

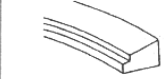
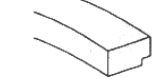


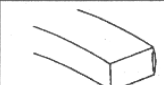
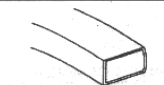
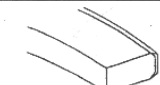
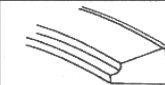
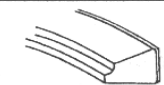



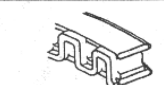

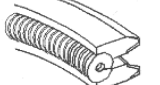





# CORE RETURN POLICY

 Type 032 Barrel Face	 Type 125, 610 Reverse Torsional Taper Face	 Type 165 Keystone Torsional (10°) Type 170 (15°) Type 180 (20°)	 Type 401 Wiper
 Type 102 Torsional	 Type 345 Torsional Moly Type 335 Torsional Moly Hi-Tensile Iron Type 336 Torsional Plasma Moly Hi-Tensile Iron	 Type 327 Barrel Face Moly Type 334 Barrel Face Moly Hi-Tensile Iron	 Type 362 Barrel Face Triple Chrome Compression
 Type 363 Barrel Face Chrome	 Type 372 Keystone Torsional Chrome Hi-Tensile Iron (15°)	 Type 381 Keystone Torsional Chrome Hi-Tensile Iron (20°)	 Type 398 Chrome (Steel) Barrel Face
 Steel-Vent Type 710 Spacer Type 716 Rail Type 825 Oil Inner Spring	 Chrome-Vent Type 710 Spacer Type 732 Chrome Rail Type 825 Oil Inner Spring	 Mini Flex-Vent Type 732 Chrome Rail Type 872 Low-Tension Spacer	 Flex-Vent Type 732 Chrome Rail Type 860 Oil Ring Spacer
 Chrome Conformatic Type 565 & Chromed Cast Iron Oil Type 881 Coiled Spring	 Type 501 Cast Iron Oil	 Type 501 Cast Iron Oil Type 825 Inner Spring	 Keystone Chrome Conformatic Type 579 & Keystone Chrome Cast Iron Oil Type 881 Coiled Spring

## PISTON RINGS

The majority of the time the rings are marked with a dimple or lettering of some type to designate up or top.

The chart at left shows many of the compression ring and oil ring designs.

## CAMSHAFT CORES

To be an acceptable core, the camshaft cannot be broken in any way, and the oil pump drive gear cannot be damaged in any way.

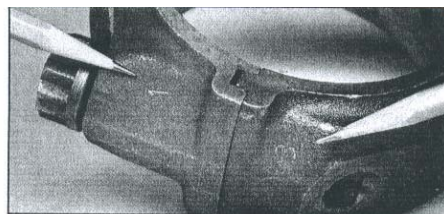
## CONNECTING ROD CORES

Any core with damage to the rod bearing end (such as a spun rod bearing), cannot be accepted as a rebuildable core.

Any core with spun or missing pin bushings cannot be accepted as a good core.

Any cores that are bent or bowed or show heat damage are not acceptable cores.

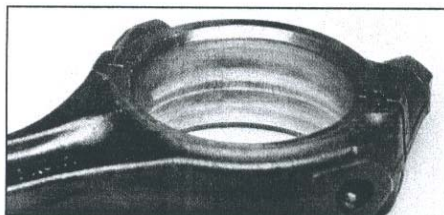
See chart at right.



Mis-matched cap



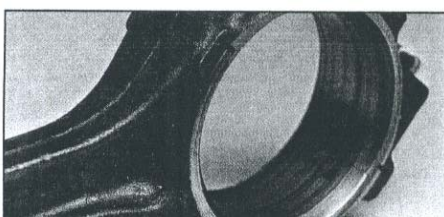
Missing capscrew; loose pin bushing



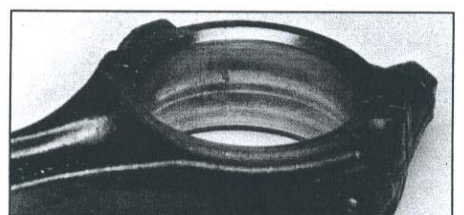
Typical rod bore damage



Damaged bearing surface



Excessive heat, discoloration



Spun rod bearing