GASKETS AND O-RINGS

Gasket material used in P compressors is compatible with R-22, R-134a and R-407C. A **light** coating of oil may be used to facilitate future removal of the gasket and promote sealing.

CAUTION

Excess oil absorbed into the gasket will allow the material to flow and deform when installed, which will result in leakage.

Internal machined parts of the compressor such as valves, pistons and crankshaft, must be protected from damage due to crushing or scratching. They should be coated with oil, wrapped in clean, tough paper and stored in a safe place.

Before reassembling any compressor part, it should be thoroughly cleaned by immersing or flushing it with an approved safety solvent and allowing it to dry in air without touching any wearing or contact surfaces. After it is cleaned, each part should be carefully examined to be sure it is free from cracks, flaws, bump marks, burrs or distortion and the part should be oiled to prevent damage due to rusting or oxidation. New clean oil should be applied to the wearing surfaces of any part just before it is installed.

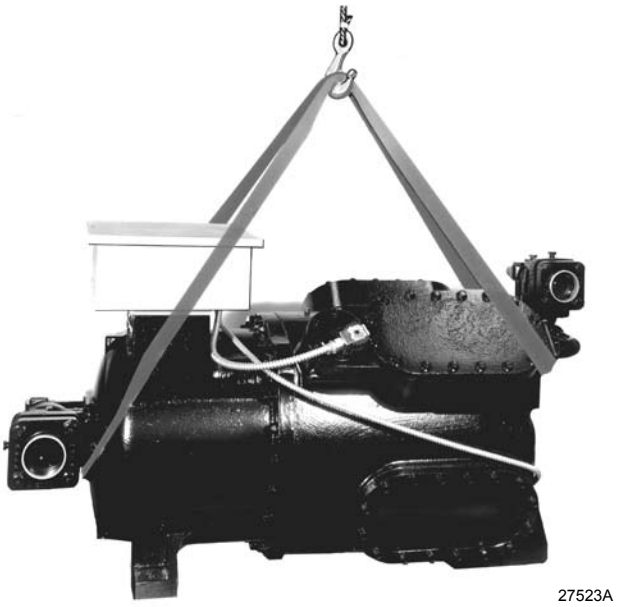
RIGGING THE COMPRESSOR

When it becomes necessary to remove a compressor from a unit or base, proper rigging methods must be used to avoid damage to the equipment and/or injury to service personnel. Portable cranes must be of adequate capacity and properly positioned and blocked to prevent tipping or slipping when lifting the compressor. Do not attempt to lift a compressor with eye bolts threaded into tapped holes in the compressor casing. Instead, use approved and well maintained slings as illustrated in Fig. 13. Be sure slings are of adequate strength to safely lift the compressor. Compressor weights are shown in PHYSICAL DATA, page 6. The use of chains or cables is not recommended.

COMPRESSOR OIL SYSTEM

The compressor oil system has two functions as follows:

1. Lubrication of all moving parts.
2. Furnishing a flow stream for operation of an eductor in the oil management system.



27523A

FIG. 13 – RIGGING THE COMPRESSOR

LUBRICATION SYSTEM – See Fig. 14.

The compressor oil supply is contained in the crankcase which is provided with two oil sight glasses (located in the oil pump end of the compressor) to permit a visual check of the oil level.

During unit operation, the **oil level** should be adjusted so that oil-splashing is visible between the middle of the lower sight glass and the middle of the upper sight glass.

1. **TYPE "C" ON 60 HZ APPLICATIONS USING R-22. FIVE-GALLON CAN, PART NO. 011-00312.**
2. **TYPE "E" OIL FOR HIGH AMBIENT APPLICATIONS ABOVE 115°F USING R-22. FIVE-GALLON CAN, PART NO. 011-00582.**
2. **TYPE "H" ON 60 HZ APPLICATIONS USING R-134a and R-407C. FIVE GALLON CAN, PART NO. 011-00549.**

The internal gear type compressor oil pump is designed to operate in either clockwise or counterclockwise compressor rotation. It is directly connected to the crankshaft and is located externally on the pump end bearing head.

Internal passages in the pump end bearing head and compressor housing connect to an internal tube which in turn connects to the oil strainer. The oil strainer consists of a large wire mesh cylinder with sheet metal ends and an internal spring to prevent collapse of the strainer screen