

### **Technical tip:**

Reproduction gas caps have a quality issue that can cause you some amount of grief. A large single rivet in the center on the bottom of the cap holds the assembly together. The rivet goes through the bottom metal grabbing device, a red colored gasket, and a brass flat washer. Off to the side is drilled a vent hole through all three parts. Without a vent hole the tank would experience a vacuum lock as the gas in the tank is depleted. Eventually it would stop the gravity flow of gas to the carburetor and the car would appear to run out of gas.

It is possible, and extremely likely, that as the cap is twisted on and off the tank numerous times, one or more of the three parts will rotate out of position on the center rivet. When this happens the vent hole will be blocked off and the vacuum thing will happen. When you remove the cap you are liable to hear a “Whoosh” sound as air rushes into the tank to equalize the vacuum.

Before you allow the vent hole to become blocked it is a good idea to modify the cap. Drill a second hole through the three pieces. Be careful not to drill clear through the top of the cap, just the three pieces. Tap the hole for a 6-32 screw. Lock-tight or epoxy it in place so it won't fall out into the gas tank. The screw will prevent the three parts from rotating out of position and the vent hole will maintain alignment through the three separate parts.



**Modified gas cap with a small rivet epoxyed into place opposite from the vent hole.**