

# OMARS FIBERGLASS COMPANY

## CHAMPION TANK & FENDER INSTRUCTIONS

### WARNING 1

**Never use any form of alcohol in a fiberglass tank unless it is coated with our Guard-Cote™**

Oxygenated (corn based) ethanol (gasohol) fuel will leach resin from tanks with uncoated interior surfaces and deposit it in your carbs and valves guides. There it hardens. Engine disassembly is the only cure. **You are warned!** Tanks, engine labor and parts are never covered under warranty if you use gasohol or any other chemical with alcohol in an uncoated tank. Our Guard-Cote eliminates this problem. I think is always smart to drain your tank for extended storage.

### Never use these chemical in an uncoated tank:

- |   |   |
|---|---|
| <input type="checkbox"/> Stabil fuel preservative | <input type="checkbox"/> Alcohol based fuel preservatives |
| <input type="checkbox"/> Nitro                    | <input type="checkbox"/> Octane boosters                  |
| <input type="checkbox"/> Anti-freeze              | <input type="checkbox"/> De-icers                         |
|   | <input type="checkbox"/> Methanol                         |

### WARNING 2

The tank cap has check valve backed by a tiny spring in its core. The check valve closes when a fuel surge is detected by the floating ball valve. If you fill your tank completely full, the cap can weep fuel onto your paint job because the ball doesn't close when fuel sloshes latterly (side-to-side). We have experimented with other caps but this one is the best. Do not fill your tank to the very top but if you insist in doing so, epoxy a 3/8" length of aluminum pipe 5/8" ID under the cap. Drill two tiny 1/16" holes in the sides of this short pipe. This remedy stops fuel weeping from sloshing even with a full tank.

## TANK INSTRUCTIONS

### Guard-Cote™ interior tank coating

After much testing we finally arrived at an interior tank coating which inhibits the leeching effect of ethanol. Guard-Cote™ is standard with all long tanks and an option with short, dirt track styled tanks. We believe we are the only company with an anti-ethanol coating and we are not sharing the secret. It's a competitive thing you understand. You may see a bluish cast in your fuel lines with a new tank. This is an inert dye that is of no consequence.

## Background

Doug Schwerma, Champion's (1968-1976) inventor, got some things very right, others wrong. Design-wise his stuff is unique and still is outstanding after 30 years. Nothing looks more 'flat track' than a Champion. His frames are still today, a bench mark for handling.

Doug used seat foam of a constant thickness. This means his seats rose up toward the rear making the foam slant toward the front and that's where you'd go (or rather your nuggies) - constantly bumping into the back of the tank. This we have fixed with a longer cushion base and tapered seat foam. Now you have a longer, flatter place to move around on. We also filled that traditional gap between fender and tank.

## Instructions

### Step one

We recently mounted tanks and fenders on two champion frames. They were not at all similar in mounting. The first thing you must do is drill mounting holes in the tank. But the tank's position is in part, dictated by the fender position-more specifically the rear loop hole.

### Step two

Now the tank is mounted. At this point you need to address the tank/fender position (the joint). We had to drastically thin, narrow and shorten the rear tank tab. At the same time we had to open up the underside of the front fender hump which goes over the tank tab. You may have to trim the leading edge of the fender to fit it flush with the tank. You also may have to slot the fender holes to move the fender fore/aft for a perfect fit. It took us a good hour to shape tank/fender joint with 1/4", 1/2" and 1" grinding drums in the drill-this is what you must do too. Do this in a well vented place (like outside) because that fiberglass dust itches like crazy. Wear a long sleeved t-shirt and a mask.

### Step three

You may have to grind on the fender sides where the angled frame rails pass by. Your goal is to get the fender to fit as close to the frame as possible. My guess is that you'll have to use rubber blocks between the fender bottom and frame rails. You do not want to have a fender mounted only in front and in the very rear-the fender will break if not supported in the middle.

## Step four

You have solved tank and fender fitting. Now comes paint prep. You must fill the gap between filler neck and tank. Do this with bondo and achieve a rounded joint with a piece of 1/2" conduit or old wrist pin. Sand smooth.

The finish on your fender is gelcoat.

To ready the fender for primer and painting use acetone or thinner to remove the mold wax residue.

Sand the surface and the edges of the fender with 400 wet/dry sand paper until smooth.

Prime (epoxy primer) and paint (a multi-part urethane is best) your fender. Allow paint to cover the edges for a more finished look.

Paint the underside with a flat black paint to hide raw fiberglass or use the exterior color under the fender, this will help seal the exposed glass from dirt and oil.

## Step five

Mount painted tank and fender. Apply Velcro to fender top and seat cushion bottom after painting. Now your seat will not come off. Now you are done

## Notes

[ ] If your seat vinyl wrinkles, just warm it in the sun (or low heat with a hair dryer) and rub out wrinkles as the vinyl cools.

[ ] If you need access to battery leads under the fender, you may want to cut holes in the fender with a hole saw. This is fine but don't bunch multiple holes or you'll weaken the fender