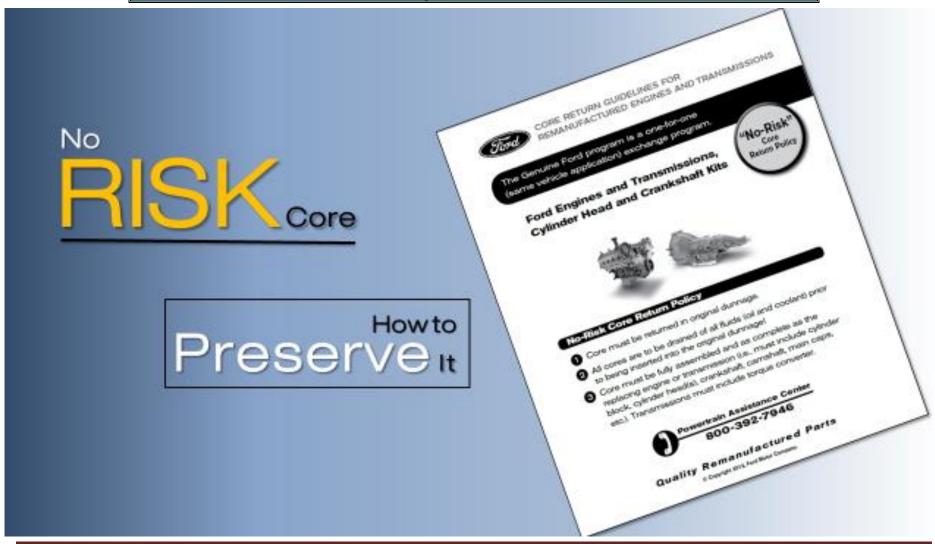
General Service Bulletin (GSB):	Reman Powertrain Core Returns
GSB Overview:	This bulletin provides tips to assist the dealership when returning powertrain core back to Ford Motor Company.

NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures, PC/ED procedures or technical training or wiring diagram information.



Powertrain Installers and **Facilities** Can Pipe wrench used--damaged this crankshaft Reduce Mishandled

Mishandled Core

remain service engines or transmissions for repairs



Correct Powertrain Handling is VITAL

- HANDLE securely -- avoid impact damage
- Loosely REASSEMBLE--prevent further component damage
- Return ALL pieces/parts--cam and main bearing caps, valvetrain, oil filter adapter, etc.
- Reassemble ALL parts back in their correct locations and NOT just thrown in the box--cam and main bearing caps, etc.
- Avoid POOR storage that could cause RUST or further damage-poor weather conditions, etc.

Correct Powertrain Handling is VITAL

As the Warranty & Policy Manual REQUIRES, the dealer is to follow the Warranty Parts Return Procedures

- Cleaned and DRAINED of ALL FLUIDS
- REASSEMBLED and complete
- Packaged in the SAME CONTAINER which held the replacement part

Core Return Issue

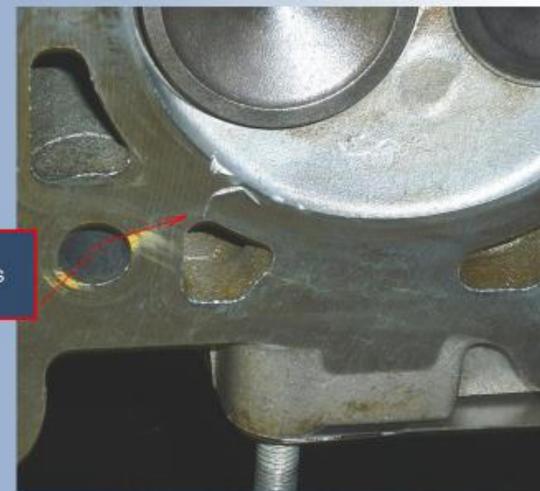
Head DAMAGE

Handle the ENTIRE cylinder head with care! Excessive damage can not be machined.

> Mishandling Surface Damage Is Preventable

Protect Sealing Surfaces

Treat like a wet painted surface

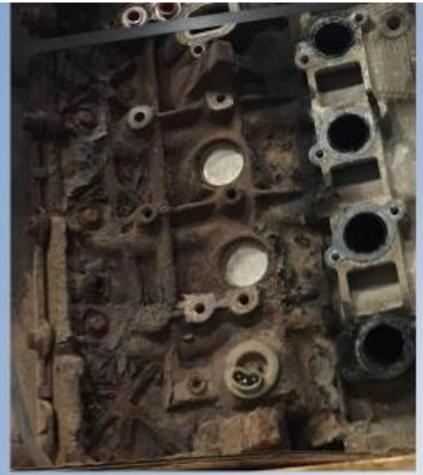




RUSTED Parts

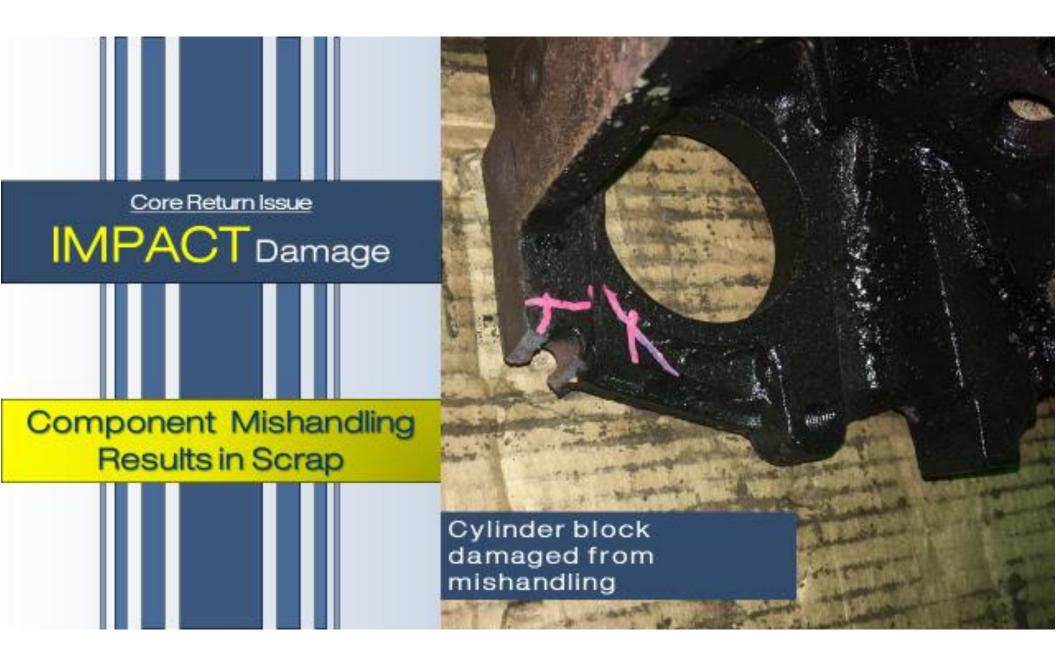
Rust at this point can not be removed





Core left unprotected--such as outside storage







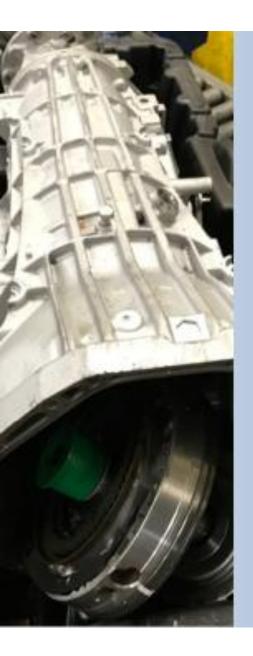
Core Return Issue

MISSING Parts

Return ALL PIECES!

We can not just replace the cap—Line Bore









Reassembly is IMPORTANT! Engines and Transmissions, Affected

