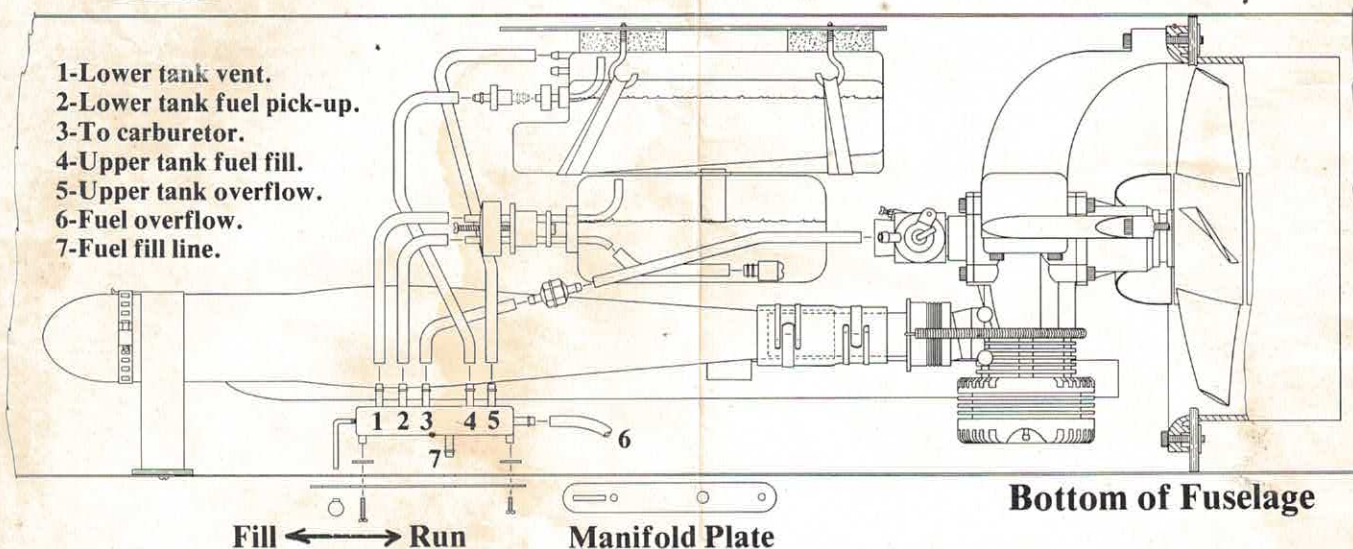


Sure-Flow Fuel System Installation Instructions



Fuel Manifold Adjustment Instructions:

Prior to installation of your Sure-Flow Fuel System and Fuel Manifold, the manifold must be properly set.

1. Determine the final location of the fuel manifold in the fuselage. (Fuel selector should face forward.)
2. Using the manifold plate as a template, mark the mounting hole locations, fill line location and fuel selector arm travel.
3. Drill out these locations.
4. Cut all but 3/8" of threads from the end of the threaded rod.
5. Screw the threaded rod into the brass spool.
6. Push the brass spool into the fuel manifold body until it seats on the closed end of the body.
7. Bend the rod to form the selector arm. Check selector arm movement with manifold plate installed to verify full movement of spool within manifold body.
8. Install the manifold in the fuselage using the two screws, washers and manifold plate. **IMPORTANT:** the mounting screw nearest the selector arm must pass through the manifold body and serve as a stop for the brass spool. If the thickness of your fuselage is such that the screw will not stop the spool, a longer screw must be used.
- CAUTION:** When installing front 2/56 mounting bolt, make sure spool is in the "run" position.
9. Clip the excess material from the selector arm and install the knob.

Installation of Sure-Flow Fuel Tanks

1. Locate black plastic stopper for Upper Tank (16 oz.) and cut off the barb on the backside.
2. Use a drill and 1/8" bit to enlarge the hole exposed by removing the barb. Drill from the backside, half way through the stopper.
3. Using a cyanoacrylate glue such as PIC, glue the small (brass or aluminum) vent tube in the hole.
4. Bend the tube towards the top of the tank. **NOTE:** It is highly recommended that the klunk in the lower tank be secured to the pick-up line with a small nylon tie-warp.
5. Install the fuel stopper/klunk system in the Lower Tank (8 oz.). This is a standard 2-line configuration, fuel pick-up and vent.

6. Install stopper system for the Upper Tank (16 oz.). 2-line operation required in the Upper Tank (Upper molded outlet-overflow, middle molded outlet - **NOT USED, DO NOT DRILL.**) Lower outlet-fuel pick-up has vent tube connected to it on inside of tank and should be installed as vent line with tube placed in upper side corner of tank.
7. Mount Sure-Flow Upper Tank (16 oz.) to top of fuselage. Make sure centerline of Lower Tank is on the centerline of carburetor.
8. Connect the fuel lines from the Sure-Flow Fuel Tanks, Fuel Manifold and Engine as shown on the drawing.

Operation of Sure-Flow Fuel System and Fuel Manifold.

To fill the Sure-Flow Tanks, move the fuel selector forward to the fill position, connect fuel line to fuel nipple on outside of fuselage and commence filling. When tank system is full, fuel will overflow through line located on bottom of fuse. Disconnect fuel fill line from manifold and slide the fuel selector to the rear position. This completes the fuel system filling and engine is ready for starting.

NOTE: When using your Sure-Flow Fuel System, always have the selector arm in either the full "fill" position or full "run" position. Intermediate locations may cause fuel or air leakage.

To Prevent Flooding:

At the end of your run, move the selector arm to the "fill" position and let the engine run itself dry. This will help prevent hydraulic locks. When not running or starting the engine, keep the selector arm in the "fill" position.

To Get On the Pipe Sooner:

Leaning out the engine to get on the pipe sooner and prior to take-off can be accomplished quickly and easily without pinching the fuel line or messing with the carburetor. Once the engine is running, momentarily move the selector arm from the "run" position to the "fill" position and then back to "run". Then engine will automatically lean itself out.

Byron Originals, Inc., P.O. Box 279, Ida Grove, Iowa 51445 Ph: (712) 364-3165