

INSTRUCTIONS

BUBBLE-JETT TANK

BUBBLE-JETT TANKER

Warning!!! Do not fuel these tanks with a crank pump, electric pump, or with a small diameter syringe (less than 1" dia.). You cannot tell how much pressure you are putting on the tank and may rupture the tank or bladder!

Thank you for buying Bubble-JETT products. Each is pressure and vacuum tested to racer specifications. Used according to instructions this system will perform flawlessly, and most certainly will make your racing experience more trouble free and fun.

Caution: Clean the tanker thoroughly before using and always use the filter. Flush the bubble tank by fueling (with filter) completely, then defueling (without filter) completely. If the tanker begins to leak slightly, then remove the plunger and clean both clean both parts thoroughly. If it continues to leak and seems to be loose near the bottom, draw some fuel into the tanker and allow the fuel to leak to both sides of the O-rings. This will allow the O-rings to swell and seal.

Assembly of the Bubble-JETT tanker: cut 1"-2" from the x-large tubing supplied with the tanker and install the supplied sullivan crap-trap between the two pieces of tubing. Slip the long end of the silicone tubing on to the tanker and secure with the small tie-wrap supplied. **Larger tubing and filters make the syringe much easier to pull and push.** When you use the x-large tubing you do not need a fitting on the end. The tubing will slide over the medium tubing of your tank and seal perfectly, or if desired, just install a small length of medium inside the end of the x-large and leave it there.

Assembly of the Bubble-JETT tank: None! Assembly and test is completed at the factory.

Installation of the Bubble-JETT tank: Unlike a normal tank, the Bubble-JETT requires a minimum amount of foam padding. The tank may be installed without padding and then packed with foam or paper to prevent its moving. Padding to prevent sharp edges from rubbing a hole is recommended.

Make sure that all fuel lines are free, especially the fuel line in front. Both pressure and fuel lines should blow freely (until you collapse for fully expand the bladder). **Use new tubing if required.** We recommend the orange Prather brand tubing because it is very difficult to pinch closed. If you want to color code, then use the Prather on the fuel side and blue on the pressure.

The tank centerline should be as close to the center line of the fuel inlet of the carb or venturi. If the tank is high you will get a rich charge of fuel in the turns (sometimes better). If the tank is low (bad), you will get fuel starvation in the turns. (tank height is not generally a problem in a q-500)

Fueling with the Bubble-JETT tanker: Fill the tanker to about the top of the "JETT powered" sticker. Connect to the Bubble-JETT tank inlet. Hold the tanker vertically downward (tubing down, plunger up) and pull backward until the tank is empty of both fuel and air. Pull slowly. Pull a slight vacuum on the tank (about 5 lbs of pull on the plunger) and while still holding vacuum, check for bubbles coming from the fuel tubing--they should stop. Keep the tanker vertical and fill the tank. All the air in the system should now be in the top of the tanker. When the tank is full, you will feel the tanker stop filling. Push gently (1 or 2 pounds) and watch the tanker return to its original position. **Be careful!!!** If you push too hard, you can rupture the bladder, rendering your tank useless.

Disconnect your tanker and let the tank bleed back a few drops to reduce the pressure. (just a little squirt) on quickies, place a clamp or hemostat on the fuel tubing. On an airplane with a fuel shut-off, using the shut-off to prevent syphoning is ok. If you do not clamp the tubing, you can lose your fuel or bleed back air into the tank.

Flying and setting the needle: because the tank will run completely dry with little or no change to the engine setting you can often set your needle slightly leaner than with a conventional tank. Be careful, but experiment.

A word to the wise: most of your problems are tank problems. About 90%. The Bubble-JETT will solve most, but not all. You still must fuel it right, install it right, and use good clean tubing. Spend a few extra minutes checking things out. Engines are expensive. Finally, **don't fly until you run out of fuel.** Take off; fly 10 or 12 laps and land. Those extra 10 laps near the bottom of the tank are killers. If the engine stalls or dies immediately after launch, then you probably had air in the tank. Check your fueling procedure or your shut off.

Maintenance: tanks that spring leaks should be discarded. A new leaking tank should be returned. A very small vacuum leak (small bubbles coming into the tanker while holding vacuum) can be ignored. The o-ring on the tanker may swell over time and need replacing. It is a -219 (called a "dash" 219) and can be purchased from JETT. Try a little silicone grease or glycerine to reduce friction. If the tanker begins to leak slightly around the o-ring, then clean the tanker and o-ring. If it continues to leak, draw fuel into the tanker and allow the fuel to leak to both sides of the o-rings. The o-rings will swell and seal after a few minutes.