



- NOTE:
1. * MARKED PLUGS ARE TEMPORARY PLUGS. THESE NEEDS TO BE TIGHTENED BY USING TEFLON ONLY.
 2. PERMANENT PLUGS NEED TO BE TIGHTEN USING LOCKTITE.
 3. ARRANGEMENT TO BE DONE FOR OIL RETURN FROM CAPACITY CONTROL TO COMPRESSOR SUCTION AND OIL DRAIN LOCATION AS WELL.
 4. ROTATION OF DRIVE SHAFT CLOCK WISE, WHEN SEEN FROM DRIVE END.

CUSTOMER CONNECTIONS	
SR. NO.	DESCRIPTION
[1]	LUBRICATING OIL - OIL SUPPLY FOR ROTORS
[2]	LUBRICATING OIL- OIL SUPPLY FOR BEARINGS
[3]	LUBRICATING OIL- BALANCE PISTON / SEAL
[4]	CAPACITY UNLOAD
[5]	CAPACITY LOAD
[6]	OIL DRAIN PORT
[7]	OIL DRAIN PORT FOR MECHANICAL SEAL
[8]	ECONOMIZER PORT

[illegible]