

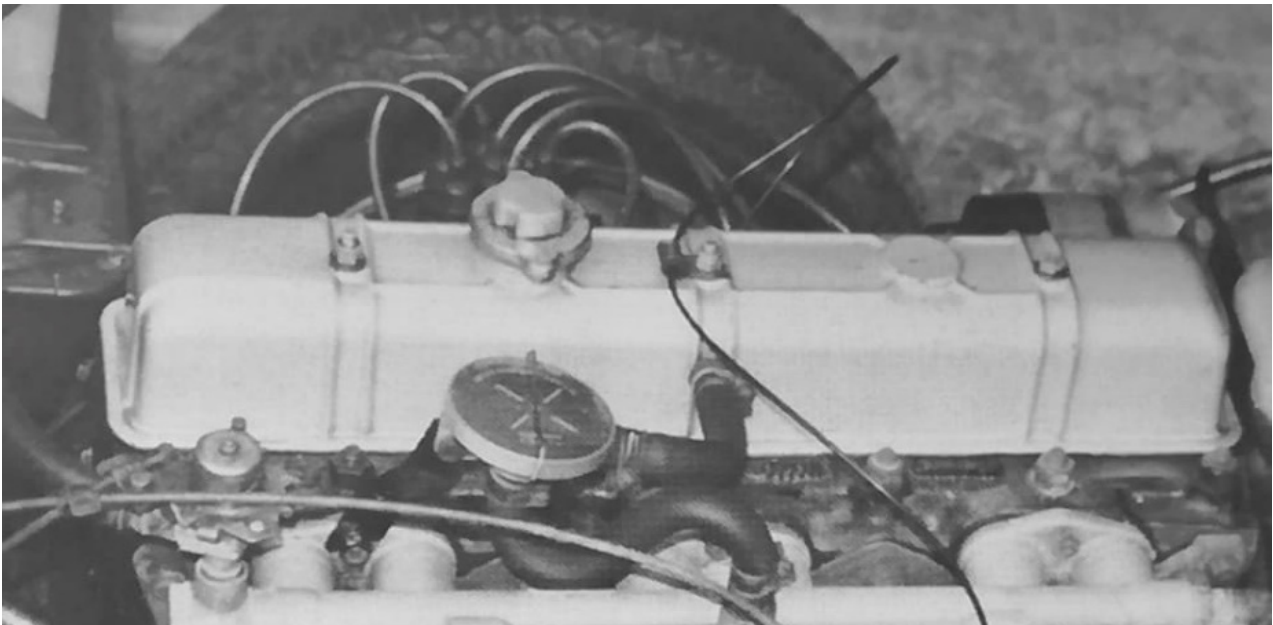
## Oil cap refurbishment

Di Guy Carnegie

I love driving my GT6 whenever I get the opportunity, but after every spirited run I find oil on top of my rocker cover, running down the back of my engine, making a mess and a nasty smell. As much as my rocker cover enjoys the anti-rust treatment, I prefer to keep my oil inside the engine rather than outside it.

The leak could only be from the oil filler cap as there's nowhere else on top of the rocker cover it can be coming from. Taking it off the engine, I can see that the 50 year old rubber seal has hardened to a stiff plastic and won't be providing a good seal at all.

I do prefer the original style of cap – seen in the below photo from [Thomason's Guide to Originality](#), but it seems that all that is available today are the universal aftermarket radiator type caps, which is sad.



*The original oil cap, as shown in Thomason's book (above) and the currently available aftermarket part (below).*

So I decided to rebuild my original cap using the seals from the new cap.



*Original versus aftermarket part.*

First off, I inspected the two caps. Not sure how exactly to get into the old cap, that part on the top looks like it might pry-off with a screwdriver.

See the leaky plastic seal on the old cap. They have slightly different designs of seals, but it looks like I should be able to swap the seal assembly over in its entirety.

If I can remove that rivet, then I should be able to swap them over.

Note that there's a vent-hole in the old-rivet which is part of the engine breather PCV System.



Using a flat bladed screwdriver, I was able to pry-off the top cap revealing a "horse-hair filter", and the top of the rivet.

All the parts of the old cap laid out after carefully drilling out the rivet.

I could have painted, powder coated or plated the cap at this stage, but I personally prefer the bare metal look.

All the parts of the new cap laid out after carefully drilling out that rivet.





Fortunately I had a box of copper engineering rivets, and selected one of a suitable diameter – though it was a little long.



With the rivet cut down to an appropriate length, and assembled with all the parts.

I have positioned the assembly on a bodywork dolly to act as an anvil.



Lightly and carefully, peen-over the rivet to secure the parts together. I know proper peening punches are available, though I have used a flat-headed punch in this instance.



The completed rivet.

Not the best cosmetically, but functionally good.



Inside shows the new seal held in place securely. At this point, I could have centrepunched and drilled a 1/8" hole through the rivet to use with the PCV breather system, though my car has no PCV so I don't bother.



All reassembled and back on the car.

Looking forward to a summer of leak-free driving.