

TRAILING ARM-BEARING ASSEMBLY CORE RETURN

1965-1982 Corvette Trailing Arm/Bearing Assembly Core Return

Thank you for purchasing your Trailing arm or bearing assembly from Zip Products. We take a lot of pride in our building of the assemblies in house for your Corvette. Upon receipt of the assemblies, please inspect them for any shipping damage.

Before packaging and returning your core, please take a look at it and determine if it would be good for a core return. There are several items we look at and some are just deductions from the full core if the other parts are good. We are very "picky" on our cores to ensure that we are building only good parts so the person that will be receiving your core will be receiving a quality and structurally sound part.

Trailing arm: We are looking for several things to determine if the arm is in good enough shape to build. The following items I am going to list would be a full deduction of \$100 and the arm would not be any good for rebuild. Rust-If there is scaly rust we will not be able to use these for rebuild. If the rust is built up between the halves of the arm but the surface is fairly clean, they will not be usable. The rust can build up between the halves and actually break the welds holding the arm halves together. You can see and feel this in the pocket of the arm. Bent- is the trailing arm bent, take a straight edge from the plate where the spindle support is bolted to, it should be 1 7/8 to 2" from the tip of the trailing to the straight edge. If this is bent the arm cannot be used. This actually is an issue that we see a lot of, just like with strut rods being bent, alignment shops will bend the arms in an alignment vs. removing the bolt to change the shims around. This would also include the arms being heavily dented from being hit with a hammer even if the actual arm is not bent.

Spindle support: We are looking to make sure the new bearing races are will press in and that the machined holes in the support are not damaged. The shock mount hole has to still have the flat locating surface intact. The support itself cannot be ground down to the shock hole from it dragging the ground in a bearing failure. All of these would make the support not usable and result in a deduction of \$100.

Spindle: We are looking to make sure the runout of the spindle is acceptable. The bearing and seal surfaces of the spindle also have to be good. If a new bearing will not press onto the spindle, the spindle is bad. The threads on the spindle have to be good, if they are damaged and we can fix them this is acceptable. If they cannot be fixed, then the spindle will have to be scrapped. We are not worried about broken wheel studs; we will replace these with no core deduction. The deduction for the spindle is \$100.00

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Caliper Bracket: We are looking to make sure the bracket is not cracked anywhere. We are also looking to make sure that the threads that hold the caliper are good and that threads for the park brake bolt are good. If the caliper bracket is bad the core deduction is \$50.00

Spindle yoke: It must be present on trailing arm assemblies. All of our trailing arm assemblies ship with a 65-79 flat yoke. Your yoke has to have four good threaded holes in it. If the bolts have been broken off or torched off, we will deduct \$25 from the core charge. If the seal surface is damaged as long as it is not bad, we can fix this. If you have an 80-82 Corvette, you will need to remove our yoke and install yours. The spindle nut needs to be torqued to 100 ft/lbs and then insert the cotter key. If you get the nut torqued and the cotter key does not line up, then tighten the nut until it lines up. You never loosen the nut to get the cotter key in.

Wheel bearing assemblies do not ship with the yoke, you will need to re-use your original yoke. If it is damaged please call a Zip Sales representative and we be happy to sell you a new one. Make sure that you torque the spindle nut to 100 ft/lbs and install the cotter key. If it does not line up, then tighten the nut until it does, you never loosen the nut.

Before shipping the trailing arm or bearing assembly back, remove the rotor if you can. We throw these away and it will save you money on the shipping. We inspect our cores every Friday. We only do this once a week because of the mess it makes while checking in cores. It is very important to not contaminate our shop area why we are building assemblies. If you have any questions concerning cores, please call our sales dept. at 800-962-9632 or you can contact us online through our chat.

Please send all cores to the following address:

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

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