation”