# INTRODUCTION

4 ATL, the undisputed leader in racing fuel cell technology for nearly 40 years.

# A “Crash Course” in ATL Fuel Cells

5 What Are ATL Fuel Cells and Why Are They the Best?

## ATL SUPER CELL® 500 SERIES

6 Formula 1, NASCAR, Grand Am, ALMS, IMSA, A1GP, GP2
FIA FT5, SFI 32.1

## ATL SPRINT CELL 400 SERIES

7 Tail Tanks & Alky Bladders For Sprints, Midgets & SuperMods
FIA FT3, USAC-1000 or SFI 28.2

## ATL SUPER CELL® 300 SERIES

8 NASCAR; Mods & East/West, ARCA, LMP, ALMS, Grand Am, IMSA
NASCAR 2000, FIA FT3.5
Light-Weight Aramid

## ATL SUPER CELL® 200 SERIES

9 NASCAR; Mods & East/West, ALMS, ARCA, Grand Am, IMSA
NASCAR 2000, FIA FT3.5
Heavy-Duty Nylon

## ATL SUPER CELL® “100” SERIES

10 SCCA, DIRT, ARCA, USAR, ALMS, CORR, SCORE, IMSA
FIA FT3
Hi-Tensile Nylon

## ATL BANTAM™ BLADDERS & CELLS

11 High-Flex, Feather-Light, See-Through and Ultra-Thin!
FIA FT3
Kevlar Aramid

## ATL SPORTS CELL®

12 SCCA, CORR, DIRT, Vintage, NASA, SCORE, IMCA, UMP
FIA FT3, USAC-1000
Hard Rubber

## ATL MAX-SPORT® and OFF-ROAD CELLS

13 SCCA, CORR, DIRT, NASA, SCORE, IMCA
FIA FT3, USAC-1000
Hard Rubber

## ATL DIRT LATE MODEL CELLS

14 FIA, MARS, UMP, WoO, MLRA, MACS
FIA FT3, USAC-1000
Soft & Hard Rubber

## ATL SAVER CELL® & RăCELL®

15 SCCA, DIRT, NASA, SCORE, CORR, IMCA
FIA FT3, USAC-1000
Hard Rubber

## ATL CUSTOMIZED FUEL BLADDERS

16 POSITIVE FUEL SCAVENGING
Surge Tanks, & Accessories

## ATL FORMULA & SPORTS RACER BLADDERS

17 Wedge Cells for Formula Vee to Formula 1
FIA FT3, FT3.5, FT5

Toll Free: 1-800-526-5330 www.atlfuelcells.com
### ATL Table of Contents

#### ATL SPECIALTY CELLS
**18** Chassis-Specific Fuel Cells: Ferrari, Porsche, Lotus, Subaru, and more... FIA FT3, FT3.5, FT5

#### ATL CUSTOM & VINTAGE CELLS
**19** Send Us Your CAD Drawing or Sketch: Race Cars, Race Boats, Off-Road

#### ATL FUEL SCAVENGING DEVICES
**20** “Drop-In” Surge Tanks & Fuel Pick-Ups

#### ATL “CFD” COMPETITION FUEL DELIVERY
**21** “Black-Box” Kits, Pumps & Regulators For Carb & EFI Applications

#### ATL REPLACEMENT BLADDERS
**22** Popular Bladders with Foam, Nut-Ring & Gasket FIA FT3, FT3.5, FT5, SFI 32.1

#### ATL REPLACEMENT CONTAINERS & FOAM
**23** Steel & Aluminum Cans - Gas & Alky Foam

#### ATL FILL PLATES
**24** Quick Fill & Regular Fill Plate Assemblies, Drilled Plates & Blanks

#### ATL NECKS, CAPS & VALVES
**25** Fill Necks, Fill Valves, Caps and Vent Valves

#### ATL PARTS & RACING ACCESSORIES
**26** Level Senders, Gauges, Hoses, Racing Accessories

#### ATL REFUELING EQUIPMENT
**27** Dump Cans & Dry Breaks

#### ATL MARINE FUEL CELL BLADDERS
**28** Race Boat, Defense-Department Bladders & PETRO-FLEX™ Range Extension Bladders

#### ATL BALLISTICOAT™ & DETONAID™ FUEL TANKS
**29** Self-Sealing, Non-Exploding, Blast & Shrapnel Resistant

#### ATL DEFENSE & INDUSTRIAL PRODUCTS
**30** Bulk Fuel Bladders, Air Cells, Water Cells, Drums & Inflatables

#### IMPORTANT INFORMATION
**31** Safety & Performance Reminders

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Toll Free: 1-800-526-5330  www.atlfuelcells.com
ATL is a proud and venerable company, having produced advanced fuel cell bladders for nearly 40 years. While other firms have come and gone, leaving their customers stranded, ATL has endured by way of its technological superiority, unparalleled service, equitable pricing and plain old hard work!

Founded by engineer racers in a small garage, ATL has grown to a global operation with factories in North America and Europe, plus a thousand trusted Distributors and OEM’s around the World.

ATL has not only become the “winner’s choice”, we have become the entire field’s choice! Especially in NASCAR, Formula 1, Late Models, World Rally, Off Shore, Prototypes and Vintage racing, ATL Safety Cells dominate each entire category.

Today, ATL produces more racing cells than all of its competitors combined. And, the company’s market has expanded to include Off-Road, Drag, Champ Cars, Aircraft, Navy Vessels and Armored Vehicles too.

Why are we so successful? Because ATL never slows its development of both safety and performance features. While offering the highest puncture resistance, best explosion suppression and greatest roll-over protection, ATL also provides the lightest weight, fastest fill, highest capacity and best fuel scavenging of any racing cell.

There are only a handful of companies whose products provide the racer with both performance and safety; ATL is pleased to be one of those few!
WHAT ARE ATL SAFETY FUEL CELLS?

Fuel Cells are sophisticated safety fuel tanks for race cars, stunt cars, race boats, rally cars, off-road vehicles, aircraft and military equipment. Over the past 35 years, ATL Fuel Cells have clearly demonstrated that they offer fire and explosion protection far in excess of any conventional gasoline or diesel tank.

The ATL Fuel Cell system is comprised of an impact resistant rubberized “bladder” filled with explosion suppressant foam baffling and outfitted with a leak-tight cap and fittings. Additional safety equipment frequently includes roll-over check valves and a metal container to deflect impacts and to serve as a flame shield.

Quality ATL Fuel Cells also feature aircraft type nut-ring flanges, fill-valve plates of steel and aluminum plus exclusive fuel-trap devices to prevent fuel starvation.

All of these refined ATL components, working in harmony, provide the serious racer and hobbyist alike with outstanding protection against fuel spillage, post-crash fire and explosion. It has been professionally estimated that the ATL-type fuel cell has prevented 95% to 98% of the fuel fires that otherwise would have erupted in high speed racing accidents.

ARE THERE DIFFERENT “LEVELS” OF FUEL BLADDER PROTECTION?

Yes, there are several distinct “levels” of fuel bladder crash resistance, based primarily on far-reaching standards established by the “Federation Internationale de L’Automobile” (FIA). FIA is the World Sanctioning Organization for Motor Racing, and among its many affiliate organizations are NASCAR, SCCA, NHRA and USAC. USAC (United States Auto Club) has developed its own fuel bladder standards specifically for alcohol (methanol) fuels. Design specifications, test methods and approval processes are quite involved. However, at the right is a helpful summary based on “NTS” (Nominal Tensile Strength), which offers a basic measure of fuel bladder toughness.
SU518
C.O.T. Fuel Cell
18 Gal. Shown
Approved for use in NASCAR Cup, Busch and Truck Series.

Approx. Capacity
Complete
Outside Container Dims
Built-In, Rear
U.S. Gal
Cell Part# Lbs. L” W” H” Surge Tank
18 SU518 40 17 33 8 None
18 SU518-1 40 17 33 8 2-Door Right
18 SU518-2 40 17 33 8 3-Door Center
18 SU518-1L 40 17 33 8 2-Door Left

Features

605* milliliters additional fuel capacity built in!
(1.28 Pints, 20 fl. oz.)
*Compared to Waterman COT Fuel Cell. See DS-572

FB518 Replacement Bladder for C.O.T. Cell See Pg. 22

SF112 Large Pore Foam, Faster Venting, Lower Clingage. See Pg. 23

TF479 “SCAVEN-JET I”™ Fuel Pick-Up

TF691 ICORE® Flexible Fuel Pick-Up

Grand Am, IMSA & ALMS Fuel Cells

Call ATL with your racing fuel cell needs and one of our experienced Sales Engineers will help you design the ideal fuel cell system for your unique application.

- Built to Designer’s Exact Dimensions
- IGES, STEP, DXF, DWG Files Accepted
- Computer Designed, CMS Modeled
- Laser Cut & Fitted
- Composite Flanges
- FIA FT5 / SFI 32.1

- Baffles, Surge Tanks, Scavengers, Pumps, Pump-Drives, Regulators, Venturis, Guages, Fuel-Vacs, Wire Harnesses, Filters, Pilot-Pins and more...

Formula 1 Grand Prix

For over 20 years, ATL has produced the racing fuel cells for EVERY F1 team!
SC428
Kinser-Designed Sprint Cell
28 Gal. Shown
Complete ATL Fuel Cell Assembly Shown. Shipped Unpainted, Natural Finish.

SC428-FS
Sprint Cell Assembly
28 Gal. Shown
ATL’s lightweight, direct replacement for Fuel Safe’s SB228. Complete ATL assembly shown.

ATL Sprint Cell Features:
• Flexible Alky Bladder, Lightest Available
• Super-Tough, Molded, Seamless Outer Tank
• 4” x 6” Aluminum Fill Plate
• #6 AN (3/8”) Vent Check Valve, #6 AN Return
• Internal Pick-Up Hose & #12 AN Front Outlet
• 2” Aluminum Flush Cap
• Easy Access Front Cover Panel
• Resistant to Methanol & Ethanol
• (4) Molded-In Mounting Inserts
• Low Forward Center of Gravity
• Velcro Mounts for Surge Tank

Cut-Away View
ATL’s Sprint Cell Bladder is precision engineered to fill the maximum interior space of your tail tank.

ATL’s Toughest and Lightest Sprint Cells Anywhere!

Options
For the ULTIMATE in Fuel Scavenging, try an ATL Surge Tank in your Sprint Bladder! Surge Tanks available for all NEW ATL Sprint bladders.

NEW!
B12
Built-In Surge Tank
2-Door fuel trap
Add -B12 to Cell Part #

NEW!
ST1
Drop-In, Flexible Surge Tank
2-Door fuel trap
Velcro installation
Add -ST1 to Cell Part #

NEW!
TF698
60 Micron Straight Fuel Filter for use inside surge-tank

NEW!
TF699
60 Micron Filter with 90º elbow for use without surge-tank

NEW!
TF497
Aluminum Fill Plate 4”x6’ with 2” Flush Fill Cap, #6 Vent Valve and #6 Return

Standard Equipment on Complete ATL Sprint Cells.

Style and Capacity

<table>
<thead>
<tr>
<th></th>
<th>Complete Sprint Cell Assembly New PART#</th>
<th>Tail Tank and Cover New PART#</th>
<th>ATL Bladder and Nut-Ring New PART#</th>
<th>Fuel Pick-Up (#12) PART#</th>
<th>Aluminum Fill Plate PART#</th>
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<td>TT428 (TT430)</td>
<td>FB428 (FB432)</td>
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<td>TF497</td>
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ATL® Super Cell® “300” Series
Ultra-Thin Aramid Fuel Bladder FT3.5 & NASCAR 2000

Approved for Use In NASCAR; Busch East/West & Modifieds, ARCA

SU322D
Complete Super Cell®
22 Gal. Shown
Comes with TF690 “Paddle Valve” & Welded Can. Add -LPF to Part# for Large Pore Foam.

FB322D
Bladder Only
22 Gal. Shown
Add -LPF to Part # for Large Pore Foam

Super Cell® “300” Features:
• Light Aramid Bladder for Max. Volume
• Quickest Fill Paddle Valves, SFI 32.2
• (1) #10 ScavenJet II Fuel Pick-Up, (1) #10 Outlet, 1-1/2” O.D. Ball Vent Valve,
• Precision Fit for Increased Capacity
• 3-Ply Construction, Coated In & Out
• Cross Drilled Nut-Ring, Safe & Light
• Road & Circle Track Surge Tank Options
• SF112 Large Pore Foam Option
• For Hydrocarbon Fuels, No Alcohol
• 20 Guage, Powder-Coated Steel Can
• 5 Year Limited Warranty

Options

TF703
Off-set Remote-Fill Paddle Valve™
(Use with Level Sender) Add -OS to Cell Part # See Pg. 24

TF525
Quick-Fill Paddle Valve™ Add -PV to Cell Part # See Pg. 24

TF193A-184A
Quick-Fill Flapper Valve™ Add -FV to Cell Part # See Pg. 24

TF500
“Lo-Ball” Ultra Quick-Fill Ball Valve Assembly Add -BV to Cell Part # See Pg. 24

TF207
DipStick Kit Add -DS to Cell Part # See Pg. 26

Customs

ATL builds custom “300” Series Super Cell™ Bladders for a wide range of clients and applications. Call, fax or email ATL to find out if a custom “300” Series fuel system is the right choice for your application.
**ATL® Super Cell® “200” Series**

*With Heavy-Duty Rubberized Fabric Bladder & Quick-Fill Valve*

---

**The Toughest Nylon-Reinforced Bladder Available!**

**SU222E**
Super Cell®
22 Gal. Shown
Comes with TF193A-184A NASCAR Quick-Fill Flapper Valve and #8 ScavenJet II™ Pick-Up

**SU222B**
Super Cell®
22 Gal. Shown
Comes with TF193A-184A NASCAR Quick-Fill Flapper Valve and #8 ScavenJet II™ Pick-Up

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**ATL Fuel Cells are proven winners at all levels of NASCAR competition**

Asphalt Modifieds, Late Models, Busch East/West, Hooter’s Cup, ARCA

**NASCAR 2000 and FIA FT3.5 Approved**

**Super Cell® “200” Features:**
- Durable 3-Ply Heavy Duty Bladder
- Quick-Fill Flapper Valve and 1-1/2” O.D. Vent Valve
- (1) #8 ScavenJet II™ Fuel Pick-Up, (1) #8 Outlet, (1) #6 Return, (1) #6 Dipstick
- 20 Gauge Powder Coated Steel Container
- Lightweight, Safety Foam Baffling
- 5 Year Limited Warranty
- Optional Built-In Surge Tanks Available
- Excellent Hydrocarbon Resistance, No Alcohol
- 5 Year Limited Warranty

**ScavenJet II™ Standard on all “200s”**

Reliable Fuel-Scavenging Pick-Up

---

**Options**

- **Aluminum Cans**
  Add -AC to Cell Part #
  See Pg. 23

- **ST520**
  3-Door “Drop-In” Surge Tank
  Add -ST1 to Cell Part #
  See Pg. 20

- **Built-In Surge Tank**
  Add -B12 (2-Door) to Cell Part #
  Add -B13 (3-Door) to Cell Part #
  See Pg. 20

- **TF525**
  Quick-Fill Paddle Valve™ NASCAR Approved
  Add -PV to Cell Part #
  See Pg. 24

- **TF600**
  Aluminum Fill Plate
  Add -AF to Cell Part #
  2 LBS. LIGHTER!
  See Pg. 24

---

U.S. Gal
Approx.

Complete
Cell Part#

Wt. Lbs.

Outside Dimensions
L” W” H” Popular Uses

---

22
SU222B
34
25.13 16.75 13.75 Asphalt Modifieds

22
SU222C
36
34.00 17.50 9.50 Late Models/Hooters

22
SU222D*
37
33.00 17.00 9.25 Busch East/West

22
SU222E
35
33.00 17.00 9.25 Late Models/Hooters

* ”D” Cells have a “Flange-Load” can and TF690 NASCAR Paddle Valve™

OTHER SIZES AVAILABLE UPON REQUEST
The World’s Favorite Soft Rubber Fuel Cell Bladder!

FIA FT3, SCCA, DIRT, Grand Am, CORR, ARCA, SCORE, ALMS, VARA, VSCRA, etc.

**Options**

**ATL Super Cell® “100” Series**

With Rubberized Fabric Bladder & Regular Fill

**Su112**

Super Cell®

12 Gal. Shown

Comes with TF600 Aluminum Fill Plate, (1) ScavenJet II™ Pick-Up, #6 Outlet, #6 Vent Valve & Dipstick

**Su117**

Super Cell®

17 Gal. Shown

Comes with TF600 Aluminum Fill Plate, (1) ScavenJet II™ Pick-Up, #8 Outlet, #6 Vent Valve & Dipstick

(Shown with Vertical Edge Bolt/Flange style lid removed.)

**Su118w**

Wedge Super Cell®

18 Gal. Shown

Comes with TF600 Aluminum Fill Plate, (1) ScavenJet II™ Pick-Up, #8 Outlet, #6 Vent Valve & Dipstick.

(Shown with Vertical Edge Bolt/Flange style lid.)

**Fuel Cell Features:**

- ATL Super Cell® “100”
- #6 Outlet, #6 Vent Valve & Dipstick Plate,
- Comes with TF600 Aluminum Fill Plate

**Super Cell® SU112**

- Cloth, Coated In & Out
- All “100’s” Standard on ScavenJet

**Super Cell® SU117**

- #6 Vent Valve & Dipstick Plate,
- Comes with TF600 Aluminum Fill Plate

**Super Cell® SU118w**

- #8 Outlet, #6 Vent Valve & Dipstick Plate,
- Comes with TF600 Aluminum Fill Plate

Find the ATL Super Cell® “100” That’s Right For You:

<table>
<thead>
<tr>
<th>Approx. Capacity</th>
<th>Complete</th>
<th>Wt.</th>
<th>Container Dimensions</th>
<th>Outlet</th>
<th>Lid</th>
<th>Style</th>
<th>Popular Uses</th>
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<td>US Gal.</td>
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VE/Bolt (Vertical Edge Bolt/Flange) lid has bolt flange at 90° to top surface of fuel cell.

8, 10 & 12 Gal. w/ #6 Outlet, All Others #8.

**Fuel Level Kits**

Add -OS to Cell Part #

See Pg. 24

**Options**

- **TF525** Quick-Fill Paddle Valve™ Add -PV to Cell Part # See Pg. 24
- **TF193A-184A** Quick-Fill Flapper Valve™ Add -FV to Cell Part # See Pg. 24
- **TF703** Off-set Remote-Fill Paddle Valve™ (Use with Level Sender) Add -OS to Cell Part # See Pg. 24
- **Aluminum Cans** Add -AC to Cell Part # See Pg. 23
- **Built-In Surge Tank** Add -B12 (2-Door) Add -B13 (3-Door) to Cell Part # See Pg. 20
- **Fuel Level Kits** Add -LS to Cell Part # See Pg. 26
ATL is proud to introduce its all-new Bantam™ Safety Fuel Cell, a super-light, ultra-thin, yet very tough product. ATL Bantam™ fuel bladders are constructed from a special weave of Kevlar aramid fabric, resulting in a weight saving of over 50%!

ATL Bantam™ bladders are a mere .028” thick (28 thousandth of an inch) [0.7mm] yet they exceed all FIA FT3 specs and carry a full FIA approval for crash resistance and explosion suppression.

Super-light, ultra-thin and pliable, ATL Bantam™ bladders allow for greater fuel capacity within the same size container, plus they trim precious pounds from your race car! And, Bantam™ bladders are easier to install through small access openings and into tight cavities.

ATL Bantam™ bladders are perfect for long distance races when maximum fuel and minimum weight are critical factors. And, Bantam™ bladders handle leaded gas, unleaded hydrocarbons and high aromatics too.

**BANTAM Cell® Features:**
Complete Bantam™ Fuel Cells feature the Bantam™ Bladder described above plus super-light components including:

- Aluminum Container
- Aluminum Fill Plate
- Composite Nut Ring
- Aluminum Fittings
- Low-Mass Pick-Ups
- Super-Light Check Valves
- Light Weight Safety Foam
- FIA Approved to FT3

**Customs Too!**
ATL’s BANTAM™ Technology is available in custom Fuel Cells and Bladders as well.

---

### Complete BANTAM™ Fuel Cells Bladders Only

**Nominal Capacity**

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8, 10 & 12 Gal. w/ #6 Outlet, All Others #8.

---

See pages 20-27 for our complete selection of Fill Plates, Fittings, Surge Tanks and Accessories.

---

For Road Racing, Circle Track, Land Speed, Super Bikes, Rally Raid, and more...
Our Most Popular & Versatile Fuel Cells!

FT3 Approved

ATL Sports Cell Features:
- Molded Seamless Bladder, Excellent Resistance to Race Gas, Ethanol & Methanol.
- CORR, NASA, SCCA, SCORE, USAC, FIA FT3 Approved
- Regular Fill with Flap Valve & Safety Cap
- SF-103 Foam Baffling for slosh and explosion suppression. (For Alcohol, use SF110 Foam)
- Twin Fuel Pickups, #6 or #8 AN Fittings (SP105, 1 P/U)
- Internal Ball-Type Vent Valve 3/8” #6 AN
- Powder Coated 20 Gauge Steel Container (Can)
- Complete Anti-Surge SF103 Gas Foam Baffling
- Full 6” x 10” Access Flange (4” x 6” on SP105)
- Rugged Fill Plate with Powder Coat Finish
- (2) “Duck Foot” Fuel Traps & Filters
- 5 Year Limited Warranty

Find the ATL Sports Cell® That’s Right For You:

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*SP105 uses a 4” x 6” fill plate and will not accept the CFD600-HP, TF600 or dipstick options.
** SP144 uses a mid-lip container.

Options

- **TF525** Quick-Fill Paddle Valve™
  Add -PV to Cell Part #
  See Pg. 24

- **TF703** Off-Set Remote-Fill Paddle Valve™
  (Use with Level Sender)
  Add -OS to Cell Part #
  See Pg. 24

- **TF600** Aluminum Fill Plate
  Add -AF to Cell Part #
  See Pg. 24

- **ST528** 3-Door Molded Surge Tank
  Add -ST1 to Cell Part #
  See Pg. 20

- **Aluminum Can**
  Add -AC to Cell Part #
  See Pg. 23

- **Fuel Level Kits**
  Add -LS-12 or -LS-24 to Cell Part #
  See Pg. 26

- **TF207** DipStick Kit
  Add -DS to Cell Part #
  See Pg. 26

- **SF110** Alcohol Foam
  Add -MF to Cell Part #
  See Page 23
**ATL® Max-Sport Sports Cell®**

**FT3**

ATL’s Competition Make-Over Package for E.F.I. Engines!

- Rugged, Durable, and Reliable
- Trusted by Top Racers and Teams!

**ATL Max-Sport Features:**
- Seamless Hard Rubber Bladder
- TF600 Lightweight Aluminum Fill Plate & Valve
- Lightweight Aluminum Container
- Wire Harness & Bulkhead
- Return Fitting
- Cross-Drilled Nut Ring
- Light-Weight Foam Baffling

**“MAX-SPORT”™ Sports Cell®**

Start with your choice of Sports Series Fuel Cell (See page 12) and then add “MAX” to the Cell Part#.

**SP115-MAX**

- Competition Fuel Delivery CFD600-HP “Black Box” Kit with 3-Door Surge Tank & 100 psi EFI Racing Fuel Pump (see pg. 19)
- Assembled and Installation-Ready
- Optional Pressure Regulators (see pg. 21)
- FIA, SCCA Approved

**NEW!**

**“Desert Express”™**

**SP144-DX**

44 Gal. Shown Comes with TF702 Fill Plate (See description), Hard Rubber Molded Bladder, SF103 Safety Foam, Wide Gasket and Light-Weight Aluminum Container.

**ATL® Off-Road Fuel Cells**

Rugged, Durable and Reliable **FT3**

**NEW!**

**“Desert Express”™**

SP144-DX 44 Gal. Shown Comes with TF702 Fill Plate (See description), Hard Rubber Molded Bladder, SF103 Safety Foam, Wide Gasket and Light-Weight Aluminum Container.

**Designed for use in the punishing Off-Road Racing environment.**
- Race-proven Hard Rubber Bladder
- Durable .093” Thick Aluminum Container
- New TF702 Fill Plate
- Extra-Wide Fill Plate Gasket
- Optional EFI Package Available

### U.S. Gal Complete Wt. (Nominal) Outside Dimensions

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For Bladder Only, See Pg. 22

Call, Fax or Email for a Quote on a Custom ATL Off-Road Fuel Cell.

Toll Free: 1-800-526-5330  www.atlfuelcells.com
**Rugged DLM Sports Cells®**

**SP132B-LM**  
32 Gal. Shown  
Comes with TF195  
Powder Coated Steel Fill Plate and Twist Cap.

**Options**

- **Aluminum Cans**  
  Add -AC to part #  
  See Page 23

- **TF600**  
  Aluminum Fill Plate  
  Add -AF to part #  
  See Page 24

- **SF110**  
  Alcohol Foam  
  Add -MF to part #  
  See Page 23

**Lightweight DLM Super Cells®**

**SU126C-LM-AC**  
26 Gal. Shown  
Comes with Super Cell®  
“100 Series” Bladder, TF600  
Aluminum Fill Plate, Cross-Drilled Nut Ring and Aluminum Container

**CUSTOM WEIGHT-BIASED DLM SUPER CELLS®**

ATL SUPER CELL® Bladders with Custom Aluminum Containers by:

- **GRT**
- **Rocket Chassis**

**DLM Sports Cell Features:**

- **Molded Seamless Bladder:** Excellent Resistance to Race Gas, Ethanol & Methanol.
- **Approved USAC-1000, FIA FT3, MARS, UMP, WoO Late Models, MLRA, WDLM, MACS, SAS**
- **SF-103 Foam Baffling for slosh and explosion suppression. (For Alcohol, use SF110 Foam)**
- **Single #10 Pick-Up to Right Rear Corner**
- **Extra #10 Fitting for Dipstick or Return**
- **Ball-Type Vent Check Valve #6**
- **Powder Coated “Flap-Valve” Fill Plate**
- **Quality Hardware Throughout**
- **5 Year Limited Warranty**

**Approx. Capacity**  
**Complete**  
**Cell Part**  
**Wt. Lbs.**  
**Container Dimensions (Nominal)**

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**Su126c-lm-ac**

- **26 Gal. Shown**
- **Comes with Super Cell® “100 Series” Bladder, TF600 Aluminum Fill Plate, Cross-Drilled Nut Ring and Aluminum Container**

**Super Cell Features:**

- **Flexible, Rubberized Bladder**  
  FIA FT3, MARS, UMP, WoO Late Models, MLRA, WDLM, MACS, SAS & NAS Approved
- **Excellent Resistance to Race Gas**
- **SF-103 Foam Baffling (No Alcohol)**
- **Light-Weight Aluminum Container**
- **Single #10 ScavenJet ™ Pick-Up to Right Rear Corner**
- **Extra #10 Fitting can be used for Dipstick or Return**
- **Light-Weight, Anodized Alum. Fill Plate w/ “Flap-Valve”**
- **Ball-Type Vent Check Valve #6**
- **5 Year Limited Warranty**

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**DLM BANTAM CELLS®** (See Page 11 for BANTAM cells & bladders)

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ATL® Saver Cell® FT3
Hard Rubber Bladder & Regular Fill Valve

The “Do–It–Yourselfer” Fuel Cell!
A Favorite Among Vintage/Club Racers and the Growing Off-Road Market.

ATL Saver Cell® Features:
• Molded Seamless Bladder, You Assemble!
• FIA FT3, SCCA, USAC Approved
• Rugged Fill Plate with Powder Coat Finish
• Excellent Resistance to Race Gas, Methanol & Ethanol. (Use SF110 Foam with Alky)
• Regular Fill with Flap Valve & Safety Cap
• “Duck Foot” Pick-up & Strainer
• Build Your Own Metal Container (Drawing Supplied)
• Single 1/2” #8 or 3/8” #6 AN Outlet
• Removable Anti-Surge Gas Foam Baffling
• Internal Ball-Type 3/8” #6 Vent Valve
• 5 Year Limited Warranty

CUSTOM CONFIGURATIONS
ATL can change the fill-plate location so that the width and height are re-oriented.

Options

TF703 Off-set Remote-Fill Paddle Valve™
(Use with Level Sender) Add -OS to Cell Part # See Pg. 24

TF525 Quick-Fill Paddle Valve™ Add -PV to Part# See Page 24

SF110 Alcohol Foam Add -MF to part # See Page 23

Fuel Level Kit Add -LS to part # See Page 26

ST528 3-Door Molded Surge Tank Add -ST1 to Cell Part # See Pg. 20

“Black Box” Surge/HP Pump Kit Add -ST2 to Cell Part # See Page 21

Steel and Aluminum Cans
Available Separately See Page 23

Approx. Capacity
US Gal | Liters
5 | 20
8 | 30
8 | 30
12 | 45
12 | 45
15 | 60
22 | 85
22 | 85
26 | 100
26 | 100
32 | 120
32 | 120
32 | 120
44 | 170

Switches

TF600 Alum. Fill Plate Add -AP to part # 2 Lbs Lighter! See Page 24

SA108-12

ATL RáceCell® Gas and Alky

ATL RáceCell® Features:
• Seamless Hard Rubber Bladder, FIA FT3
• (2) Outlets, (1) Return (1/2” #8 AN)
• 3/8” #6 AN Vent with Check Valve
• 3” Aircraft-Style Flush Cap & Nut-Ring
• Anti-Surge Baffling (specify SF110 for optional Alky Foam)
• 5 Year Limited Warranty

Fast Fill & Excellent Scavenging
Exceeds SFI Specs

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Toll Free: 1-800-526-5330 www.atlfuelcells.com
Super Cell® Custom Fuel Scavenging Modifications

ATL offers fuel scavenging devices as a way to help racers maintain a constant full flow of fuel to their engines - right down to the last drop.

Depending on your racing requirements, you can add dynamic feed solutions such as Guide-Veins, Sumps, Ramps, Swirl Pots, Traps Reserve Chambers and Surge Tanks. If g-forces alone won’t do the trick, consider adding internal lift pumps, venturis or one of ATL’s collector tanks to capture additional fuel.

Whether you are racing dirt, oval or winding through a road course, give yourself the winning edge right off the line with an ATL fuel scavenging solution.

Built-in pump mounts for High & Low pressure fuel pumps.

ATL designs and manufactures most of the high-quality components used in its Fuel Cells and racing accessories. Coordinated use of CAD-CAM capabilities and CNC, allows ATL to produce fill plates, valves, nut rings and many other parts to our own exacting standards and benchmark-setting design.

It’s just another way that ATL continues to bring high-quality and innovative products to the Professional Racing Marketplace.
Popular ATL Fuel Bladder Shapes:

FB181
SCCA Spec Racer Bladder
7 Gal.

FC150
Wedge Bladder
5 Gal.

FC140-AC
Wedge Cell
4 Gal.

FC142 & FC160
“Pod” Bladder
4 and 6 Gal.

FT3
Popular ATL Fuel Bladder Shapes:

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<td>B</td>
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</table>

ATL builds hundreds of Formula and Sports Racer bladders each year, and many of those are custom sizes and shapes. If you have a unique bladder requirement, simply call ATL and speak to one of our Sales Engineers. We will be happy to build a fuel cell to your exact dimensions and specifications.

FIA/SCCA Approved

Aluminum Containers Available for Pods Too!
Add -AC to bladder part#.

Standard and Custom Van Dieman Bladders FT3

ATL offers the two most popular styles of Van Dieman racing bladders as standard items, and we are happy to custom-fit your specific chassis and racing needs.

FC170
7 Gal. (Approx.)
Shown
Comes with 4"x6" Nut Ring Flange, TF350 Vent Valve and (1) #6 Outlet

FC156
5 Gal. (Approx.)
Shown
Comes with built-in Filler Tube and (1) #6 Outlet, located at bottom center in rear of bladder.
#170420
Porsche “911”
26 Gal. Cell
100 Liter
with Flap Fill Valve, #6 Vent Valve, #6 Return, Foam, Aluminum Can, Molded FIA FT3 Bladder.

Ferrari F-40
(Euro Spec)
Spec FIA FT3
OEM Fit to Accept Factory Pumps.

#170510
BMW Super “Well Cell”, FIA FT3
17 Gal. Bladder
With Surge Tank & Guide Vanes.

#170120
Porsche “911”
17 Gal. Cell 12.5”
60 Liter
with Flap Fill Valve, #6 Vent Valve, #6 Return, Foam, Aluminum Can, Mounting Kit, FIA FT3 Bladder, Accepts OEM Sender.

Ferrari 360 & 430 Challenge Series
Spec FIA FT3
OEM Fit to Accept Factory Collector.

Ford Mustang FR500C Bladder
Available exclusively through Ford Racing Technology. Ask for Ford Part#: M-9002-R

Caterham Racing
14.5 Gal. Bladder and Aluminum Container

Pratt & Miller World Challenge Corvette C5 Left & Right Bladders
Available exclusively through Pratt & Miller. Ask for Pratt & Miller Part#: C5WIN100

Mitsubishi Lancer EVO Series Bladders
Available for: EVO 4, 5, 6, 7, 8, 9, 10, FIA FT3 Spec

#171610
Subaru Impreza WRX Bladders
70 Liter Capacity with Surge Tank & Guide Vanes. FIA FT3 Spec

Call, Fax or E-mail ATL for a Rally Cell Quote
ATL® Custom and Vintage Cells
Send Us Your CAD Drawing, 3-D Model or Sketch

ATL Builds the Most Advanced Fuel Cells
For the Race Cars of Today and Tomorrow...

From Spec Series to LM Prototypes, ATL builds precision-fit, CAD-engineered bladders of rubberized fabric to your specific needs. ATL also provides a wide variety of Custom Fittings and Nut-Rings, together with the engineering staff to develop an entire fuel system.

ATL builds custom fuel cells for Bentley, MG, VW, Peugeot, Ferrari, Ford, Porsche, Lamborghini, McLaren, Lola, Courage, Panoz, Audi, Riley & Scott, Pratt & Miller, Mercedes, Aston, GM, Lister, Lotus, Corvette, Viper, Morgan, Mallek, BMW, Dome . . . and the list goes on!

...And, the Finest Fuel Cell Bladders
For Yesterday’s Race Cars Too!

Vintage and Historic race cars receive the same custom fuel bladder engineering and construction as do the latest competition cars. Send ATL your sketch, 3-D Model, CAD drawings, old bladder or fuel tank, and we will create an authentic racing fuel cell system that meets today’s and tomorrow’s safety standards.

For more information on ATL's custom vintage race cell, request ATL Bulletin #DS-561 or visit atlfuelcells.com.

Call, Fax or E-mail ATL with your special requirements today!
ATL High Performance “Drop-In” Surge Tanks

Surge Tanks, also called “collectors”, are small semi-flexible tanks installed inside the main fuel cell bladder. ATL’s Surge Tanks maintain a reservoir of gasoline around the pickup hose to prevent engine starvation during acceleration, cornering, braking or at low fuel levels.

- Uses Exclusive ATL Trap Doors
- Scavenges Down to the Last Drop
- Works w/Internal or External Fuel Pump
- Eliminates Fuel Starvation & Air Entrapment
- Light & Thin for Minimal Fuel Displacement
- Custom Sizes Available
- Easily Installed into Fuel Cell Foam
- Prevents Fuel Pump Cavitation

ST520 3-DOOR SURGE TANK .8 Gal
8” x 5” x 5” for Road Course Applications
“ScavenJet ™” TF479 #10 AN
Standard
Optional: #6AN, #8AN

ST524 2-DOOR SURGE TANK .8 Gal
8” x 5” x 5” for Circle Track Applications
“ScavenJet ™” TF479, #10 AN
Standard
Optional: #6AN, #8AN

KS145 TRAP DOOR & MOUNTING HARDWARE KIT
Composite Door with Stainless Steel Back Plate and Screws. Gas & Alky Compatible

ST533 2-PUMP SURGE TANK
Accepts (2) CFD104 100 psi EFI pumps (Not Included).
3-Doors. Other sizes & configurations available.

ST528 3-DOOR MOLDED SURGE TANK
5” x 5” x 6” .6 Gal for Road Race & Rally Applications.
#8 AN (Optional #6) “ScavenJet ™” TF479

ST515 “DIAMOND” 2-DOOR SURGE TANK .5 Gal
(alternative to ST524)
Right Rear and/or Left Rear Corner
#8 AN “ScavenJet ™”

ST508 MOLDED, NO-DOOR SURGE TANK with foam
5” x 5” x 6” .6 Gal. Requires 1 Fill Pump & 1 Scavenge Pump, Internal or External

TF520 “FUEL VAC”
“ATL’s Unique Multi-Point Fuel Pick-Up, 5/16”
(8mm) Request DS-516 Bulletin

TF528 3-DOOR MOLDED SURGE TANK
5” x 5” x 6” .6 Gal for Road Race & Rally Applications.
#8 AN (Optional #6) “ScavenJet ™” TF479

TF667 “SCAVEN-JET II ™” FUEL PICK-UP
Factory-Sealed To Floor of Bladder or Surge Tank. AN #6, #8, #10

TF159 #6 AN FUEL HOSE, 3/8” ID
TF197 #8 AN FUEL HOSE, 1/2” ID
TF212 #10 AN FUEL HOSE, 5/8” ID

AN-6, -8, -10 PUSH-LOCK HOSE END FITTINGS
Standard Steel Fittings. Aluminum Fittings Also Available.

TF626 #10 “Rigid-Flex” Alky-Tube Pick-Up

FUels filters
For Gas and/or Alky
TF268 Fits #6 Fuel Pick-Up
TF269 Fits #8 Fuel Pick-Up
TF270 Fits #10 Fuel Pick-Up

DUCK FOOT ™ FUEL TRAP WITH FILTER (Shown right)
TF239 #6 AN (3/8”) P/U
TF240 #8 AN (1/2”) P/U
TF442 #10 AN (5/8”) P/U
Overall Length is 22”

Hose ready for use with “SCAVEN-JET II ™”
(Has push-lock 90° fitting at end for pick-up connection. Not shown)
TF239-S #6 AN (3/8”) P/U
TF240-S #8 AN (1/2”) P/U
TF442-S #10 AN (5/8”) P/U
Overall Length is 22”

TF246 #6 AN FUEL HOSE, 3/8” ID
TF161 #8 AN FUEL HOSE, 1/2” ID
TF203 #10 AN FUEL HOSE, 5/8” ID

www.atlfuelcells.com Toll Free: 1-800-526-5330
Electronic Fuel Injection (EFI) Applications

High Pressure (H.P.) 20 to 100 psi w/Optional Relief Valve Regulators

**CFD600-HP “Black-Box” Kit**
In–Tank 100 psi Pump & Surge Tank Includes:
- 3-Door Surge Tank
- TF602 Bulkhead
- 5/16” Flex Tube
- Wire Bulkhead
- Filter Sock

**CFD104**
ATL 100 PSI H.P. Pump

**KS163**
Bosch 100 PSI H.P. Pump

**FUEL FILTERS**
- KS191 Bosch 60 Micron Pre-Filter
- KS154-L Off-Set Filter

**FUEL TUBE, 5/16” I.D.**
- CFD401 12” Length
- CFD402 8” Length
- CFD403 16” Length

**ФUEL FILTERS**
- KS191 Bosch 60 Micron Pre-Filter
- KS154-L Off-Set Filter
- KS154-T Near-Center Filter

**PRESSURE REGULATORS**
- CFD305 (49 PSI)
- CFD310 (58 PSI)

**CFD317**
DUAL PUMP “CFD” Regulator Module. Specify 49, 58 PSI

**Example of High-Pressure Fuel Circuit**

Carburetor Applications

Low Pressure (L.P.) Pumps & Accessories

**CFD600-LP “Black-Box” Kit**
In–Tank 7 psi L.P. Pump & Surge Tank Includes:
- 3-Door Surge Tank
- 5/16” Flex Tube
- Wire Harness
- KS154-L Filter

**CFD106**
7 PSI PUMP

**FUEL FILTERS**
- KS154-L Off-Set Filter
- KS154-T Near-Center Filter

**Example of Low Pressure Fuel Circuit**

Toll Free: 1-800-526-5330   www.atlfuelcells.com
### “500” Series FT5, SFI 32.1

**Super Cell® C.O.T. Bladders**  
Extreme-Duty Ballistic Aramid Fabric  
Approved by NASCAR & SFI.  
Gas Only (See Page 6)

<table>
<thead>
<tr>
<th>Part#</th>
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<th>For Cell#</th>
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<td>SU518-1, Surge Tank Right Rear</td>
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<tr>
<td>FB518-2</td>
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<td>SU518-2, Surge Tank Center</td>
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<td>FB518-1L</td>
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<td>SU518-1L, Surge Tank Left Rear</td>
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* Capacity shown in nominal U.S. Gallons

### “300” Series FT3.5

**Super Cell® Bladders**  
Rubberized Aramid Fabric  
Approved by NASCAR & FIA.  
Gas Only (See Page 8)

<table>
<thead>
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<th>Part#</th>
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<td>FB322D-2</td>
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</table>

* Capacity shown in nominal U.S. Gallons

### “200” Series FT3.5, NASCAR 2000

**Super Cell® Bladders**  
Rubberized Heavy-Duty Fabric  
Approved by NASCAR & FIA.  
Gas Only (See Page 9)

<table>
<thead>
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<td>FB222C</td>
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<td>FB222E</td>
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<td>SU222E</td>
</tr>
<tr>
<td>FB222F</td>
<td>22</td>
<td>SU222F</td>
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</tbody>
</table>

* Capacity shown in nominal U.S. Gallons

### ATL BANTAM™ Bladders FT3

- Ultra Thin  
- Feather Light  
- See-Thru  
- Maximum Flexibility  

ATL Bantam™ fuel bladders are constructed from a special composite of Kevlar aramid fabric that is a mere .028” thick (28/1000 inch) resulting in a weight saving of over 50%! Yet ATL Bantam™ bladders exceed all FIA FT3 specs and carry a full FIA approval for crash resistance and explosion suppression. See Page 11 for Details.

### Saver Cell® and Sports Cell® Bladders FT3, USAC 1000

Molded Hard Rubber Bladders  
Approved by SCCA, FIA, USAC, CORR.  
(See Pages 12 to 15)

<table>
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<td>MB112</td>
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* Capacity shown in nominal U.S. Gallons
Containers (Cans) for
“Saver”, “Sports”, “Super”
and “BANTAM” Cells

ALUMINUM CONTAINERS

<table>
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<td>AC612</td>
<td>12</td>
<td>Most 12’s</td>
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<td>AC615</td>
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<td>15’s</td>
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<td>AC644</td>
<td>44</td>
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Faster Venting, Lower Clingage

Large-Pore Baffle Foam

SF 103 GAS

Random Foam Blocks Sold by the Cubic Foot

<table>
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<tr>
<th>Part#</th>
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<td>SF103</td>
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<tr>
<td>SF110</td>
<td>Gas/Alky, LMP, GT, (Anti-Static Foam)</td>
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<tr>
<td>SF112</td>
<td>Gasoline (Large Pore Foam)</td>
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</table>

BF622D
33” x 17” x 9.25” Large Pore Fits Cup “D” & All-Pro “E” Bladders

BF824B
25” x 17” x 14.5” Large Pore Fits All 124B’s

BF818 NASCAR COT
33” x 17” x 8” Large Pore Fits Bladder FB518

BF818 NASCAR COT

Fits Cup “D” & All-Pro “E” Bladders

BF824B
25” x 17” x 14.5” Large Pore Fits All 124B’s

BF622D
33” x 17” x 9.25” Large Pore Fits Cup “D” & All-Pro “E” Bladders

BF622F
Fits All 124B’s

BF624A
Fits All 124B’s

BF624B
Fits All 124B’s

BF626A
Fits All 124B’s

BF626B
Fits All 124B’s

BF626C
Fits All 124B’s

BF628
Fits All 124B’s

BF632A
Fits All 124B’s

BF632B
Fits All 124B’s

BF632C
Fits All 124B’s

BF632D
Fits All 124B’s

BF644
Fits All 124B’s

BF6818
Fits Bladder FB518

BF903
Fits Cup “D” & All-Pro “E” Bladders

BF905
Fits Cup “D” & All-Pro “E” Bladders

BF908
Fits Cup “D” & All-Pro “E” Bladders

BF908W
Fits Cup “D” & All-Pro “E” Bladders

BF910
Fits Cup “D” & All-Pro “E” Bladders

BF912
Fits Cup “D” & All-Pro “E” Bladders

BF915
Fits Cup “D” & All-Pro “E” Bladders

BF915B
Fits Cup “D” & All-Pro “E” Bladders

BF916
Fits Cup “D” & All-Pro “E” Bladders

BF917
Fits Cup “D” & All-Pro “E” Bladders

BF918
Fits Cup “D” & All-Pro “E” Bladders

BF922A
Fits Cup “D” & All-Pro “E” Bladders

BF922B
Fits Cup “D” & All-Pro “E” Bladders

BF922C
Fits Cup “D” & All-Pro “E” Bladders

BF922D
Fits Cup “D” & All-Pro “E” Bladders

BF922F
Fits Cup “D” & All-Pro “E” Bladders

BF922H
Fits Cup “D” & All-Pro “E” Bladders

BF924A
Fits Cup “D” & All-Pro “E” Bladders

BF924B
Fits Cup “D” & All-Pro “E” Bladders

BF926A
Fits Cup “D” & All-Pro “E” Bladders

BF926B
Fits Cup “D” & All-Pro “E” Bladders

BF926C
Fits Cup “D” & All-Pro “E” Bladders

BF928
Fits Cup “D” & All-Pro “E” Bladders

BF932A
Fits Cup “D” & All-Pro “E” Bladders

BF932B
Fits Cup “D” & All-Pro “E” Bladders

BF932C
Fits Cup “D” & All-Pro “E” Bladders

BF932D
Fits Cup “D” & All-Pro “E” Bladders

BF944
Fits Cup “D” & All-Pro “E” Bladders

** Add -W to Part # for White

** Add -B to Part # for Black

SEATTLE CONTAINERS

20 Gauge Powder-Coated

<table>
<thead>
<tr>
<th>Part#</th>
<th>U.S. Gal</th>
<th>Fits</th>
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<tbody>
<tr>
<td>MC605</td>
<td>5</td>
<td>5 SP’S, SU’S</td>
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** Add 18 Guage Steel instead of 20 Guage

** Add -W to Part # for White

** Add -B to Part # for Black

STANDARD SAFETY FOAM BAFFLING

SF 103 GAS

BF632B
BF632C
BF632A
BF632D

BF644

BF903
BF905
BF908
BF908W
BF910
BF912
BF915
BF915B
BF916
BF917
BF918
BF922A
BF922B
BF922C
BF922D
BF922F
BF922H
BF924A
BF924B
BF926A
BF926B
BF926C
BF928
BF932A
BF932B
BF932C
BF932D
BF944

Toll Free: 1-800-526-5330 www.atlfuelcells.com 23
TF500
2-1/2” O.D. Ball Ck Fill, 1-1/2” O.D. Ball Vent, (1) #10 Outlet, 7” Deep Cage

TF690
2-1/2” O.D. Fill (22°), 1-1/2” O.D. Vent, (1) #10 Outlet

TF700
2-1/2” O.D. Fill (22°), 1-1/2” O.D. 92° Vent, (1) #10 Outlet

Quick-Fill “Paddle Valve”™ Assembly: Super Fast Fill, Aluminum, Spring–Load “Bullet” Vent

TF500
2-1/2” O.D. Ball Ck Fill, 1-1/2” O.D. Ball Vent, (1) #10 Outlet, 7” Deep Cage

TF690
2-1/2” O.D. Fill (22°), 1-1/2” O.D. Vent, (1) #10 Outlet

TF700
2-1/2” O.D. Fill (22°), 1-1/2” O.D. 92° Vent, (1) #10 Outlet

Quick-Fill & Regular Fill Assemblies, Drilled Plates and Blanks

Toll Free: 1-800-526-5330 www.atlfuelcells.com

Legend:
Ω Gasket(s) included
Δ Bolts & Washers included
† Bolts & Nuts included
∑ Anodized Aluminum
σ Alodined Aluminum

“Flapper Valves” and “Paddle Valves”™ are ATL Patented Products
**ATL® Necks, Caps & Valves**

Fill Necks with ATL “Paddle Valves”™ or “Flapper-Valves”, Fill Caps and ATL Vent Valves

---

**TF523-570 Ultra-Quick Fill Neck with “Paddle-Valve”™ (Heavy-Duty Design)**
- 4-3/4” B.C., 12 Hole (2 Sets)
- 2-1/2” O.D. Fill, 22˚

**TF570 Paddle Valve™ Replacement Part**
- 12 Bolt Hole, 4.75” B.C.
- Patented

**TF689-570 Ultra-Quick Fill Neck with “Paddle-Valve”™**
- 4-3/4” B.C., 12 Hole (2 Sets)
- 3” O.D. Fill, 45˚

**TF682**

**TF683**

**TF210**

**TF257**

**TF350**

**TF350-8**

**TF475**

**TF131-570 Ultra-Quick Fill Neck with “Paddle-Valve”™**
- 1-1/2” O.D. Fill, 45˚

**TF348 GT Vent Valve**
- Flap Type Valve
- 4-3/4” B.C., 12 Hole

**TF603-570 Regular-Fill Neck w/ Cap and “Paddle-Valve”™**
- 1-1/2” O.D. Fill, 90˚

**TF689-570 Ultra-Quick Fill Neck with “Paddle-Valve”™**
- 4-3/4” B.C., 12 Hole

**TF183**: NEW!
- Quick-Fill Neck with “Flapper-Valve”™
- 4-3/4” B.C. 12 Hole
- 2-1/4” O.D. Fill, 90˚

**TF183A**
- Quick-Fill Neck with “Flapper-Valve”™
- 4-3/4” B.C. 12 Hole
- 2-1/4” O.D. Fill, 90˚

**TF184**: NEW!
- Quick-Fill Neck with “Flapper-Valve”™
- 4-3/4” B.C. 12 Hole
- 2-1/4” O.D. Fill, 90˚

**TF184A**

**TF184-S**
- Regular-Fill Neck w/Cap and “Flapper-Valve”™
- 4-3/4” B.C. 12 Hole
- 2-1/4” O.D., 4” Tall Neck, 90˚

**TF183-S**
- Regular-Fill Neck w/Cap and “Flapper-Valve”™
- 4-3/4” B.C. 12 Hole
- 2-1/4” O.D., 4” Tall Neck, 90˚

**RF108**
- Recessed Cap Steel Fender Fill
- 2-1/4” Fill, 5” B.C.
- with 1/8” Drain

**TF243 - Red**
- TF244 - Chrome Standard Caps Replacement Parts

**TF242V Viton® Flapper Replacement Part**
- Fits TF183, A, S & TF184, A, S

**TF247**
- Flush Mount Locking Cap Aluminum
- 3” Opening, 4” B.C.
- (2) Keys Included

**TF427**
- Remote Funnel Aluminum
- 2-1/4” O.D., 4” B.C.
- Use With TF247 Cap

**TF428**
- Remote Fill Cap Aluminum
- Cap Assy w/ Stepped Neck Accepts 2” & 2-1/4” I.D. Hose, 2” Opening, 3” B.C.

**TF429**
- Remote Fill Cap Aluminum
- 2-1/2” Opening, 4-3/4” B.C.

**TF365**
- Flush Mount Cap Aircraft-Type (Poly)
- 3” Opening, 4-3/4” B.C.

**Legend:**
- Ω Gasket(s) included
- ∆ Bolts & Washers included
- σ Bolts, Nuts & Washers included
- Σ Anodized Aluminum
- † Bolts & Nuts included
- ‡ Alodined Aluminum

*“Flapper Valves” and “Paddle Valves”™ are ATL Patented Products*
### ATL Fuel Level Kits

ATL Fuel Level Kits can be installed in most Fuel Cells. When purchasing an ATL Fuel Probe separately, please contact an ATL Sales Engineer for the proper length & OHM range. Refer to DS448 Installation Instruction Sheet.

#### Fuel Level Kits With Guage

<table>
<thead>
<tr>
<th>Fuel Level Kit Part#</th>
<th>Length</th>
<th>Empty OHMs</th>
<th>Full OHMs</th>
<th>Popular Uses</th>
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<tbody>
<tr>
<td>KS143</td>
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<td>240</td>
<td>33</td>
<td>Std. ATL</td>
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<tr>
<td>KS144</td>
<td>12-24</td>
<td>240</td>
<td>33</td>
<td>Std. ATL</td>
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<tr>
<td>KS159</td>
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<td>240</td>
<td>33</td>
<td>Custom</td>
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#### Fuel Level Probe Only

<table>
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<tr>
<th>Fuel Probe Part#</th>
<th>Probe (in.)</th>
<th>OHMs Empty</th>
<th>OHMs Full</th>
<th>Popular Uses</th>
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<td>240</td>
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<td>Std. ATL</td>
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<td>70</td>
<td>0</td>
<td>VDO</td>
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<tr>
<td>KS172</td>
<td>12-24</td>
<td>0</td>
<td>90</td>
<td>G.M.</td>
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<tr>
<td>KS173</td>
<td>12-24</td>
<td>70</td>
<td>0</td>
<td>VDO</td>
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</tbody>
</table>

### ATL “DryCell” Desiccant Drier

TF629
Attaches to fuel cell vent hose and excludes moisture. A must for preventing phase separation in ethanol-oxygenated fuels.

### Fuel Fill & Vent Hose

Sold Per Foot - Hose Sizes by I.D.

- **RF103**: 2-1/4” Reinforced Black Hose
- **RF118**: 2-1/4” O.D. Aluminum Tube
- **RE213**: 2” Corrugated Refueling Hose
- **RE155**: 2” Corrugated Vent Hose
- **RE214**: 1-1/2” Refueling Hose
- **RF131**: 2-1/2” Clear Hose
- **RF102**: 2-1/4” Clear Hose
- **RE162**: 1-1/2” Clear Vent Hose
- **RE140**: 1-1/4” Clear Vent Hose
- **RE118**: 1” Clear Vent Hose

### Dip Sticks

TF265 #6 Dip Stick Kit Includes:
- TF204 AN #6 Bulkhead
- TF207 16” Dipstick, You Cut to Length
- TF627 AN#10 Alky-Tube DipStick Assembly

### AN Fittings

Bulkead Assembly
- TF204 AN #6 (3/8”) Straight
- TF232 AN #8 (1/2”) Straight
- TF170 AN #10 (5/8”) Straight
Other Sizes Available, Please Inquire

### Volume Displacement Products

Install in Fuel Bladder to Reduce Capacity - Nominal Sizes (inches)
- **VD150**: 0.5 Gal. Ball
- **VD330**: 0.75 Gal. Box
- **VD325**: 0.5 Gal. Bladder 7x4x4
- **VD326**: 1.0 Gal. Bladder 8x8x4
- **VD327**: 2.0 Gal. Bladder 10x8x6
- **VD328**: 2.5 Gal. Bladder 10x10x6

### Heat–Reflective Film

#869-A Reflects 600°F, Gold Film w/Fiberglass Adhesive Backing. Roll Width 2.7” (690 mm), Sold by Linear Foot.

### Heavy Duty Gaskets

- **TF217-W**: 6” x 10” (Wide) 24 Bolt
- **TF217**: 6” x 10” O.D. Black 24 Bolt
- **TF236**: 4” x 6” O.D. Black 12 Bolt
- **TF147**: 4” x 3/4” B.C. 12 Bolt
- **TF148**: 3” B.C. 6 Bolt
- **TF653**: 2” x 2” B.C. 8 Bolt
- **TF467**: Level Probe 5 Bolt
- **TF510**: 2-1/8” B.C. 6 Bolt

### Seal Kit

**KS161**: Gaskets, Seals, Flapper, Bolts & Washers. For TF193, A; 184, A, S; 183, A, S

**KS162**: Gaskets, Seals & Flap Valve. For TF195 & TF600
ATL® Refueling Equipment
Dry Breaks, Dump Cans & Refueling Valves

ATL Dual “Red Head”
Dry Breaks (Fill & Vent)
Fully complies with ALMS, IMSA, FIA and Grand Am 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 Receptacle (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

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 Vent/Fill Bottle
RE169
5 Gallons/20 Liters Nom.
ATL’s 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.

ATL “Discriminator”
Vent Valve RE185
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”.

NASCAR-Specific Equipment

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
Economy Vent Line Valve with Spring
RE176
Billet Aluminum Vent Line Valve with HD Spring

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Race Boat & Defense Department Bladders

ATL Marine Cell Features:
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• Shock, Vibration & Impact Resistant
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• Full Anti-Surge, Anti-Slosh Foam Baffling
• Immune to Stress-Cracking & Flex-Fatigue
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• Mil-T Defense Department Spec
• FT3 Pro-Race Spec
• M-1 Sport/Competition Spec

CUSTOM ATL Fuel Cell Bladders
ATL provides the top racing teams and builders with rubberized fabric bladders for Off-Shore Racers, Poker Run Boats, Hydroplanes, Ski & Drag Boats, RIB’s, Coastal Patrol and Assault Craft.

SEND US YOUR DRAWING
Any size or shape you wish! Resistant to Jet Fuel, Race Gas, Diesel, Lube Oil, Salt Water & Gas/Oil Mix.

Top Race Boat Teams Demand ATL Marine Fuel Bladders

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Stowable
Ten Standard Sizes:
25, 50, 75, 100, 150, 200, 250, 300, 500 & 750 Gallons

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See ATL Bulletin DS-565 at www.atlinc.com

50 Gallon Shown

www.atlinc.com

Toll Free: 1-800-526-5330
For over 30 years, ATL has been converting stock O.E.M. gas tanks into Self-Sealing, Non-Exploding Safety Fuel Cells. ATL proudly provides these Ballistic Fuel Tanks for the Presidential Limousine Fleet, U.S. State Department Cars, Executive Town Cars, SUV's, Diplomats' Limousines, CIA Security Vehicles, Defense Mobility and Off-Road 4x4's. Bullet wounds generally make an instant seal from 95 to 100%!

ATL can supply BallistiCoat™ Tanks complete, or on an Exchange Program using your O.E.M. tanks. The Full Conversion Process takes 1 to 2 weeks. Request ATL Bulletin # DS-481.

ATL's TC-108 “Foam-Only” Service is also available for explosion suppression without Self-Sealing.

Multi-Ply Elastomer Encapsulant: ATL’s #860-190 Self-Seal Process

ATL “BallistiCoat™” Features:
- Helps Prevent Fuel Loss from Gun Fire
- Approved By U.S. Secret Service
- Suppresses Explosion & Fire
- Uses Existing O.E.M. Gas or Diesel Tank
- Weighs Only 19 lb. (9 kg) on Average
- Fully Baffled with Safety Foam
- Multi-Ply, Self-Sealing Rubber Envelope
- Tank Remounts in Original Location
- Reasonable Price & Quick Delivery

ATL’s “DetonAid™” tank encapsulant is comprised of ballistic aramid cloth impregnated with vulcanized rubber overlays in conjunction with explosion suppression foam. The result is a fuel tank with vastly enhanced tolerance of IED’s, shaped charges and land mines.
ATL® Advanced Defense & Industrial Products
Flexible Composite Structures for Bulk Fuel Storage, Spill Containment, Aircraft, Spacecraft, Deep Sea and more...

PIONEERING ENGINEERING

ATL’s technology has expanded from Fuel Cells for race cars, race boats and experimental aircraft into a host of other “flexible-composite” creations.

Through the company’s constant research and development programs, ATL has devised pneumatic lift bags, flotation chambers, nuclear pipeplugs, submarine ballast cells, collapsible water reservoirs, toxic waste containment systems, dielectric conservators, high pressure tank liners, satellite test balloons, air–lift fuel drums, biogas collector tanks and hundreds of other technological advances.

If you or your firm has a project that may be better served by flexible composite devices, give ATL a call. In national defense, industry and energy, just as in racing, ATL is . . . Laps Ahead Of The Competition!
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. All other ATL 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 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 gasoline, Avgas and most racing gas. Alcohol and Nitro fuels are NOT compatible with this foam material. ATL offers a special foam baffling (SF110) which demonstrates better alcohol resistance in most cases. Never-the-less, alcohol 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.

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
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