



## STAINLESS CAP DENT REMOVAL

A few months ago, Ed Case gave me some old original Model A gas and radiator caps full of dents and said "hey... see what you can do with these". They all had inner shells, which made it impossible to remove the dents from the outer shell surface. The word impossible really bugs me as I feel nothing is impossible so I reviewed one of my favorite quotes "Improvise sensibly as the situation demands" (which probably came from my brother Jim who has a gift for neat quotes and story telling). I tried soaking the cap liners with Kroil penetrate for a few weeks followed by big-brute vise grips on the inner center combined with my 3 foot pipe wrench. The result was not very pretty.

OK, on to plan C (plan B was more coffee and a head call).

Dremels are neat little tools, and I had one loaded with a small cut off wheel so why not cut the inner liner at a 45° angle (without cutting the stainless too badly on the inside), take small vise grips and bend the cut part in enough to use the vise grip and a small screwdriver to work the inner liner up and out. IT WORKED! This was done on a Eaton Cap.



Then, I sand blasted the removed inner shell and inner portion of the outer shell. Where do I smack the outer shell to work the dents out?

I took a magnet retrieval tool and placed it on the outside dent, dropped a ball bearing into the cap which migrated to the center of the magnet, drew a circle around the ball bearing with a felt tip pen and this gave me a good "smack it here" area. Hey... that worked too.



On a roll now, I was able to push up all the dents, file the cap to reveal other low spots, sand with 320, 400 and 600 wet-or-dry paper and polish. I painted the inner cap with anti-rust silver and pressed it back into the outer using some Loctite blue medium strength.

Dave Westenberger – Colonial Virginia Model A Club



Before



After