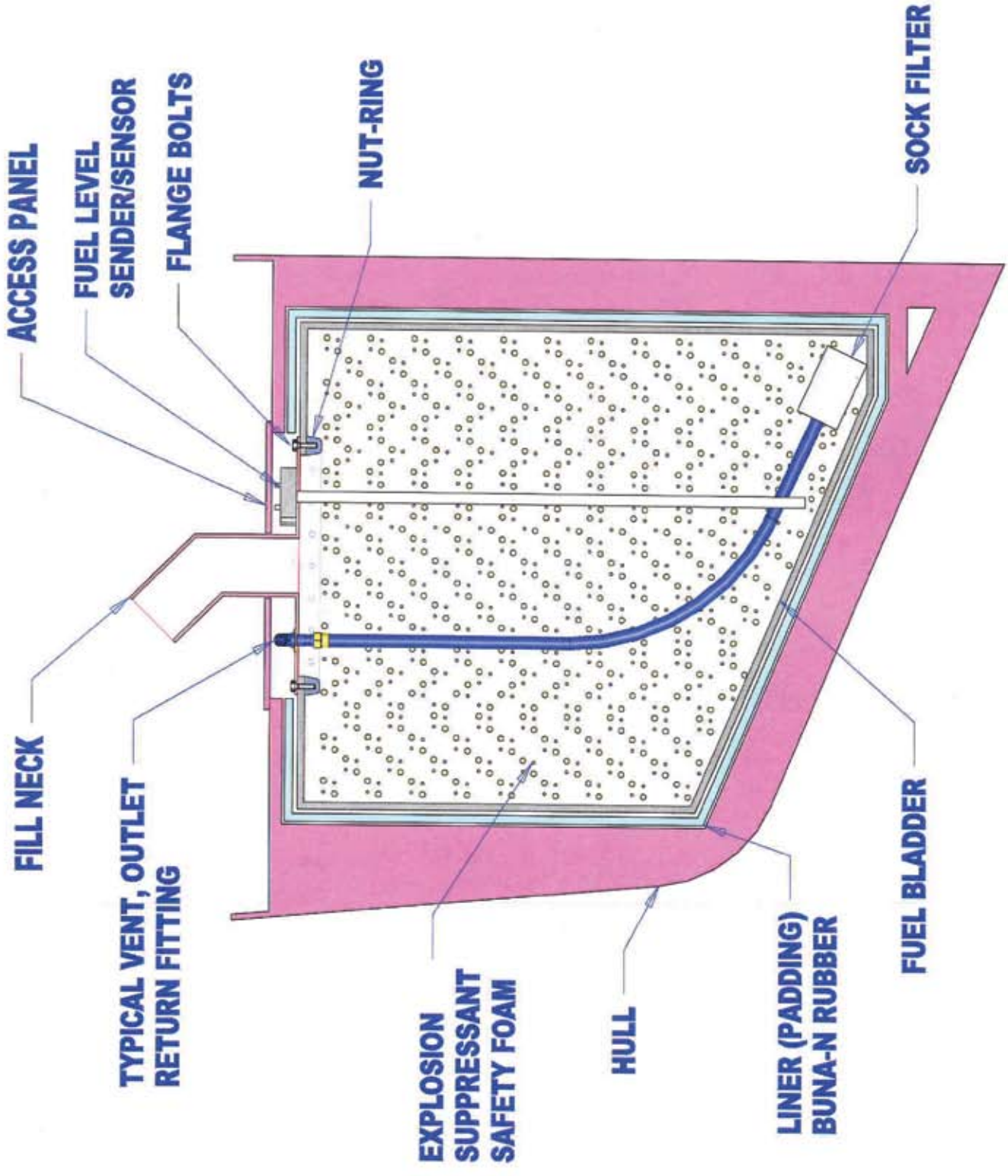




**MARINE FUEL BLADDER INSTALLATION GUIDELINES
FOR IN-HULL/BELOW-DECK APPLICATIONS
SUPER CELL® AND FLUOROCELL™**

- Install your ATL marine fuel bladder within a well vented compartment. Some permeation or “diffusion” of fuel vapor can occur with all tanks, hoses and connections, so ventilation is essential. Coast Guard requirements mandate air circulation for all fuel tank enclosures.
- Each bladder must be installed within a fully supporting (load bearing) container or smooth structural “nacelle”. ALL surfaces of the bladder must be CONTINUOUSLY supported. Special attention should be placed on providing full rigid support to bladders of unusual configurations; i.e. bladders designed with inside corners, sumps, pass-throughs etc.
- Prior to your installation of the fuel bladder, inspect all inside surfaces of its compartment, container or chamber for any abrasive areas. Rough welds, residual baffles, sharp fiberglass, splintered wood etc. must be avoided. Constant chafing can eventually wear away rubber and even the bladder’s insert fabric. If in doubt, SMOOTH IT OUT!
- As an added safeguard, ATL recommends lining the supporting cavity’s surface with a fuel resistant “buna-N” rubber sheeting or fuel resistant closed cell foam (approx 1/8” thickness). Affix this liner material with spray-on contact adhesive. Apply the liner in a pattern that provides periodic vertical channels allowing any condensation to migrate down to a bilge or sump.
- Tropical heat and humidity can be detrimental to some bladders. Minimize the fuel bladder’s exposure to condensate and other bilge fluids. Provide appropriate drainage to assure a reasonably dry environment for the fuel bladder and do not expose any fuel tanks to temperatures above 150°F (65°C).



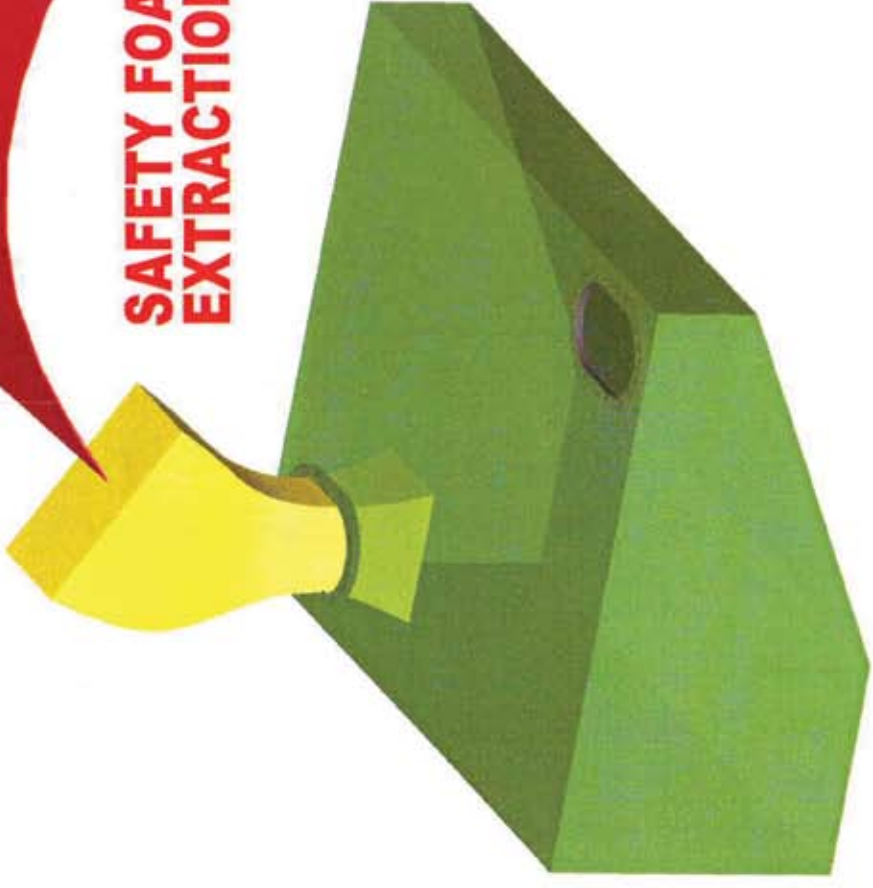
TYPICAL SAFETY FUEL BLADDER INSTALLATION

- Unless the fuel bladder installation is a “drop- in” (full open- top, or open- end), ATL recommends that a large access opening be provided in the adjacent deck or bulkhead. Measure the surface area of the bladder’s smallest side and provide an installation access opening **at least** 50% of that area for “FluoroCells” and 35% of that area for “Super Cells”.
- If the bladder installation is not a “drop- in”, unbolt one or more of the bladder’s metallic cover plates and remove all of the internal safety foam baffling. Number the foam blocks with a Sharpie to keep them in sequence for later re-installation.
- Pad the edges of the compartment’s access opening so your bladder will not be abraded while being fed through.
- Collapse the bladder and fold or roll it gently into a long tube. Avoid tight creases and folds as this may be detrimental to some bladder constructions. Use duct tape (sparingly) to keep bladder in a collapsed, long roll during the installation process.
- Once the bladder is in its cavity, release the duct tape restraints and carefully guide the bladder into place while working out wrinkles. If any cuts or abrasions occur during installation, DO NOT proceed with assembly or fueling. Contact ATL immediately for a pressure test. Bladder repairs are more complicated after saturated with fuel.
- Reinstall the foam baffling and internal lines, then re-attach the bladder’s access plates. Check all fittings, bolts and connections for proper torque prior to filling with fuel.
- Refer to ATL’s DS381 Safety Bulletin for additional information and precautions. This document is available at atlinc.com; click “Literature and Bulletins”.
- For fill, vent, return, outlet, gauge and other connections, refer to the Code of Federal Regulations part #33CFR183.501-590 “Fuel Systems” for Federal maritime requirements.

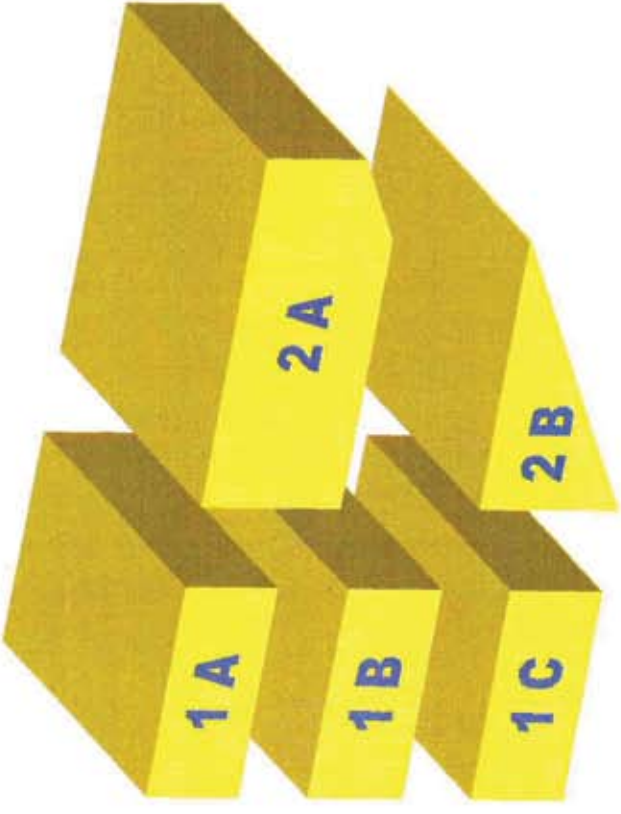
**FOAM REMOVAL
TO FACILITATE
BLADDER COLLAPSE
FOR EASE OF
INSTALLATION
INTO CRAFT**



**SAFETY FOAM
EXTRACTION**



**TYPICAL MARINE
FUEL CELL
BLADDER TANK**



**MARK FOAM BLOCKS
FOR EASE OF
RE-INSTALLATION**