



How To: **Unspring a Gas Cap**

By Rich Corbell

Attention all MT14 and MT19 operators with enclosed cabs. Is the gas cap on your motorcar a twist on and off type? If so, go read someone else's article. This article is for those of us with that stupid spring that connects the gas cap and the filler tube into one miserable unit.

The question is, are you tired of fighting to keep your spring action gas cap open and in the upright position while refueling? Well motorcar operators, let's unite and put an end to this madness and remove this obstacle from our lives, the dreaded gas cap that wouldn't stay open while refueling.

I called the Fairmont parts department looking for some kind of relief in securing my gas cap up while refueling. My questions fell on deaf ears because Fairmont has been manufacturing this spring loaded gas cap for eons and they are not going to reinvent the gas cap for us hobbyists. So, what am I to do? (Stand-by, thought process in action). Ta!!! Da!!! I'll call our own resident MOW Research and Development Coordinator and Chief Engineer of nonsense, Chuck Harrison.

Chuck came up with 3 excellent ideas which I would like to share with you on how to keep our gas cap secure and in the upright position while refueling.

1. Your OEM (Original Equipment Manufacturer) motorcar contained 2 heavy duty springs, one

located on each side of the filler tube. These springs were designed by Fairmont to secure the gas cap and to prevent foreign material from freely entering our fuel system. Remedy number one, simply remove one of these two springs, or . . .

2. Replace the two OEM springs from your gas cap with less tension springs purchased from your local hardware or auto parts store; or, (this is the one I like. . .)

3. You will notice that there is a roll pin that appears to be too long that connects the gas cap to the filler neck. The first step is to tap out this roll pin by using a hammer and a slightly smaller size bolt or large nail. Don't remove this bolt/nail after the roll pin falls out because this bolt/nail will act as a guide for reinstalling the shorter length roll pin, and at the same time, you don't have to remove either springs. Now, that's a mouth full.

Next, cut off the excess roll pin by using the gas cap hinge as a template for length (or approximately 2 and 3/8 inches) and then reinstall the roll pin. As you tap the modified roll pin into position, your guide bolt or nail will fall out. The time needed to complete this procedure is less than 10 minutes from beginning to end and Chuck personally guarantees complete satisfaction and trouble-free refueling problems from now on.

Good luck on embarking upon this simple procedure! DO NOT take any short cuts by using a handheld, high-speed drill with a grinding disk because the thermo friction by the grinding disk creates high temperatures and sparks. With gas fumes in close proximity, you are at high risk of igniting your motorcar's fuel system. Now, igniting your fuel will make you very upset, that I guarantee. But most of all, always use common sense whenever working around any flammable source says Smoky the Bear and Capt. Glenn Ford, C.D.F. (MOW operator and resident Fire Marshall).

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