

ATL Refueling Equipment

Dump Cans, Refueling Rigs & Dry Breaks



ATL Vent/Fill Bottles RE169 & RE168

5 Gallons/20 Liters
ATL Vent Bottle is foam-filled & mates with a dry-break valve (not included) to collect vent overflow during pit-stop fueling. It's a great "top-off" refueler bottle too! Elbow hose included. 13" dia. X 36" tall.



RE225 Thermal Cover for Vent/Fill Bottles
Call for Information

RE168 For Overhead Rig Mount



RE103-2

ATL "SuperTrick"™™ Dump Can RE103-2
11 Gal. Nom. Capacity
ATL's "Super-Trick" dump can is made of seamless, impact-resistant polymer. It features smooth internal transitions, bell-mouth vent, anti-swirl vanes, shoulder recess & integral vent handle supports. Also includes a handy side-fill cap to allow filling without removing the male dry break & a sight glass window for viewing fuel flow. All of these items plus a full 2-1/4" neck combine for ultra-quick refueling times.



ATL Overhead Rig System
50 Gal./200 Ltr.
Race Refueling System for Vintage, Endurance, Club & Off-Road Racing. Includes the Tower, Tank, Vent, Fill Cap, Hose & Dump-Valve. FIA Approved. Please call ATL for specifications & pricing.
RIG200 with scissor stand, without dry-breaks



ATL "Discriminator" Valve ATL's unique "see-thru" vent valve automatically closes to prevent fuel loss during racing and refueling. By "discriminating" between vapor and liquid fuel, it prevents gasoline spillage in the pits and on the track. RE185 also eliminates the need for a vent "dry break" or catch can and fits any vent hose up to 1-1/2" i.d. Brackets and elbows are also included. Overall height 12". **RE185**

ATL Dual "Red Head" Dry Breaks (Fill & Vent) fully comply with ALMS, Grand Am and FIA refueling regulations. While fuel enters the car through one dry break nozzle, vent vapors from the car's cell are collected by the other nozzle and fed via hose to a vent bottle or back to the overhead tank. The male and female halves of the ATL Dual Dry Break are machined to be self-aligning for fast, bind-free action.

- RE158 ALMS/Grand Am Dual Female Recept. (4-1/2" Center)**
 - RE159 ALMS/Grand Am Dual Male Probe (4-1/2" Centers)**
 - RE156 FIA Dual Female Receptacle (100mm Centers)**
 - RE157 FIA Dual Male Probe (100mm Centers)**
- See Pg. 24 for **TF357 Tank Mount Dual Fill Plate**



Road Race, Circle Track, Off Road & Rally Style Dry-Breaks

- RE104 2-1/4" Female Receptacle, Mounts in Fender or Deck**
- RE105 2-1/4" Male Probe, Connects to Dump Can or Overhead Rig**
- RE113 2-1/4" Female Receptacle, Tank Mount, 12 Hole, 4-3/4" B.C.**
- RE164 1-1/2" Female Receptacle, Mounts in Fender or Deck**
- RE165 1-1/2" Male Probe, Connects to Dump Can or Overhead Rig**
- RE166 1-1/2" Female Receptacle, Tank Mount, 5 Hole, 3-1/8" B.C.**



Staubli Coaxial Refueling Valve

- RE218-TM FIA Coaxial Refueling Valve (Female) fits directly onto fuel tank**
- RE218-RM FIA Coaxial Refueling Valve (Female) fits onto vehicle body**
- RE218-DN FIA Coaxial Refueling Drain Valve (Female) for draining vent hose /ACO regulations**
- RE219 FIA Coaxial Refueling Valve (Male Rig Side)**
- RE219-CS FIA Coaxial Separator (for Rig Hose assemblies)**



Dry Break Handles for RE105 & RE165

- RE191 2-1/4" Single A**
- RE207 2-1/4" Dual B**
- RE188 1-1/2" Single C**
- RE190 1-1/2" Dual (not shown)**



Dry Break Rebuild Kits

- KS118 Kit for RE104 & RE113 (Female)**
- KS164 Kit for RE164 & RE166 (Female)**
- KS119 Kit for RE105 (Male)**
- KS165 Kit for RE165 (Male)**



NASCAR Dry Breaks High Misalignment Tolerance

- RE171 Male 2-1/4" Attaches to Dump Can**
- RE173 Female 2-1/4" Fender Mount**



NASCAR Vent Line Valves

- RE178 with Spring**
- RE176 without Spring**



1-1/2" O.D.