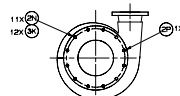
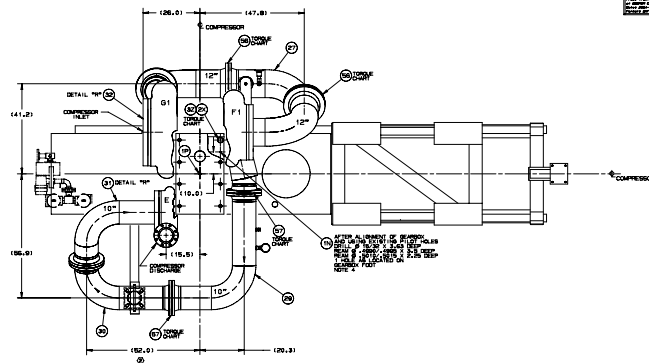


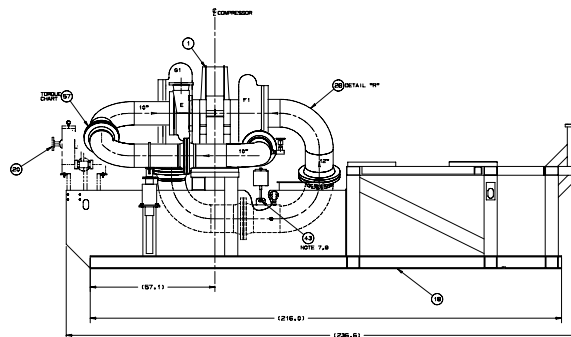
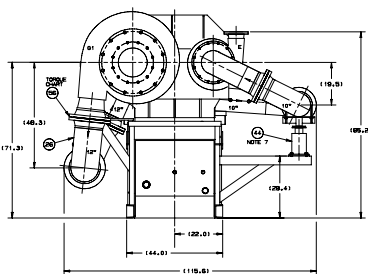
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DATE	REV	U.S. NO.	DESCRIPTION	DATE APPROVED
01/15/94	1	000000	INITIAL DESIGN RELEASE	01/15/94
01/15/94	2	000000	DESIGN RELEASE	01/15/94



DETAIL R
TYPICAL INLET PIPE/O-RING
ASSEMBLY



"NOTICE"
COMPRESSOR CAN BE
LIFTED AND SHIPPED
AS PACKAGE
WITHOUT DRIVE MOTOR



1. FIRST USED ON 02065090-50-33034) 01,F1E, (P13698) 90.
2. PIPING SEALING AREAS TO BE FREE FROM NICKS, CUTS, SCRATCHES, AND BURRS.
3. ANY CHANGES TO PIPING AFTER HYDROTEST WILL REQUIRE A RE-HYDROTEST.
4. THRODDED END OF DONUT TO EXTEND APPROXIMATELY 1-1/2 INCHES (MINIMUM) ABOVE GEARBOX MOUNTING FOOT.
5. FITTING 4X3 TO BE APPLIED TO UNDERSIDE OF GEARBOX PRIOR TO MOUNTING ON COMPRESSOR BASE.
6. ENSURE THAT THE ID OF THE SPIRAL WOUND GASKET IS NOT SMALLER THAN THE FLANGES WHERE THEY MEET EACH OTHER, IF SO DO NOT INSTALL THE GASKET WITH THE ID WITHIN THE FLANGES.

7. AFTER EACH INTERSTAGE PIPE IS COMPLETED THE PIPE SUPPORTS ARE TO BE INSTALLED AND SECURED TO THE PIPE AS SHOWN ON ASSEMBLY DRAWING, THE PIPE SUPPORT AND HANGERS SHOULD BE COORDINATED TO AVOID ANY LOADING ON THE SCROLLS.
8. AFTER EACH INTERSTAGE PIPE IS NOT LOADING THE SCROLLS, THE FLANGES CONNECTING THE PIPING TO THE SCROLL SHOULD BE LABELED AND WITH A DIAL INDICATOR MOUNTED ON THE GEARBOX CAP THE SCROLL FLANGE DEFLECTION TO BE MEASURED, THE MAXIMUM DEFLECTION SHOULD BE 0.002", NOTE TO CORRECT THIS EACH HANGER SUPPORT TO BE ADJUSTED TO BE WITHIN THE TOLERANCE BETWEEN THE INTERSTAGE PIPE AND SCROLLS IS BEING SUPPORTED, TO VERIFY THIS UNLOUT THE FLANGE.
9. BETWEEN THE PIPE AND SCROLLS, REMOVE GASKET AND MEASURE FLANGE DISPLACEMENT WITH RESPECT TO EACH OTHER TO BE CORRECT AS NECESSARY.
9. GREASE HANGER BOLT THREADED WITH GENERAL PURPOSE GREASE TO REDUCE THREADED FRICTION.

[illegible] COOPER
TIRE COMPANY

A I REND. W/COOLER. MSG-5

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