SERVICE BULLETIN

Title: Guide Vane Crank Arm
Models Affected: 19DK, 19DM, 19EB4, 17/19FA4, 19HR

Number: C9109
Date: 7/15/91
Supersedes: None
Date:

Purpose:

To provide the instruction necessary to correct the slippage problem with some existing guide vane crank arms as described in Service Bulletin C9005, dated March 15, 1990. To inform the field of a design change regarding the crank arm.

File: Compressor–Motor Assembly

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Approved By: Alan M. Johnson

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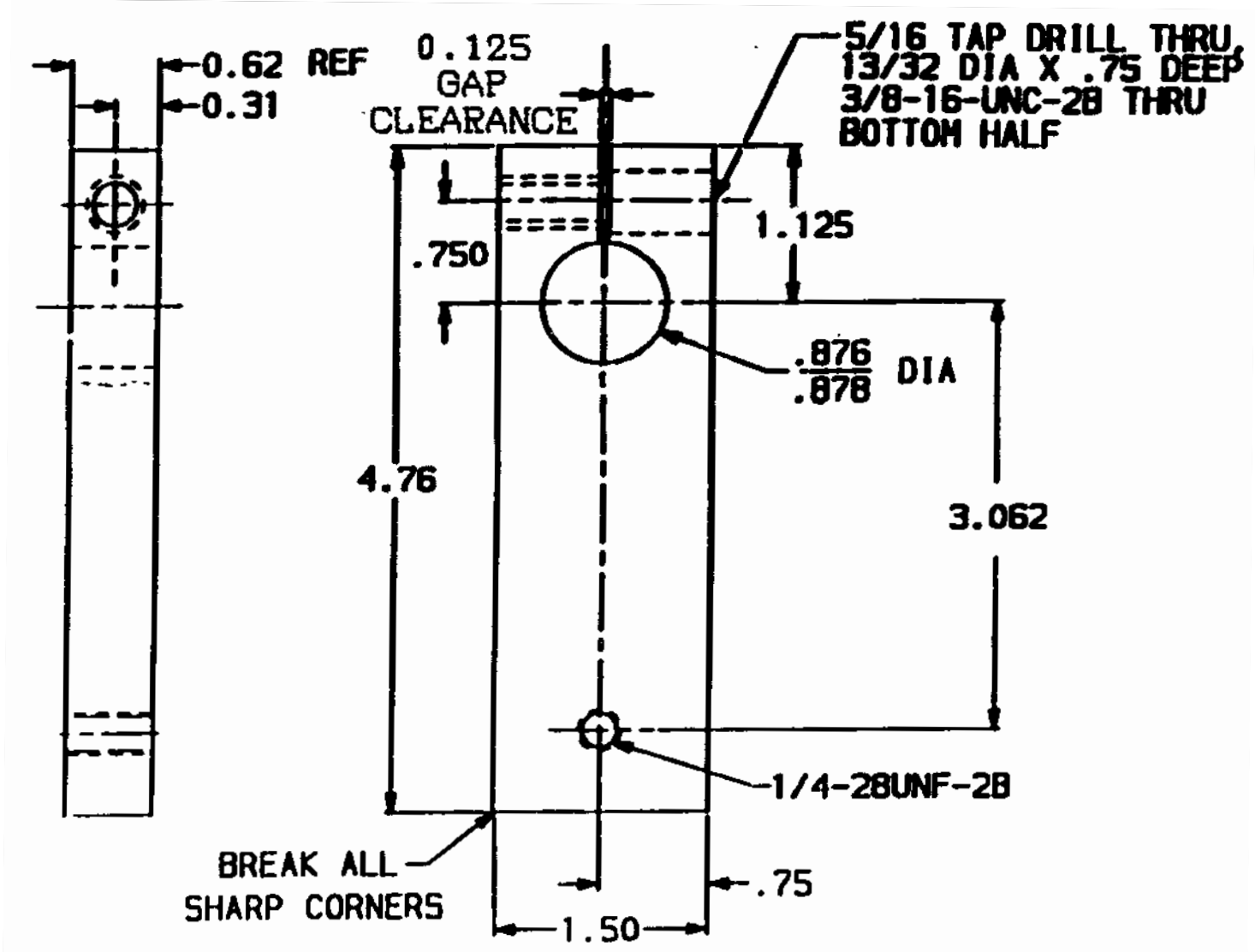
Background:

During March 1988, the guide vane crank arm and drive shaft underwent design changes in an effort to eliminate slippage problems. In some instances, however, slippage problems are still being reported. In order to completely eliminate this problem, the new crank arm is going through a slight modification during production. This modification increases the gap clearance from 0.062" to 0.125" allowing the crank to exert more clamping pressure around the drive shaft when the hex screw is tightened. The port no., 19DM212-1322, has not changed.

Procedure:

If a new guide vane crank arm slips, machine the gap clearance to 0.125. This gap clearance is illustrated in the accompanying drawing.



PART NO. 19DM212-1322

GUIDE VANE CRANK ARM