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**REVISION
ENGINES**



**ENGINE
EXCHANGE
GUIDE**

ENGINE EXCHANGE GUIDE

To ensure we can continue offering readily available, high-quality rebuilt engines, we rely on the return of your old engine, commonly referred to as the “core.” The core is the used engine you are replacing, and it plays a crucial role in our rebuild process: it allows us to inspect, recondition, and prepare components for future customers.

In this guide, we explain exactly what is expected when returning your old engine. You'll find clear guidelines on how the core must be prepared, packaged, and shipped, as well as the conditions it must meet to be accepted.

Our goal is to make this process smooth for both you and us, while protecting the quality and reliability of the engines we supply. If anything is unclear, we're always happy to assist.



Core Return Requirements

What the Returned Engine Must Include

In order for us to process your core correctly and keep our rebuild program running efficiently, the returned engine must meet the following requirements:

- **Engine must be complete**
The core must include both the engine block and the cylinder head, assembled together or securely attached.
- **All major internal components must be present**
This includes: crankshaft, connecting rods, pistons, camshafts, valves, valve springs, lifters, timing gears, and other rebuildable internals.
- **No stripped or dismantled engines**
Cores that have been partially disassembled, stripped for parts, or tampered with after failure will not be accepted.
- **No missing or loosely packed components**
The engine must not be missing any major internals. We do not accept bags or boxes containing loose components, sensors, or tools.
- **Same engine type must be returned**
The core must be the exact same engine type and configuration as the one purchased. Cores from different engine codes, versions, or unrelated models will be refused.

If you're unsure whether your engine qualifies, please contact us prior to shipment. Engines that do not meet the above requirements may be subject to rejection or surcharge.



What Must Be Removed Before Return

To streamline handling and avoid damage during transport, we ask that all engines be returned as bare as reasonably possible. Remove all external components, including (but not limited to):

- **Alternator**
- **Starter motor**
- **Ignition coils and spark plugs**
- **Intake and exhaust manifolds**
- **AC compressor**
- **Power steering pump**
- **Wiring harnesses**
- **Sensors**
- **Hoses**
- **Flywheel and Clutch**
- **Turbocharger/Supercharger**

Only the engine block and cylinder head, along with their internal components, should be returned. It's acceptable to leave on:

- **The oil pan**
- **The rocker cover**
- **The timing cover**

These parts are considered part of the long block and are typically included in the rebuild process.



Cleaning & Fluid Requirements

- **Drain all fluids**
Oil and coolant must be fully drained before shipping. Wet or leaking engines may be refused by the carrier or rejected upon arrival.
- **Keep the engine clean**
The engine must be free from oil, dirt, mud, rags, loose gaskets, or debris inside ports, coolant channels, or oil passages.
- **Do not include unrelated items**
Please do not attach or include any tools, bolts, fasteners, brackets, or unrelated parts with the return.

A clean and bare engine ensures safe handling, quicker inspection, and avoids unnecessary risk during transport.



Unacceptable Damage or Modifications

While we accept worn or defective engines, the returned core must still be rebuildable. Cores with the following types of damage, alterations, or contamination will be rejected or may be subject to additional charges:

- **Cracks or structural breaks**
 - **In the engine block or cylinder head**
 - **Caused by freezing, fire, or severe overheating**
 - **Including warping or distortion of deck surfaces**
- **Previous machining or repairs**
 - **Engines that have been bored, decked, or welded in critical areas**
 - **Cores with helicoils, thread inserts, or stripped threads**
 - **Cores that are seized, locked up, or physically altered beyond standard tolerance**
- **Aftermarket modifications**
 - **Non-OEM machining, altered threads, modified oil passages, etc.**
 - **Cores that deviate from original factory specifications**
- **Physical contamination or corrosion**
 - **Heavy rust, water ingress, or exposure to mud, sand, or chemicals**
 - **Missing aluminum sections or major external damage**

All cores are subject to inspection upon arrival. Our technicians will determine whether a core is suitable for rebuild. If a core is found to be beyond economical repair, we will contact you to discuss possible rejection or surcharge.

If in doubt, please send clear photos before shipping, we're happy to help you assess the core's condition.



Shipping, Packaging & Liability

You may return your core using a courier or freight company of your choice, as long as the following conditions are met:

- **Packaging Requirements**
 - **The engine must be securely packed to prevent shifting, tipping, or damage during transport.**
 - **It should be safely strapped to a pallet or enclosed in a sturdy crate.**
 - **Engines that are poorly packaged, unstable, or leaking fluids may be refused on arrival.**

Tip: We strongly recommend taking clear photos of the engine and its packaging before shipment.

These help resolve any disputes in case of damage during transit.

- **Fluids & Cleanliness**
 - **All fluids (oil, coolant, etc.) must be fully drained.**
 - **Engines must be dry and clean to comply with transport regulations.**
 - **Shipments that leak or are contaminated with oil or coolant may be refused or returned at your expense.**
- **Shipping Responsibility**
 - **Shipping costs and transport risk are the responsibility of the customer.**
 - **Please keep your shipping receipt and tracking information until we confirm receipt and approval of your core.**

If the core does not meet our return conditions, we reserve the right to refuse the return or apply a surcharge.



Return Deadline & Compliance

To ensure a smooth and transparent exchange process, we ask that you return your core before we ship your new engine. This allows us to:

- Inspect the core before fulfillment
- Confirm that it meets our acceptance criteria
- Avoid surprises or unexpected charges for you later

By doing so, we can ensure that there are no misunderstandings regarding core suitability or surcharges. We believe this approach is the most fair and straightforward for all parties.

Questions or Not Sure?

If you're unsure whether your engine qualifies for return, or if you have any questions about the core return process, feel free to contact us at: support@4revisionengines.com. We're happy to help and guide you through the process.



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