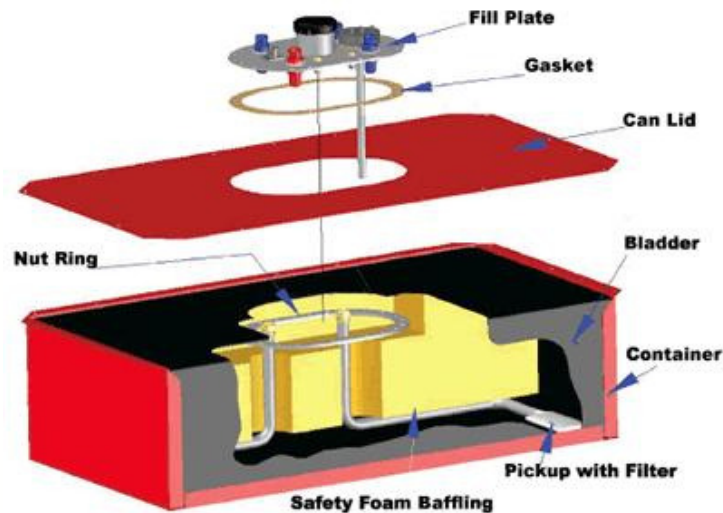


Components of an ATL Saver Cell



Everything we want you to think about before you call:

Is the car for a specific series?

What type of fuel will be used?

Is the car fuel injected?

Is certification such FIA-FT3 required?

Will you be filling at the cell, at the bodywork with a flush cap, or with a dry break?

What capacity do you require?

Will there be a sender; if so, what input range does your gauge or dash need?

What are the dimensions of the space available to install the cell?

Is the engine forced induction? If so:

a. What is peak boost pressure?

b. What RPM does peak boost pressure occur at?

c. What is boost pressure at max engine RPM?

What is max engine RPM?

What capacity is the engine?

How many cylinders does it have?

What fuel pressure is required?

If you supply the above information, ATL can supply anything from the basic cell to a complete “plug n play” solution. We will need to confirm the exact specification of some items, but the above questions will give us the information we need to specify how to proceed.