



# SERVICE

SERVICE BULLETIN 11-79-11S

**BUTLER & SMITH, INC.**

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## LOCK EXCHANGE ON FILLER CAPS

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Group 16  
Fuel System

In cases where the fuel filler cap must be replaced for reasons other than a failure of the lock mechanism, it is possible to retain the single key system.

This is accomplished by removing the lock cylinder from the defective filler cap and installing it into the new filler cap, which can be obtained from the Parts Department without a lock cylinder installed.

### Cap Removal.

If the cap cannot be removed in the normal manner, then it must be drilled and removed.

To remove, drill a small hole through the center of the BMW emblem. Proceed down with the drill until the white plastic inner liner is met and drilled through. Leaving the drill in place locks the top and bottom of the cap together and it can now be removed by turning.

### Removal of the Lock Cylinder from the Filler Cap.

1. Remove the rubber splash ring from the cap. Using a hacksaw, placed in the groove for the splash ring, saw off the top of the cap. During this cut, the cap must be rotated so that the hacksaw blade does not cut into the lock.

2. Once the top is removed, the lock movement, complete with the installed lock cylinder, can now easily be removed from the housing

3. The lock cylinder is now removed from the lock movement by depressing the locking tumbler pin and simultaneously pulling out on the lock cylinder. The locking tumbler pin is visible through the slot found midway down the body of the lock movement, with the lock turned to either stop, and can be depressed with a paperclip or other suitable tool.

4. The lock cylinder can now be installed into the new cap by aligning the locking tumbler pin with the ramp in the lock movement and pushing the lock cylinder fully into the lock movement.

Very truly yours,

BUTLER & SMITH, INC.

*Gene T. Shirley*

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Service Manager

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