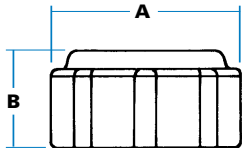


**602691**  
Castellated cap with  
optional chain



## SPECIFICATION

<b>A</b> Diameter	66 mm
<b>B</b> Height	36 mm

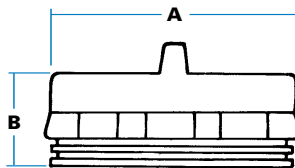
Internal diameter 60 mm x 6 mm buttress thread  
(see engineering drawing for details of thread).

## ORDERING CODE

<b>602691</b>	Castellated cap, non-vented
<b>601576</b>	Castellated cap, valved & vented



**603246**  
Ratchet cap



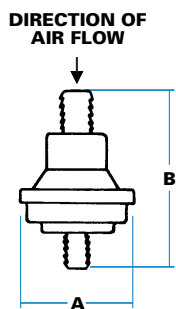
## SPECIFICATION

<b>A</b> Diameter (max)	76 mm
<b>B</b> Height (max)	54 mm

Internal diameter 60 mm buttress thread.  
Ratchet torque is 1.5 - 2.0 NM. Cap seals to  
pressure of 4 lb/in<sup>2</sup> when tightened to first  
'click' of ratchet.

## ORDERING CODE

<b>603246</b>	Ratchet cap, non-vented
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**693296**  
Valve with hoses  
attached



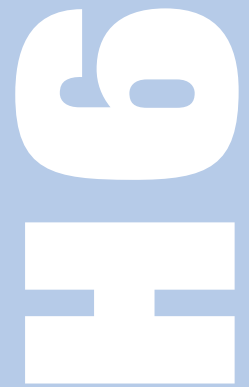
**694035**  
Valve only

## ORDERING CODE

<b>694035</b>	Relief valve only, (steel ball)
<b>693296</b>	Relief valve & hoses (steel ball)
<b>693041</b>	Relief valve only, (nylon ball)
<b>693202</b>	Relief valve & hoses (nylon ball).

## SPECIFICATION

<b>A</b> Diameter (max)	36 mm
<b>B</b> Height (max)	54 mm
Upper spigot, diameter 9 mm (hose 14 mm)	
Lower spigot diameter, 6 mm (hose 11 mm)	



## SCREW-TYPE (NON-LOCKING) FILLER CAPS

Two models of moulded cap with  
internal screw-thread, designed for  
60 mm-diameter necks with  
matching thread.

The smaller cap has castellated ridges  
for good grip, and 'diesel' embossed on  
the top surface. It can be supplied fully  
sealed, or valved and vented. Normal  
finish is semi-gloss black, with colours  
on request. A chain is optional.

The larger cap will fit the same neck but  
has a ratchet-ring to prevent  
overtightening, and a central finger-bar.  
It is fully sealed, with black fine-textured  
finish.

**M** Moulded in acetal, with nitrile rubber  
seals

**T** Caps are 100% tested to withstand  
minimum tank pressure of 0.14 KgF/cm<sup>2</sup>  
(2 lb/in<sup>2</sup>). Inversion tests ensure caps  
do not exceed permitted flow rates on  
valved/vented models.

## FUEL TANK VACUUM-RELIEF VALVES

These one-way valves allow air to be  
drawn into the fuel tank, assisting  
flow and preventing implosion, but do  
not allow fuel vapour to be released.

Push-fit hoses allow valves to be  
connected to a spur-pipe, with inlet usually  
between body panels or other convenient  
location.

Valves normally contain a steel ball, but  
with a nylon ball they operate without fuel  
leakage at an angle of 90° to horizontal.

Material is acetal.