

1965-1979 CORVETTE DIFFERENTIAL CORE RETURN

1965-1979 Corvette Differential Core Return

Thank you for purchasing a rebuilt differential from Zip. Here are several items that we will look for while processing your core return. Please review the following and look at your core to see if it is worthy of return for credit. Not all items are full deduction; all of the items have value assigned to them, which is listed below. If you have any questions, please call a sales representative at Zip. We are happy to help in any way.

Housing: We look to make sure there is no damage to the integrity of the housing (example: a ring gear bolt has come through the housing or cracked it). We look to see if there are broken bolts in the housings, and if the bolts are removable. Depending on how many or how bad the bolts are, there may be a deduction of the housing in the core charge. The housing also gets checked for seal surface where the side yokes go in. This is commonly worn down when a differential has a bad axle. The housing must be able to securely hold a new axle seal. The pinion bore is also checked to make sure it will still hold the races and the seal. Original differential housings did not have a fluid drain plug – the addition of a drain plug is a reduction of core. Housing deduction is \$25.

Carrier: We look at ring gear bolt holes to make sure they are still round and that clutch surfaces are not damaged and will accept the new keepers on the clutch plates. We confirm that the carrier bearings will still press on. The carrier itself cannot be cracked, differential carriers are magnafluxed to make sure there are no hair-line cracks. The 1965-1968 carrier is commonly known for cracks in the carrier center where there is a casting line. Returning a non-positraction differential is a full deduction from core charge. Carrier deduction is \$425.

Spider Gears: As long as they are good and the springs and plates are intact, there is no deduction. If they are missing or damaged, we have to replace them, the average price for spider gear replacement is \$150.

Ring and Pinion: All differentials rebuilt by Zip include new ring & pinion - condition of returned ring and pinion does not matter. Please note, often broken teeth are due to other issues within the differential.

Front Yoke: We make sure this is correct for what was sent out on the rebuilt differential. If we sent you a 1965-1970 Corvette small yoke and a later design large yoke is returned, there will be a deduction of \$25.00 from the core refund. We also look at the threaded holes on the later yoke for collapse or damage. The surface of the yoke the seal rides needs to be smooth. If damage is minimal to the seal surface, we can repair. Core deduction on the yoke is \$50.

Still have questions? Call Zip at 800-962-9632 or you can contact us online at www.zip-corvette.com

Please return cores to the following address:

Zip Products, Inc.
8067 Fast Lane
Mechanicsville, VA 23111
Attn: Core Returns

www.zip-corvette.com
1-800-962-9632



Corvettes are all we do.