

R/C stunt tank cube shaped

Ind. No.	Capacity
134	6 cu. in.
135	15 cu. in.
136	30 cu. in.

In order to provide the R/C modeller with optimum adaptability of the tank vent tubes to individual model requirements, the stunt tank is supplied in kit-form.

The material of the tank is Diesel- and glo-fuel proof. In any case the tank should be emptied after each flying session, however. The two exploded views (A) and (B) and the list of materials explain the assembly. The following points deserve stressing:

- All fuel tank (1) bores should be of 13/64" diameter. If the threaded nipple (5) for the fuel supply is attached to the tank cap (2), the latter should be drilled 13/64" Ø.
- In case of the 6 cu.in. tank the rubber tube (10), supplied with the set, should be shortened to such a length that the clunk tube (11) ends 13/64" above the bottom of the bottle and does not touch the bottom in any position.
- Saw off filler (3) and venting tubes (4), to suit individual model requirements. This work should be executed with the tank removed from the model because of the metal chips. Both tubes are of identical dimensions. Should the tubes prove to be too short they may be elongated by adding a suitable length of fuel tube, indent No. 1325/2 (not contained in the set).
- In order to prevent spilled fuel from sipping into the fuselage, rubber washers are provided (8) for filler and venting tubes, which are mounted in 1/16-5/64" plywood. Holes for these washers should be drilled 1/4" diameter.
- Space filler and venting tubes approx. 19/32" apart and locate them as far as possible forward, near the cap.

- Tightly screw on the tank cap.

As shown in sketch (B), the threaded nipple (5) for the fuel feed may be attached to the vertical wall right behind the cap (2), with the threaded section pointing forward. Depending on the location of the intake stack of the engine in question, the nipple must be mounted at the right or left side of the wall. This method of mounting is recommended if space in the fuselage nose is somewhat limited.

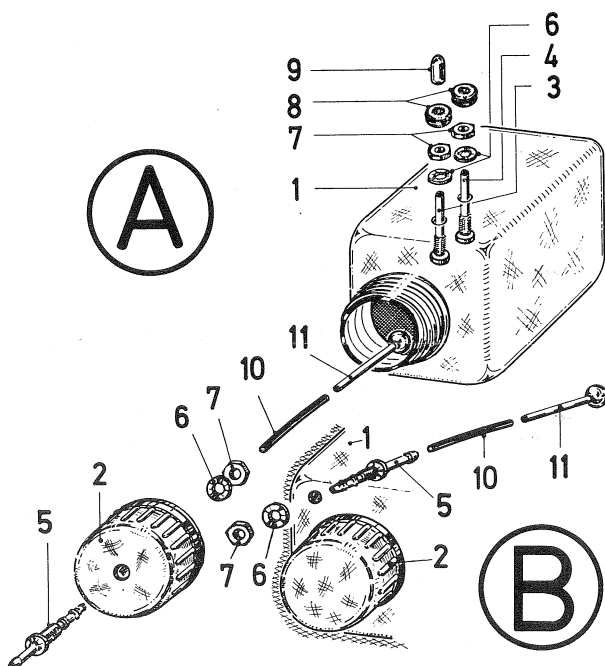
The clunk tube (11) should be spaced 13/64" from the bottom of the bottle, when installed, and must not touch the bottom. If necessary, shorten rubber tube (10) and clunk tube (11).

The filler tube for the fuel may be closed by cap (9). During inverted flight there is thus no danger of spilling fuel, because of the suction of the engine, which causes air to enter via the venting tube (4). This prevents the fuel from flowing out, as long as the filler tube is closed by its plastic red cap. For that reason do NOT put a cap on the venting tube, but close the filler tube with such a cap!

The design of this R/C tank has been thoroughly tested in practical flying tests; it's a proven design which assures positive fuel feed under any conditions, in many attitude.

For spares the set supplies 1 additional rubber tube plus 2 plastic caps to replace possibly damaged parts.

Additional spare rubber tube, 9/64 O.D., 5/64 I.D., is available under indent No. 1625/1.



List of materials R/C Stunt Tank 6/15/30 cu.in. capacity

Part No.	Designation	Amt. req.	Material
1	bottle	1	plastic
2	tank cap	1	plastic
3	filler tube	1	brass, nickel-plated
4	venting tube	1	brass, nickel-plated
5	threaded nipple	1	brass, nickel-plated
6	washer	3	brass, nickel-plated
7	nut	3	brass, nickel-plated
8	rubber washer	2	rubber
9	cap	3	plastic
10	rubber tube	2	Neoprene
11	clunk-tube with ball-shaped weight	1	brass, nickel-plated