

# SECTION 4 - IOM

## M COMPRESSOR COLD MISALIGNMENT DATA

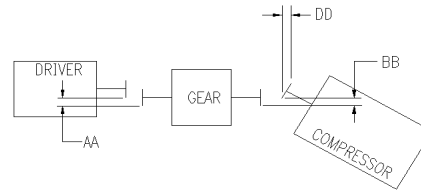
**294100**

**REV A - 6/15/10**

**Mustang IAG**

BY: Terry Palmer  
 COMPR MODEL: M555  
 RIVERHAWK COUPLING SIZE: 3.750  
 CASING LENGTH: 96.5 IN  
 SUCTION TEMPERATURE: -5.5°F  
 DISCHARGE TEMPERATURE: 136.1°F  
 SPECIAL DRIVE SHAFT: NO  
 AMBIENT TEMPERATURE: 105°F  
 HUB SEPARATION: 1/4(+ 1/32) IN  
 GEAR SUMP TEMP: 158°F  
 MOTOR TEMP RISE: 80°C

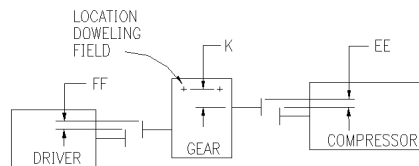
**ELEVATION #07**



**FACTORY ALIGNMENT DATA:**

**PLAN #33**

AA= 6.5 MIL  
 BB= 28.4 MIL  
 DD= 2 MIL  
 EE= 0 MIL  
 FF= 12.8 MIL  
 K= 8.8 IN  
 N1= 11.8 MIL  
 N2= 12.5 MIL



**FIELD COLD MISALIGNMENT DATA:**

ACTUAL OFFSET VALUES, UNITS = MIL

AA	24	20.7	17.4	14	10.7	8.2	7.4	4
BB	30.9	30.4	30	29.5	29	28.7	28.5	28.1
DD	2	2	2	2	2	2	2	2
EE	6	4.8	3.7	2.6	1.4	0.6	0.3	-0.8
FF	30.8	27.3	23.9	20.5	17.1	14.5	13.6	10.2
TEMP, °F	0	20	40	60	80	95	100	120

**NOTES:**

1. Values shown are actual offsets. Radial total indicator readings (TIR) will be twice the offsets shown. Face TIR readings will be equal to the offsets shown.
2. Values are based on doweling at locations shown. Jacking bolts may be used as an alternative.
3. Rotate shafts together to eliminate the effects of run-out. Run-out limits: Radial TIR less than or equal to 2 MIL (0.05 mm). Face TIR less than or equal to 1 MIL (0.03mm).
4. Refer to axial alignment procedure (separate).