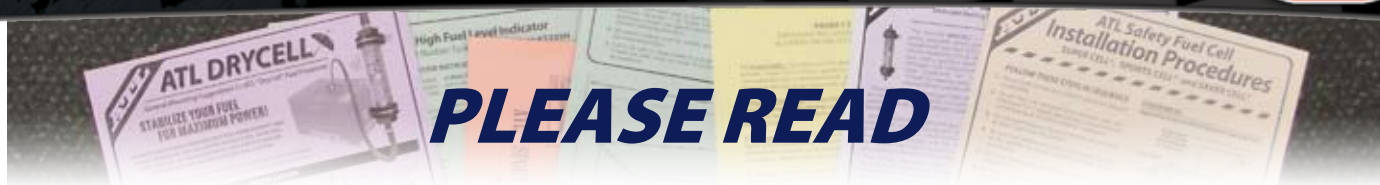


Important Information

Safety & Performance Reminders



1. To the best of ATL's knowledge, this catalog information is accurate and complete. However, you should always confirm all data and specifications directly with an ATL Sales Engineer before ordering, installing or using any product. Thank you.
2. All hard rubber bladders experience minor swelling when subjected to gasoline and alcohol (usually 1% to 2% linear). Allow 2 weeks of fluid contact for bladder dimensions and capacity to stabilize in "SP", "SA", "RA" & "Well Cell" models. Except for ATL's FlouroCell, all soft rubber bladders are designed for one fuel only, either hydrocarbon gasoline or alcohol but NOT both. Never switch fuels or blend fuel additives unless expressly recommended by ATL.
3. Due to the elastomeric nature of fuel bladders, a certain amount of vapor permeation or "diffusion" will occur. Always allow generous ventilation around the cell and vehicle so as to preclude the accumulation of fuel vapors.
4. Fuel cells rely on deformability to ward off impact and vibration. Decreasing temperatures may limit pliability and thereby could reduce the cell's effectiveness. ATL's racing fuel cells perform best under normal competition environments of 30°F to 140°F (0°C to 60°C).
5. Major sanctioning bodies such as NASCAR, SCCA, FIA etc. have recognized that fuel cells are affected by ozone, ultraviolet, aging, and the chemical action of gasoline and racing fuels. Hence, a Five Year Legal Life Span has been set on all bladder tanks. The rubber bladder portion of your fuel cell system must be replaced within 5 years of its manufacture date.
6. Water vapor and direct sunlight (UV) exposure can adversely affect fuel bladders. Always install the bladder within a metal or composite enclosure and keep the system externally and internally free of water and water vapor. When storing a fuel cell, drain the bladder completely, dry it out, close off all ports, and keep it in a dark, warm dry area.
7. Standard fuel cell foam baffling (SF103) is resistant to hydrocarbon gasoline, Avgas, most racing gas and E10 intermittently. Alcohol and Nitro fuels are NOT compatible with this foam material. ATL offers a special foam baffling (SF110) which demonstrates better intermittent resistance to 100% ethanol or methanol in most cases. Alcohol-bearing fuels must be completely drained after each use to lessen foam "softening". SF-112 "Large Pore" foam reduces clingage and enhances venting, but may decrease ignition suppression level compared to SF-103 and SF-110 foam baffling. Call ATL for details.
8. Fuel cell "capacities" are expressed herein as nominal values. If precise fuel system volume is critical, ATL will gladly assist in the computations.
9. ATL produces fuel cells and bladder tanks for Aircraft, Race Cars, Street Cars, Boats, Military Vehicles, Off-Road Equipment and Space Craft. Each application requires a particular design not generally appropriate to other uses. Never use an ATL product for anything but its originally intended purpose unless otherwise approved by ATL in writing. When in doubt, call 1-800-526-5330 (USA) or (0) 1908 351700 (UK).
10. Please be SURE to STUDY ATL's Product Safety Bulletin #DS-381 before installing or using any ATL product. REMEMBER, IMPROPER SELECTION, INSTALLATION OR USE CAN CAUSE PERSONAL INJURY, PROPERTY DAMAGE OR DEATH. Don't take unnecessary risks; call ATL FIRST and Race Safe!
11. ATL's instruction sheets, Product Safety Bulletins and other Tech-Support information are available 24/7 at www.atlinc.com, click "Literature > Bulletins".
12. From January 2013 the FIA will require special bar coding and hologram identification labeling for all bladders used in their sanctioned races. ATL will comply with FIA regulations, but a fee may have to be levied to cover the costs of FIA's new testing, marking, recording, labeling and auditing mandates.



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