

Core restoration and core charge refunding

Some parts for classic cars are hard, or even impossible, to produce. However, they might still need to be replaced or upgraded. By getting old units in return, we are able to offer some of these parts restored. This system of exchange is operated with a deposit fee, or core charge. When ordering one of these parts you need to send us your old core, as well as pay a core charge, which is fully refunded once we have received and approved your core.

Always use caution when removing your old unit. Make sure to send all associated parts with your old core, such as cables and mounts. All parts that are included with your new article should also be sent with your old one.

Clean your core before sending it and pack it well in the same packaging you received your new item in. All cores (both for Volvo and American cars) should be sent to the following address:

VP Autoparts AB

- Renovering/Stompant –

Industrivägen 7

513 32 Fristad

Sweden

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

If you are doubting whether your core can be rebuilt or not, feel free to give us a call prior to sending it, at +46 33206464.

Cores that can not be restored to function will be discarded, unless you state that you want it back. Please note that return freight in this case is on you. The core charge will not be refunded if the core is not approved.

The system with core charge only applies to the articles where this is stated in the article information. The core charge is added automatically when you add such article to the shopping cart.

Good to know when sending a carburetor core



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

Carburetors with damaged fuel connection threads are impossible to restore.

There is a shortage of carburetors of the type VIG30 and VME26 and we are happy to buy those.

Good to know when sending a caliper core



Do not split the brake caliper.

Wire and connections must be intact and undamaged. If either of these are drilled out, the core will not be approved.

Installation pin holes must be undamaged and pad resistance must not be worn.

Casting must be intact next to O-rings and dust boots.

Good to know when sending your brake drum core



Do not separate the drum from the hub. If you do, we will not accept the core.

Due to low core supply, some units with holes slightly too big to lock the bolts properly, may have bolts welded in place. The weld joint will be on the inside of the unit and not visible once you install it. If you find this unacceptable, please let us know when ordering as we will require your old cores up front to have them restored and returned to you.