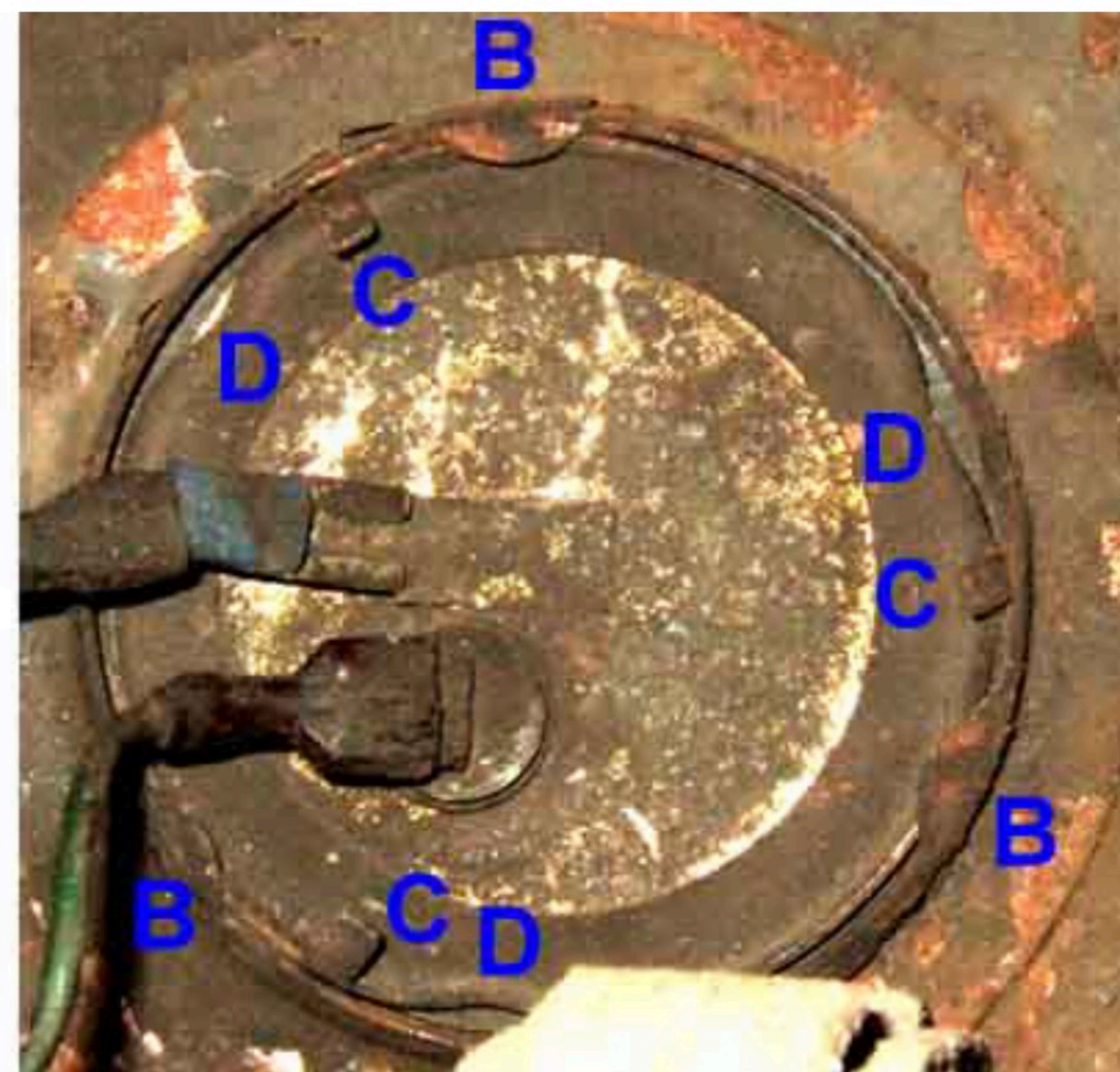
 **ing-ring:** Three tapered sections (A) on the ring slot under turned-over lugs (B) on the tank. Originally [Service Tool 18G1001](#) would have done it but in the absence of that I've always done it by going round the three tabs (C) on the ring in turn bit by bit tapping carefully, turning the ring clockwise to remove and clockwise to replace. If there is petrol in the vicinity you should be careful not to make a spark, perhaps by using non-sparking tools, but you shouldn't be striking it that hard anyway. When removing turn the ring anti-clockwise far enough to align the three recesses in the ring (D) with lugs 'B' so the ring can be completely removed, reverse for refitting. When tightening tabs 'C' should stop short of lugs 'B'. All three tapered sections should be locked under their respective lugs or the sender will not seal.



If the three tabs 'C' have been sheared off (as happened to Mark Morris) you will have to try something else. One possibility is to carefully drive the locking ring in at least two of the recesses 'D' and use self-tappers with the points ground down once the thread has been started. If you leave the points on they could dig into the tank part of the fitting and you will be no better off.

Locking ring removal tool 18G1001. On the basis of that not difficult to fabricate one. I'm not sure why it needs a cut-out, much less an L-shape. Surely one would disconnect the wires before undoing the locking ring?

