



A Registered ISO 9001: 2008 Company

GET MORE OUT OF YOUR FUEL™

New Pre-Vent™ Cap Design

Why is there a new Pre-Vent cap?

In 1956, Central Illinois Manufacturing Company, dba Cim-Tek Filtration, was the first company to develop, design, and manufacture the Pre-Vent Vent Caps. Throughout the years, a lot has changed. Through modern engineering, cutting-edge manufacturing processes, and raw materials never dreamed possible 60 years ago, we are proud to announce a new design for our Pre-Vent caps.

How does the Pre-Vent work?

During the day when the fuel in the tank is getting warmer, expansion will cause pressure to build within the tank. At night, the fuel will cool and contract, creating vacuum within the tank. The pressure valve on the prevent opens when excess pressure accumulates in the tank and the vacuum valve allows make up air into the tank when vacuum is being created. The cap allows up to 30 GPM of fluid to be removed from the tank and is designed for a 2"NPT tank opening.

Is the new Pre-Vent cap really made in the USA?

Absolutely. The new Pre-Vent cap is designed, manufactured, assembled, and packaged in the USA.

Why does it feel different when I install it on the base?

The original Pre-Vent caps had a brass washer that created resistance when turning to install the cap. You had to push down fairly hard to depress the washer enough to get the "ears" on the cap past the tabs on the base prior to turning. Because the new Pre-Vent design allows for variation that can be found in bases from assorted manufacturers, it may feel different when installing. The brass washer that created the resistance while installing the original Pre-Vent cap had nothing to do with sealing on the base.

Why is it a different color?

The old Pre-Vent cap had a zinc chromate coating, whereas the new Pre-Vent cap has a modern powder-coated finish. The old zinc chromate finish would typically be very inconsistent from cap to cap. Over time the cap would discolor, especially when used in diesel applications. The new powder coated finish ensures that the Pre-Vent caps are always the same color.

Why do variations in other caps and bases matter?

Now it doesn't. Our new design allows for variations in bases from various manufacturers.

How often should I replace the new Pre-Vent cap?

We recommend replacing the new Pre-Vent cap a minimum of every three years (same as the old cap) or any time there is visible damage or it is no longer developing pressure.

PRE-VENT™ Caps & Bases



Vent Cap for Fuel Storage Tanks



62001 Pre-Vent Cap/Base

Packaged in Hanging Poly Bag with Header
Pack Qty: 6 each

Individual Pack Dims: 2 1/2" x 6" x 8"

Master Carton Size: 12 7/8" x 10" x 3 1/4"

Individual Package Weight: 1.4#

Fits 2" NPT openings

UPC-A: 662537620016

NEW! Patent Pending Cap Design

NEW! Powder Coated Finish

MADE IN USA

62002 Locking Pre-Vent Cap/Base

Packaged in Hanging Poly Bag with Header
Pack Qty: 6 each

Individual Pack Dims: 2 1/2" x 6" x 8"

Master Carton Size: 12 7/8" x 10" x 3 1/4"

Individual Package Weight: 2.4#

Fits 2" NPT openings

UPC-A: 662537620023

NEW! Patent-Pending Cap Design

NEW! Powder Coated Finish

MADE IN USA



62003 Pre-Vent Cap

Packaged in Hanging Poly Bag with Header
Pack Qty: 6 each

Individual Pack Dims: 2 1/2" x 6" x 8"

Master Carton Size: 12 7/8" x 10" x 3 1/4"

Individual Package Weight: 0.7#

UPC-A: 662537620030

NEW! Patent-Pending Cap Design

NEW! Powder Coated Finish

Valve opens at 1.25 lbs cracking pressure

Vacuum Release opens at 0 to 0.5 ounces

MADE IN USA