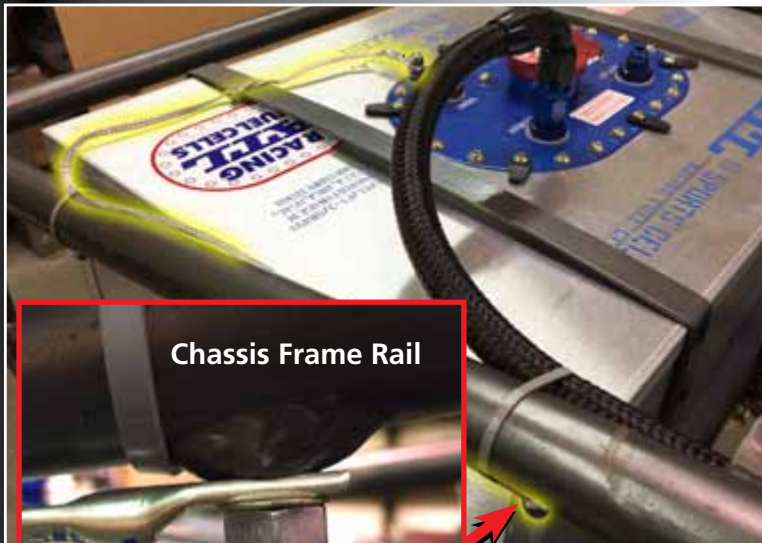


ATL

ARC-ARREST™



**2-ENDED
STUD FOR SAE
THREADS ONLY**



**CHASSIS
GROUND
EXAMPLE**

ATL's "ARC-ARREST"™ SPARK SUPPRESSOR

Due to the effects of "friction", many high-speed cars and trucks can build up localized electrical "charges". Rotating parts, high velocity air flow and hot brake systems may create a low ampere, but high voltage, "charge" somewhere within the vehicle. Even fast-flow pit-stop refueling can produce a voltage "potential" creating a spark at or near the car's refueling port.

While incidents of static-induced fires and explosions are rare, they can be harrowing. Also, today's "oxygenated" fuels, (E10, E15, E85 etc.) consisting of gasoline and ethyl-alcohol, may present additional possibilities for ignition. But ATL, being the world's oldest and largest safety fuel cell manufacturer, has a simple fix to keep potential sparks and arcs from igniting race-fuel at or near the tank.

The methodology ATL uses to avoid these electric-spark fire hazards is simple and inexpensive. It focuses on protecting the fuel load from ignition, as most everything else in a race car, truck or race boat is non-flammable.

ATL's ARC-ARREST™ is a "flat-cable" ground-strap which attaches to the fuel bladder's internal conductive "nut-ring" flange via a special 2-ended stud fastener. The external half of this stud connects to a flat woven-metal cable conveying "charge" away from the fuel load and into the car's metal chassis, roll cage, skin and other "current reservoirs". In this manner, concentrated electrical charge is "diluted" away from the fuel tank (cell) and into the chassis mass, reducing both voltage and amperes below the threshold of sparking and igniting. ATL's ARC-ARREST™ serves to prevent ignition and fire at the fill-pipe, at the vent line and at dry-break quick-fill valves. This solution is inexpensive, easy to install, light-weight and maintenance free!

**KIT
INCLUDES:**

24" Length
Ground Strap



2-Ended Stud
(For SAE Threads Only)
With Nylon Lock-Nut

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