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Warning Please Read Before Use This product can and will cause severe harm to you, and or others, if misused or if these safety precautions and product installation steps are not followed. Fourtitude R/C LLC is not responsible for any loss, injury, and or damage resulting from the miss-use of its products. **Limited Warranty** Your new Fourtitude R/C LLC product is warranted to the original purchaser for 90 days from the date of purchase against defects in material and workmanship. During this period Fourtitude R/C LLC will replace any defective component under our discretion. This warranty does not apply to any product improperly installed, abused, damaged in a crash, or has been repaired by an unauthorized agent. Under no circumstances will the buyer be entitled to incidental or consequential damages. As the final user you alone are responsible for the safe operation and use of this product.

This tank can NOT be used with glow fuel

This ARF tank requires a few simple assembly steps before installation in your aircraft. We have included 3D diagrams to help with understanding the assembly. We also have how-to videos and more detailed assembly photos on fourtituderc.com for your reference. You will need 80 grit sand paper, high quality medium viscosity C/A glue and accelerator, acetone, Q-tips, small needle nose pliers, and paper towels.

- ◆ First step is to assemble the clunk line. The clunk barb is slightly oversized which assures it will never come loose in flight. Install the o-rings onto the manifold grooves by simply rolling them onto the manifold. Take care not to stretch the O-rings when installing them.
- ◆ Clean vent and fill tubes with acetone and q-tips to remove any mold release and assure a strong bond. **SAND** the tubes with 80 grit sand paper where the bond line is. The manifold also needs cleaned where the tubes press in. The manifold holes are tapered for a press fit. Refer to the 3D diagrams on the reverse side of the page for the proper positioning. The vent needs to be up at the top of the tank. The fill should be touching the bottom.
- ◆ Install the clunk line on the manifold fitting and pre assemble your tank. Take your time with pre assembly until you get the tubes positioned properly. A tip for installing the o-rings into the tank neck is smear a light coating of two cycle oil on the O-rings. Make sure the O-rings stay in the grooves for a proper seal.
- ◆ Once satisfied with the fit use needle nose pliers and make sure the vent and fill are pressed in all the way. Use **ONE** drop of Medium C/A on each tube/ manifold joint. This will lock them in place forever so be sure. Let the glue cure for 10 mins then spray accelerator on the joint. Be careful to not get any glue on the O-rings or clunk line. Now you're ready to slide the assembly together, thread the cap on snug and install into your favorite aircraft!

Locate the optimum mounting location in your aircraft. This is normally as close to the aircraft C.G. as possible. Mount the fuel tank using the included 5/8" Velcro tape assuring the "fuzzy" loop side is contacting the tank. Secure the tank with a front and rear strap. **(Caution always use included foam padding between the tank and ANY part of the airframe. Be especially careful not to allow the tank to contact fiberglass or carbon fiber parts.)**

We recommend using a high quality fuel line that has 1/8" ID. to plumb your aircraft. The clunk line has proven to last much longer if you leave a small amount of fuel in your tank during storage. This also keeps the gaskets in the carb from drying out in storage. We have provided a 3D diagram/plumbing schematic on the reverse side of the sheet.

