

Core restoration and core charge refunding

Some classic auto parts are hard, or even impossible, to produce. In some cases, an exchange system is in place. By getting old units returned, we're able to offer restored units. This exchange system is driven by a core charge, which is fully refunded once an acceptable core is returned to us.

Always use caution when removing your old unit. Then send your cleaned and properly packaged core, preferably in the same box you received your restored item in, to:

**VP Autoparts AB
- Renovering / Stompant -
Industrivägen 7
513 32 Fristad**

Please note that freight expenses are on you, and that cores sent COD will be refused.

If you're doubting whether your core can be rebuilt or not, feel free to give us a call at +46-33-206464, prior to sending your core.

Cores that can't be restored to function will be discarded, unless you state you want them back. Please note that return freight to you is on you.

This core exchange system is in place for the following items:

Volvo

Transmission

Clutch kit B4B, B16 (Art. 651951)

Brakes

Master brake cylinder B20 (Amazon, P1800, 140, 164)

Brake rotor (Amazon, P1800) Part no. 666525

Brake calipers Girling, ATE (Amazon, P1800, 140,164, 240,260)

Brake drums (PV, Duett, Amazon, P1800), Part nos. 667102 and 673797

Electrical / ignition

Starters B18, B20, B30

Generators & alternators. All models.

Distributors B18B, B18D, B20B and B20E

Fuel system

Carburetors. All Zeniths, Strombergs and dual SU carbs.

(VIG 9, VIG30, VME26 (Tractor), VN34, VN36, CD175, all SU)

Steering

Rack & pinion Volvo 240, 700/900-series, 850, S60, V70

Steering gear P1800 / Volvo 140 72-74

Mustang

Steering

Booster pump 1967 – 73

Brakes

Master brake cylinders, all 1964-70 Mustangs

Brake calipers, all 1968-73 Mustangs

Brake booster

Ignition

Starters (Mustang, GM och Chrysler)

Alternators, all 1965-71 V8's

Cooling

Water pump, all 1965-68 V8's

Good to know when sending a carburetor core



Make sure your core is returned complete, including choke adjustments, all installation brackets and any vacuum hook-ups or hoses.

Carburetors with damaged fuel fuel connection threads are impossible to restore.

There's constant shortage of types VIG30 and VME26. We're always willing to buy your extra such core(s).

Good to know when sending a caliper core



Do not disassemble brake calipers!

Wire and other connections must be intact, and undamaged. If either of these are drilled out, the core won't be approved.

Installation pin holes must be undamaged. Pad resistance mustn't be worn.

Casting must be intact adjacent to o-rings and dust boots.

Good to know when sending brake drum or rotor core



Don't separate the drum or rotor from the hub. If you do, we will not accept the core.

Bolts are pressed in place to sit tight when wheels are mounted.

Due to low core supply, some units with holes slightly too big to lock the bolts properly, may have bolts welded in place as extra insurance.

This will of course be on the inside of the unit, and won't be visible once installed.

If you find this unacceptable, please let us know when ordering as we will require your cores up front to have them built and returned to you.