

## FITTING INSTRUCTIONS FOR THE JENKS' BOLTS CLASSIC "MONZA" FUEL CAP



**Above left:** An Alloy cap on a Bonneville special  
**Above right:** A Chrome Monza cap, in place on a Bonneville T100

### Application

The classic "Monza" quick opening fuel filler caps were developed by Enots Ltd in Birmingham in the late 1930s and since then they have been the fuel filler cap of choice for countless racing bikers over the years. Almost universally used on racing machines they became part of the "café racer" look and are most often remembered on both the Triumph Thruxton and Norton Commandos 1960s!

At Jenks Bolts we felt the Bonneville needed this classic fuel filler cap: to make this possible we developed an adaptor to connect the Bonneville fuel tank to Enots classic Monza cap! Our unique adaptor is turned from aluminum and is supplied with all the required sealing washers, fitting takes only a moment.

The Jenks' Bolts classic Monza Flip Fuel Caps are suitable for all Triumph Bonneville versions from 2001, including the Bonneville, T100 and Thruxton. The caps also fit the Triumph "Legend" Series, including the Thunderbird & Adventurer.

The Jenks' Bolts classic Monza Flip Fuel Caps are available in classic chrome on solid brass and polished aluminum. Each one is made by "Enots, Bham, England". The cap is vented to let excess pressure out and air in to the tank. In some areas this is not permitted and the tank must breathe to a charcoal canister. Check your local regulations before fitting. Instructions for sealing the cap vent are available on request.

**Note:** They do NOT fit the America and Speedmaster

### Part Numbers

**MCC 02**  
**Monza Cap in Chromium Plate.**  
**Recommended for:** The Bonneville, T100, Scrambler and Thunderbird Sport

**MCA 02**  
**Monza Cap in Aluminum**  
**Recommended for:** The Thruxton, Bonneville, Scrambler and Thunderbird.

## Instructions.

1. Identify the parts, as follows:
  - a. The Monza fuel cap, in chrome or aluminum, packed in one bubble wrap bag.
  - b. The Adaptor is packed, together with 4 washers, the washers are:
    - i. The composition cork adaptor/tank washer. This is brown/black and about 4mm - 3/16" thick. This should be left on the adaptor.
    - ii. Four fiber shim washers. Usually two red and two grey, but may be all red or all grey or a mix. These should be removed for use in step 4.
2. IF ANY PARTS ARE MISSING, CONTACT YOUR SUPPLIER!
3. Remove the standard fuel cap.
4. Lubricate the fine thread on the adaptor and the thread on the inside of the cap. Use chain oil or similar.
5. Place one of the fiber shim washers from the 4 supplied inside the cap at the top of the thread. You will have to push it passed the threads on the inside of the cap. Then screw the cap and adaptor together.
6. Make sure the cap is securely closed, then place the cork composition washer over the coarse tank thread and screw the complete assembly firmly in place on the tank.
7. At this stage the cap will probably not line up, unless you are lucky! Open the cap and using a marker pen place a dot on the aluminum adaptor at the "6 O'clock" position, which is nearest you as you sit on the bike.
8. Remove the Monza cap assembly from the tank. Undo the adaptor. If you have lubricated the threads it should be easy to undo. If needed grip the tank thread with a suitable pair of pipe grips.
9. Add or remove fiber washer(s) so that when screwed tight the spring catch of the cap lines up with the dot you made on the adaptor. Each fiber washer adds about a quarter turn of the fine thread. When all looks good screw the cap and adaptor together again.
10. Replace the Monza Cap assembly on the bike and tighten firmly: by hand it should just about be possible to fully tighten so that the raised centre line on the cap is lined up with the tank. But fittings vary, so it may be necessary to tap the cap through the last few degrees: if this is needed use a length of 12mm (1/2") square soft wood, about 15cm (6") long and position one end against the side of the hinge casting. With a mallet gently tap the wood, so that the cap tightens through the last few degrees into the desired position.
11. If the cap cannot be lined up repeat steps 6 to 8 until satisfied. It should be possible to achieve correct fitting with no more than 4 shims.
12. Press the quick release button, which should be nearest the rider and check the cap opens, close by pressing the cap firmly down until the catch "clicks" and closes.

## Spare Parts.

The following spare parts are available from your supplier:

FSW 02	Fiber shim washers, pack of two
CTW 01	Cork Tank Washer, pack of one
RCW 01	Rubber Cap Washer, pack of one. (This part is inside the cap, retained by the brass plate. It should NOT need replacement in normal use.

## Made in England by:

The Jenks Partnership Limited  
PO Box 1840, Salisbury, Wiltshire SP5 3AW, United Kingdom

e-mail: [info@triumph-bonneville.com](mailto:info@triumph-bonneville.com)

Phone: +44 1722 711 745

Issue U September 2005. © The Jenks Partnership Limited 2003 - 2005.

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