

84-96 D36 DIFFERENTIAL CORE RETURN

1984-1996 Corvette D36 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 seal. The pinion bore is also checked to make sure it will still hold the races and the seal. The main caps must be present and cannot be cracked. Original differential housings did not have a fluid drain plug – the addition of a drain plug is a reduction of core. Complete housing deduction is \$250.00.

There will be a \$200 deduction for the return of a 1984 differential core instead of a 1985-1996 differential. To determine the year, 1985-1996 Corvette main caps have a rectangle boss cast into the outside portion of the cap, the 1984 Corvette main caps do not. All C4 D36 differentials built by Zip are 1985 and later units.

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 is cannot be cracked, differential carriers are magnafluxed to make sure there are no hairline cracks. 1984 carriers only work in 1984 housings; deduction is \$200 for a 1984 carrier. Complete carrier deduction is \$250.00.

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, the average price for spider gear and center pin replacement is \$100.

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 the threaded bolt holes are good and that the seal surface is not damaged. If it is not usable, the deduction is \$25.00.

If the entire differential core is not good, there will not be a refund of the \$400 core charge.

Still have questions? Call Zip at 800-962-9632 or 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.