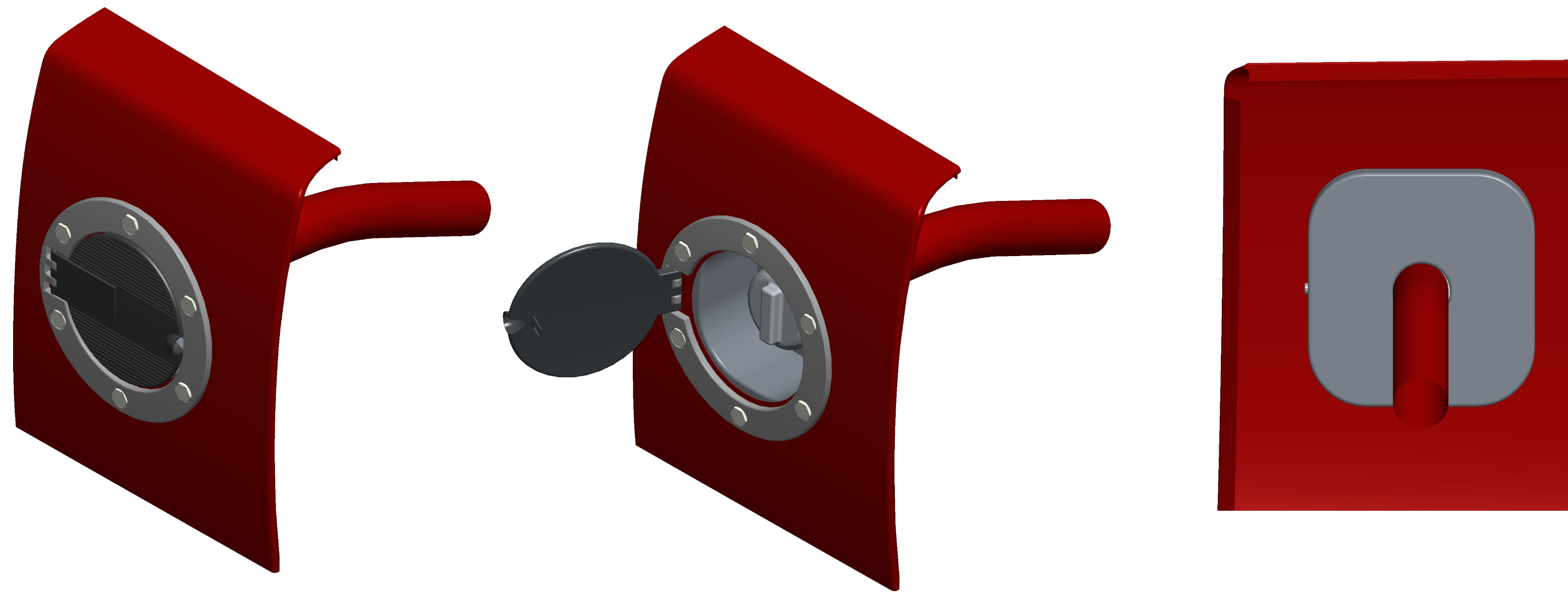
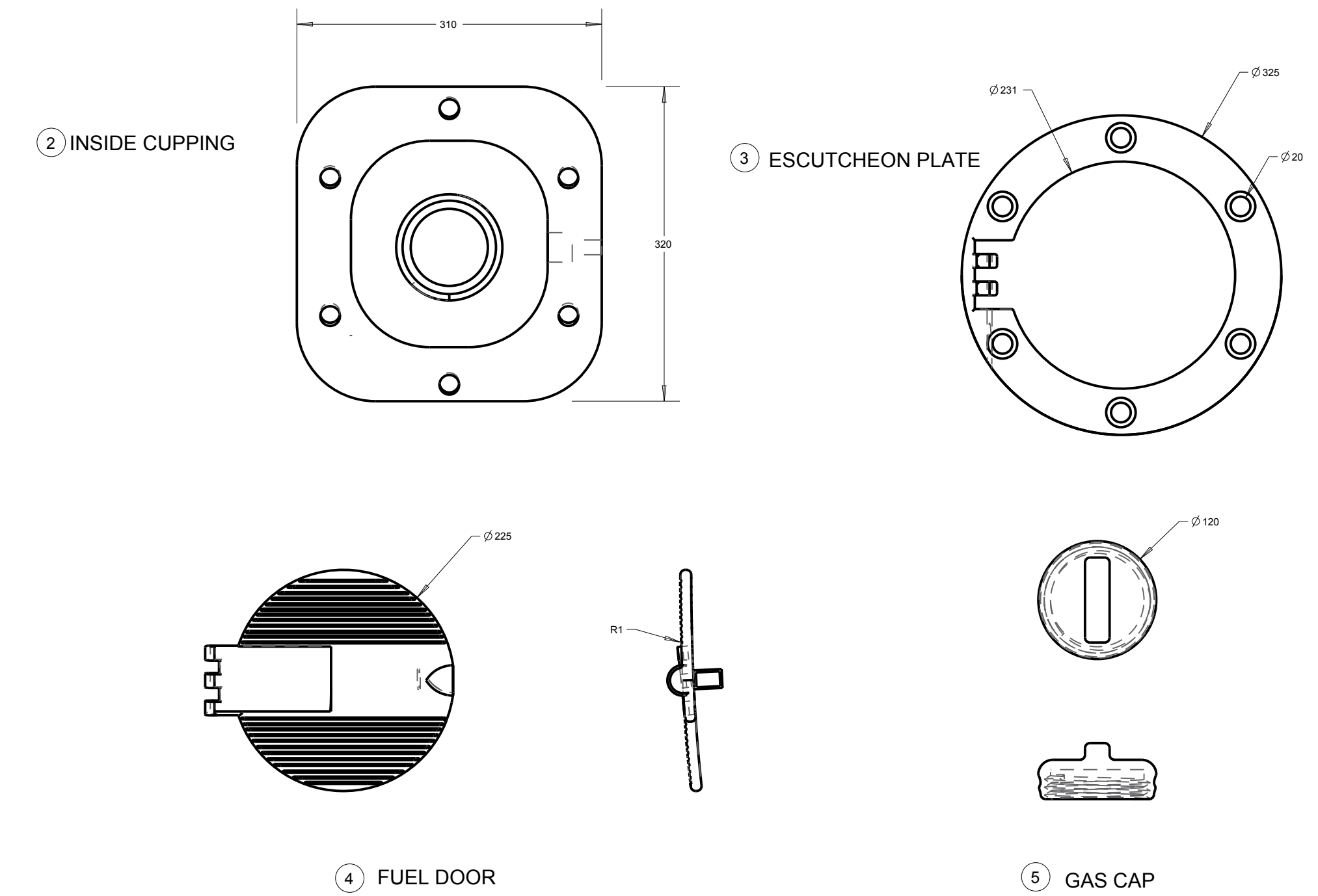


ISOMETRIC MODELS

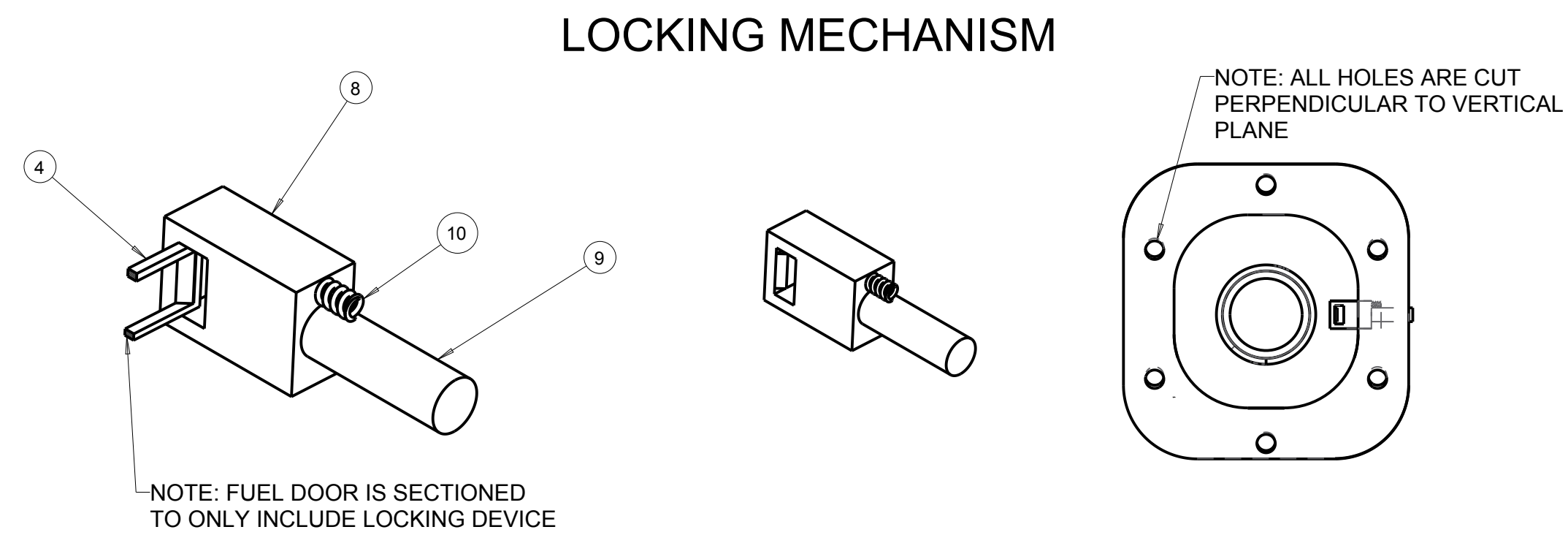
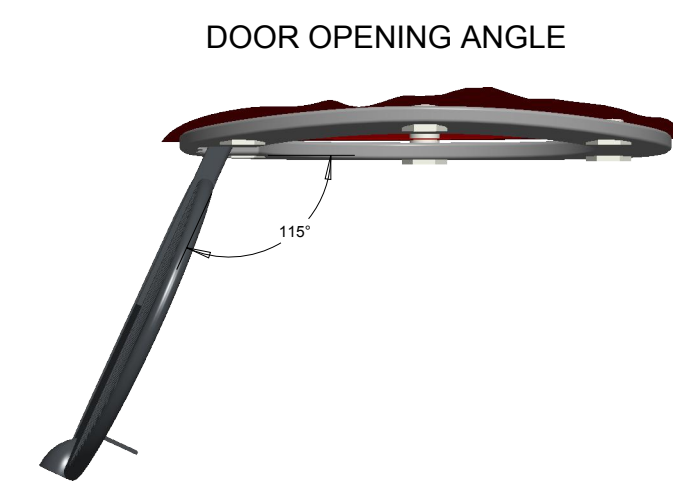


COMPONENTS

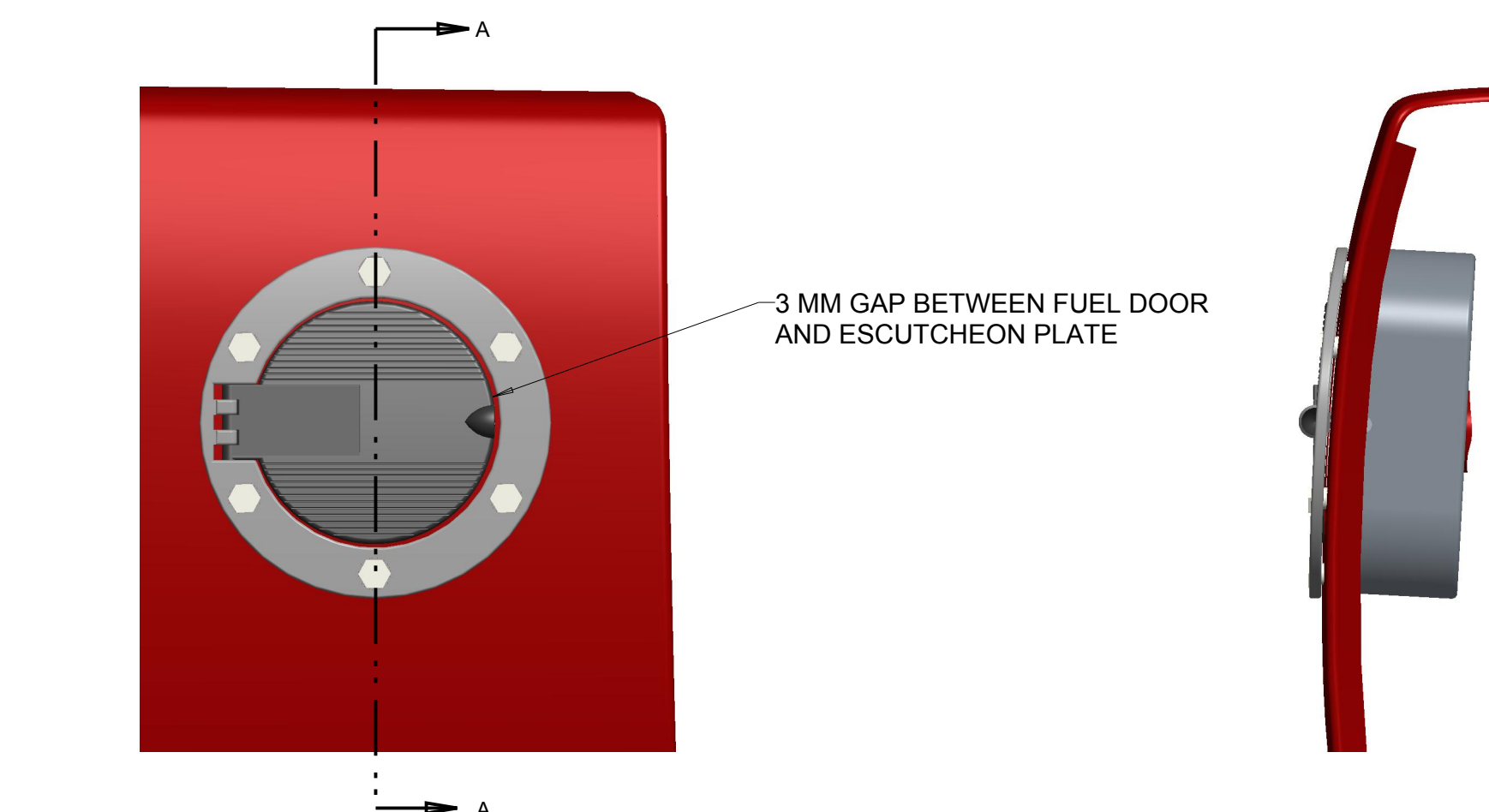
METRIC



ORTHOGRAPHIC AND SECTION VIEWS



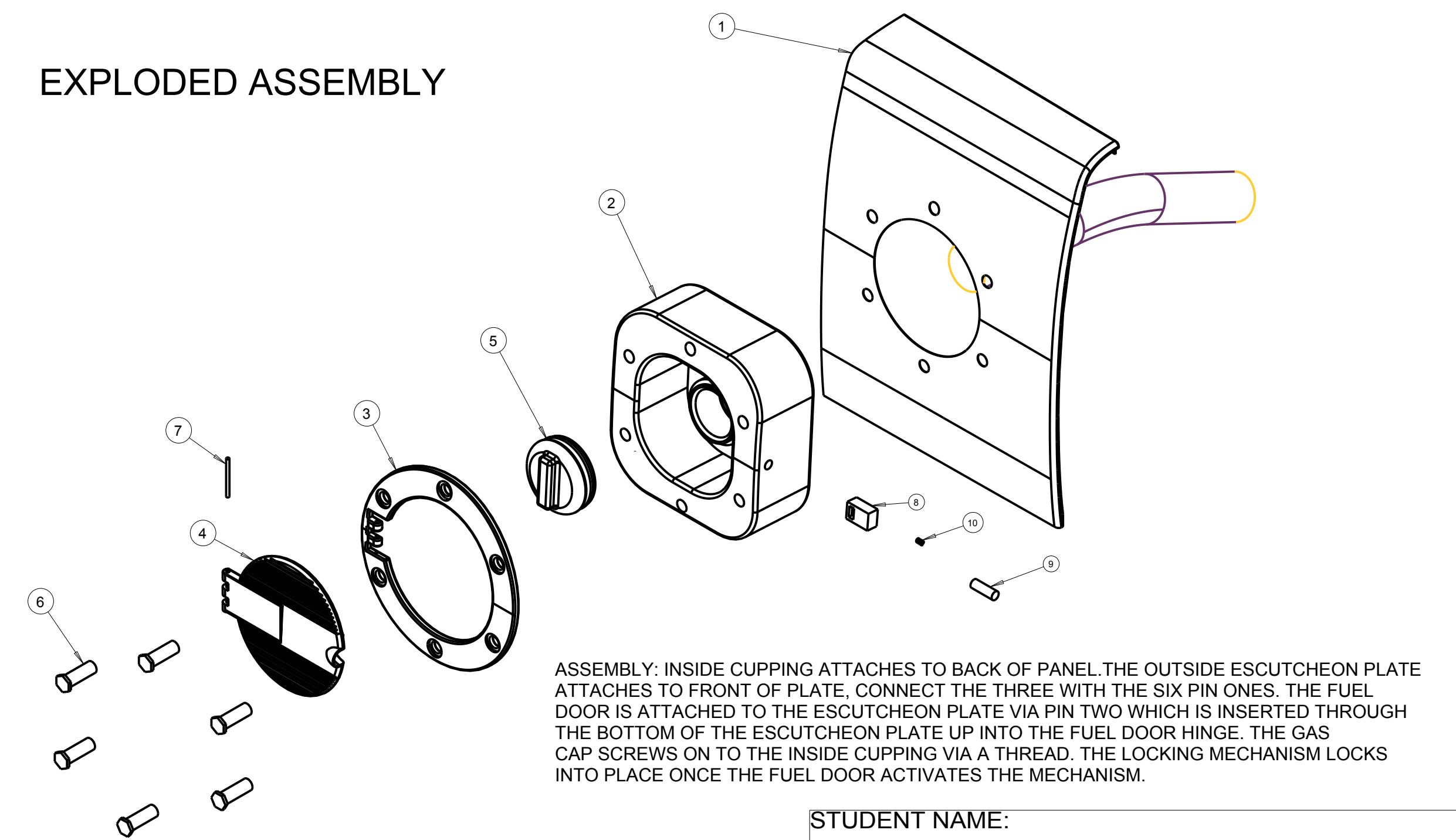
THE FUEL DOOR PUSHES THE LOCKING MECHANISM TO THE LEFT ALLOWING THE FUEL DOOR TO MOVE PAST THE TRIANGULAR LOCKING BIT WITHIN THE LOCKING MECHANISM. AT THIS POINT, THE SPRING PULLS THE LOCK BACK TO ITS ORIGINAL LOCATION HOLDING THE DOOR IN PLACE UNTIL PIN 3 IS ACTIVATED BY AN ELECTRIC COMMAND. PIN 3 IS PUSHED INTO THE LOCKING MECHANISM, RELEASING THE FUEL DOOR.



NOTE: FUEL PIPE IS SECURED TO INSIDE CUPPING VIA PRESSURE FIT

SECTION A-A

EXPLODED ASSEMBLY



ASSEMBLY: INSIDE CUPPING ATTACHES TO BACK OF PANEL. THE OUTSIDE ESCUTCHEON PLATE ATTACHES TO FRONT OF PLATE. CONNECT THE THREE WITH THE SIX PIN ONES. THE FUEL DOOR IS ATTACHED TO THE ESCUTCHEON PLATE VIA PIN TWO WHICH IS INSERTED THROUGH THE BOTTOM OF THE ESCUTCHEON PLATE UP INTO THE FUEL DOOR HINGE. THE GAS CAP SCREWS ON TO THE INSIDE CUPPING VIA A THREAD. THE LOCKING MECHANISM LOCKS INTO PLACE ONCE THE FUEL DOOR ACTIVATES THE MECHANISM.

| BOM CHART | | |
|-----------|-------------------|-----|
| PART # | PART NAME | QTY |
| 1 | DEFAULT PANEL | 1 |
| 2 | INSIDE CUPPING | 1 |
| 3 | ESCUTCHEON PLATE | 1 |
| 4 | FUEL DOOR | 1 |
| 5 | GAS CAP | 1 |
| 6 | PIN ONE | 6 |
| 7 | PIN TWO | 1 |
| 8 | LOCKING MECHANISM | 1 |
| 9 | PIN THREE | 1 |
| 10 | SPRING | 1 |

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