

new cap assembly. Just about everything on a Bultaco can be re-made if needed, this is why Bultacos are so special. Thanks ... Ed.

G'Day Tony,

I was preparing the Metralla for the coming 2 - Day Rally over here in W.A. and after checking fluids etc, and wiping some polish over the shiny bits, I came across the fuel filler cap held shut with a wire tie and thought it was high time it was fixed (that, and the fact that the wife complained). Interestingly, John's (Somerville) book gives strict instructions on how to open and shut them to avoid this problem and if they are still working, I would suggest that it is followed to the letter.

In the event that the cap is worn as this one was, I made a copper form piece (a hacksaw and a file is all that is needed) that fitted exactly in the area that isn't required to be filled with weld (i.e. where the catch will clip on to) and it's important that it's a good fit as this forms a basis for where the catch will latch onto. Copper is used because it doesn't stick to the aluminium weld and prevents any excess weld penetrating areas you want to keep clear, making the final finishing easier.

Once the former is made clean, the cap welding area completely (aluminium welders are quite fussy about this and use a Stainless wire brush) and present it to your welding shop, which, should take them all of 5 mins to complete and hopefully \$5 (or maybe some beers ... hell, take some along for yourself and you can spend the afternoon chatting about Spanish bikes!).

Upon returning home, a 4 or 5 inch angle grinder with a finishing disk - used with due care - will clean up the outside nicely (the welding should be on the bottom of the cap) and all that is left is to carefully file the original shape to the area that the latch will strike. If the weld has been a bit intrusive on the inside of the cap, a die-grinder with a small stone (see pic) will tidy up any irregularities to get it fitting correctly.

As I have a TIG welder at home, and the whole thing took only an hour from start to finish however, popping down to your friendly welder should only add an hour or two to the job, and once it is fixed, refer back to the first paragraph and follow John's instructions of holding down the cap before operating the latch.

The same method using copper former can be used to repair crank-cases & side covers with bits missing ... just make the shape required with copper, clean the area and then take it down to see your welder guy ... your costs will be much reduced if you have done all the prep work and they only have to use the torch ...

Regards,

Steve Turner ... Gelorup, W.A.

