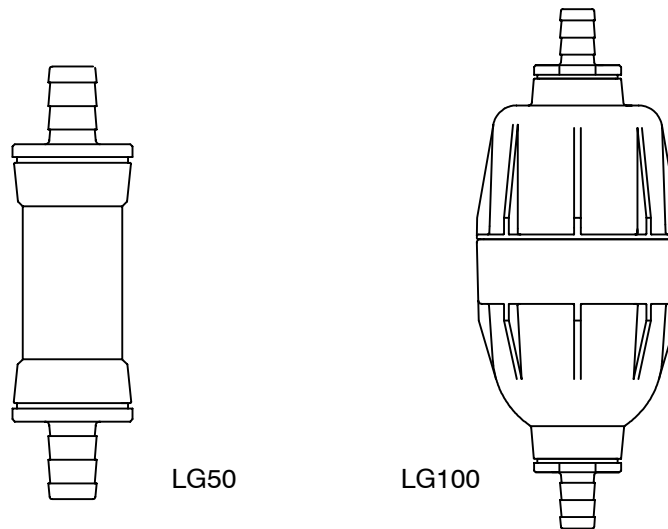


## Model Illustrations



LG50

LG100

## Selection Information

- GASOLINE** Model LG50 The fill flow rate capacity is 12 cubic feet (air) per minute (90 GPM) and can handle most commercial fuel dispensing nozzles. The vent line connections are for standard 5/8" I.D. rubber hose.
- DIESEL OR GASOLINE FUEL** Model LG100 The fill flow rate capacity is 17 cubic feet (air) per minute (127 GPM) and handles commercial fuel dispensing nozzles. The vent line connections are for standard 5/8" I.D. rubber hose.

## Special Notes

- Exercise caution to avoid fuel splash if fueling nozzle is not equipped with automatic shut-off capability. Wrap an absorbant cloth around fill port/nozzle to ensure no spillage.
- Order Adapter Kit No. RK50033 (1/2"NPTF fittings) to accommodate all other vent line hose sizes.
- UL Listing pending, meets U.S.C.G. pleasure craft requirements.
- For additional information and availability, contact customer service at: (800) 344-3286, 6 AM to 5 PM, Pacific Time.

## Specifications

<b>BASIC MODELS</b>	<b>LG50</b>	<b>LG100</b>
Fuel type	Gasoline	Diesel/Gasoline
Maximum Flow Capacity		
Cubic feet (air) per minute (CFM)	12	17
Gallons per minute (GPM)	90	127
Liters per minute (LPM)	341	481
Hose fitting size, I.D.	5/8"	5/8"
Optional adapter RK50033	1/2"NPTF	1/2"NPTF
Height	6 in.	9 3/4 in.
	152.4 mm	247.7 mm
Diameter	1 3/4 in.	4 in.
	44.5 mm	101.6 mm
Weight (dry)	1.2 lbs.	1.62 lbs.
	0.54 kgs.	0.73 kgs.
Operating Temperature	-40° / +255° F / -40° / +121° C	

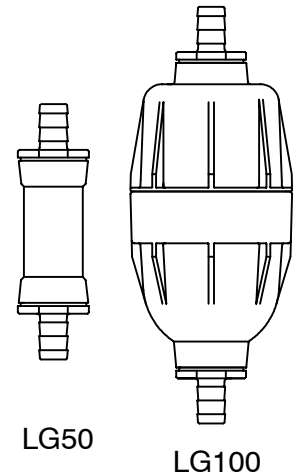
**SPECIFICATIONS** are found on Fuel / Air Separator introduction page.

**LG50 & LG100**

**LG50:** 12 CFM, Gasoline.  
**LG100:** 17 CFM Gasoline & Diesel Applications.  
 Each unit includes standard 5/8" male hose barbs, hose clamps and instructions.

**FEATURES**

- Meets USCG pleasure craft requirements.
- Allows fuel tank top-off without overboard spillage.
- Prevents overboard spillage due to agitation.
- Saves fuel costs and prevents possible fines.
- Contains thermal expansion up to 2.4 PSI.
- Prevents maintenance due to fuel stains on vessel.



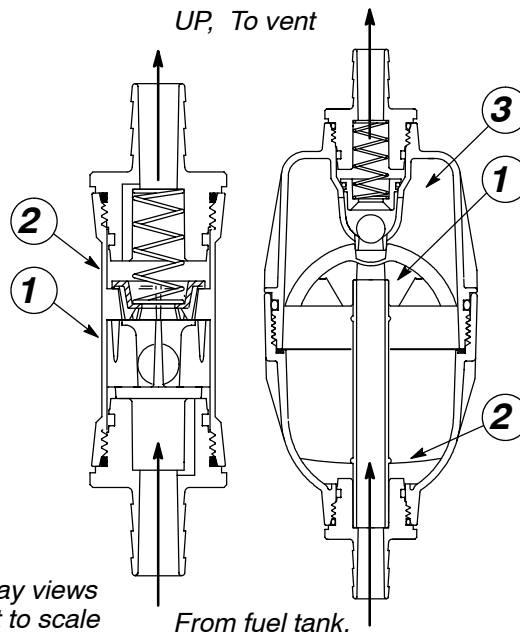
**2**

## How the Lifeguard Works

**LG50:** 1. In the First Stage the venting tank fuel is diffused by the Flow Diverter. Air is allowed to bypass the diverter but fuel is directed back to the tank.

2. In the Second Stage, vapor collects on the interior surfaces and coalesces. The fuel returns downward by gravity and air continues up and out of the unit.

The Safety Relief Valve includes a floating check ball which will not permit a large in-rush of fuel to bypass. In the event of internal pressure reaching 2.4 PSI, the spring will compress and open the safety seat.



Cutaway views are not to scale

From fuel tank.

**LG100:** 1. In the First Stage the venting tank fuel is deflected by the Flow Diverter. Fuel is directed down to the drain ports and air is allowed to bypass and continue traveling up.

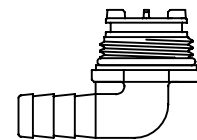
2. The Second Stage defoams the fuel through a fine wire mesh screen which filters out large contaminants. Under the screen, the fuel collects temporarily until it can flow back down to the fuel tank.

3. In the Third Stage, vapor collects on the interior surfaces and coalesces. The fuel returns downward by gravity and air continues up and out of the unit. The Safety Relief Valve includes a floating check ball which will not permit a large in-rush of fuel to bypass. In the event of internal pressure reaching 2.4 PSI, the spring will compress and open the safety seat.

## General Information

The LG50 has no serviceable parts. See the Parts List below for fitting alternatives:

Part No.	Description	Qty.
RK50021	LG100 Replacement screen, spring, check ball & seals.	1
RK50023	LG100 2-piece Steel Mounting Bracket (not shown)	1
RK50033	Straight Fitting Adapter, 1/2" NPT female (not shown)	1
RK50003	Elbow Fitting, 5/8" hose barb (see view at right)	1



Note: Use only one elbow fitting with each unit as fitting orientation is random. (Two elbow fittings may not point to the directions you wish).

### Troubleshooting

**INSPECT FUEL SYSTEM COMPONENTS AND THE OVERBOARD VENT OF OBSTRUCTIONS, ANNUALLY.**

These units must be installed vertically (or up to 60° from vertical) in the vent line with the arrow pointing UP (towards vent). Do not allow loops or low spots where fuel may pool. Flying insects may build nests in vent ports which may also obstruct the escaping vapors. These situations may be evident by premature tripping of the fuel nozzle automatic shut-off during refueling or constant fuel filling splash-ups.

In the event of severe fuel tank biological contamination, the units may be fouled and require inspection or cleaning. To disassemble, simply unthread the fittings from the housing and clean only in a fresh solvent bath. Coat the seals with motor oil and reassemble the unit in reverse order.