



-T-5 CORE EXCHANGE GUIDELINES/PROCEDURES-

Sending Core Before Taking Receipt of Rebuilt:

If Customer chooses they would like to send their T-5 Core in before Rebuilt T-5 Transmission is shipped out, the customer must follow the following procedures:

- 1.) Carefully choose a Box & Packing Material. It is very important to select a Box that is “rated” for the amount of weight you will be shipping. Please look for a Round Emblem, usually on the bottom part of the box being shipped which will provide the customer with the Rating the Box is capable of supporting. Make sure the Box is Rated for at least 100 Lbs.
- 2.) Please do not use Styrofoam Popcorn Material to ship Transmission. This type of Packing Material will not support an 80 Lb. Transmission from moving forward-backward, left-right, or up-down. Please use either Foam Packing Material, Bubble Wrap, and/or Cardboard to ensure the transmission doesn’t move during shipping.
- 3.) Make sure the transmission core being sent in is drained of all Transmission Fluid. It is not only a good idea to pull the Drain Plug out of transmission to release the oil, but an even better idea to set the Transmission in a Vertical Position on a 5 Gallon Bucket overnight. This will allow any additional Oil that may be “hidden” under the Gears or in the Synchronizer Rings to leak out. UPS is known to set the Transmissions on End in the Truck. So if the transmission is not drained of all the fluid, UPS will not deliver. A \$50.00 Charge will be applied for any T-5 Core’s that are sent in with Fluid.
- 4.) Wrap Transmission Bag in Large/Oversize Garbage Bag. This helps assist in eliminating the possibility of any additional fluid coming out of either end of transmission during shipment.
- 5.) UPS is how we ship all of our Rebuilt T-5’s to Customer’s. We use UPS due to their “Lower” Rates over competitors. It is up to the customer how they plan to ship and/or exchange their core in.

Sending Core After Taking Receipt of Rebuilt:

If Customer chooses they would like to send their T-5 Core in after taking Receipt of Rebuilt T-5 Transmission, the customer must follow the following procedures:

- 1.) Reuse Box/Packing Material used to ship the Newer Transmission to customer. Make sure there is no visible damage to box before shipping/sending core. If the box has a “hole” in either or both ends, please apply tape to cover hole(s).
- 2.) Astro supplies a Return Shipping Label, also known as an RS (Return Service) Label for anyone choosing to send Core after taking Receipt of Rebuilt. The RS Label will be applied to the outside of the same box, usually applied over the original shipping label. The RS Label will Return the Customers Core to our Warehouse, only if the Box has no Oil on it, the Box is Taped/Sealed, and the Return Label is the only UPS Label Visible on Box.
- 3.) The RS Label is not a “Call Tag”. It will cover the Freight Charges to get your Core back to our Warehouse, but will not notify UPS to pick up Core. It is the customer’s responsibility to “drop-off” transmission core after boxed to either a UPS Store /Terminal, or Business that receives UPS Shipments Daily.

Core Exchange Guidelines:

An Acceptable Core Exchange is Required for any Rebuilt Manual Transmission that leaves Astro Performance. The Core that is Exchanged in must meet the following requirements for no Additional Charges to be incurred:

- 1.) Core Exchanged in must be from a 1985-95 Ford Mustang 5.0L, 1987-93 Ford Mustang 2.3L, or 1994-Up Ford Mustang 3.8L.
- 2.) Core Exchanged in must have a Good Case/Tailshaft Housing/Top Cover. This means the Casing cannot be “Cracked/Broke”.
- 3.) Mainshaft, also known as Output Shaft, cannot be “Pitted” on Surface that butts into the back of the Input Shaft or 4th Gear. If the customer’s Core “whines” or is “locked up” in 4th Gear, it would be very beneficial for the customer to check the Mainshaft/Output Shaft for “pitting” before sending Core in.
- 4.) Transmission Fluid in Core must be completely removed. As stated above, UPS will not deliver any Core that has Transmission Fluid. The easiest way for UPS to identify if the Core has Fluid is when they sit the Transmission up on end, and fluid runs out of either the Front Bearing Retainer or Rear Tailshaft Housing. Remember to wrap your Core with a Plastic Large/Oversized Bag.
- 5.) Astro Performance is not responsible for items included when Shipping Core back that are not needed. Bellhousing, Clutch, Clutch Fork, Shifter, Cross-Member, Driveshaft, and Speedometer Sending Unit should be removed before sending Core in for Exchange.

Core Charges:

If Core is sent in and does not meet our Guidelines the following Charges are Applied.

1.) Core Exchanged in is not from List of Acceptable Core’s = +\$300.00 Charge. Astro Performance is not responsible for Shipping Charges incurred for Core’s sent in that do not meet our Guidelines. It is the customer’s responsibility to remove and/or ship any Core that is not considered to be an Acceptable Exchange within 30 Days of it arriving in our warehouse. After 30 Days of Core arriving, it becomes the Property of Astro Performance Warehouse, Inc.

2.) If Case/Tailshaft Housing/Top-Cover of an Acceptable Exchange is found a Core Charge will be applied.

- Broken/Cracked Case = +\$65.00
- Broken/Cracked Tailshaft Housing = +\$50.00
- Broken/Cracked Top-Cover = + \$20.00

3.) If the Mainshaft/Output Shaft of Acceptable Core Exchange is “Pitted” or has “Gaulding” on the Surface the “butts” into the back of the Input Shaft / 4th Gear a Core Charge of +\$100.00 will be applied. We try to reuse the Mainshaft / Output Shaft in Standard Manual Transmission Rebuilds to avoid the +\$350.00 Charge incurred by using a Brand New One. The +\$100.00 Charge will take care of the Shipping to send a Mainshaft to Machine Shop as well as the Repair to Reuse the Mainshaft in either the customer’s Core or someone else’s.

4.) If Transmission Fluid is evident on Box Core is being shipped in, UPS will “Cancel” the Delivery to our Warehouse. The Core being sent in will be held at the Local Terminal for Customer Pickup. If this happens the Customer is charged +\$50.00 for us to go pick transmission core up from Terminal.



-Left Picture Shows the Picture of a “Pitted” and/or Gaulded Mainshaft Pilot Surface. This Picture is a “Severe” Case of “Pitting” which was caused due to the Transmission being run low on Fluid. If there is a “lack” of fluid being fed into the pocket of Input Shaft, the Surface of the Mainshaft will “Pit”. It is always a good idea to check your Core before sending it in!