

- CHANGE DESCRIPTION**
- ADDED FOLLOWING DIMS: 0.15, 3.50, 6.30, 3.62, 6.50 & 14.00, 6.08 & 3.92. SHOWED TURBINE INLET & TIT VALVE SUPPORT FOUND. BOLTS LOCATED FROM TURB. EXH. ADDED "NORTH" ARROW. SEE SMT #1 FOR OTHER CHANGES. J.A. DENT 10-16-78
  - CHANGED FOLLOWING DIM FOR TIT VALVE SUPPORT PAD. 70.50 WAS 80.66, 69.62 WAS 79.66, 25.88 WAS 23.12, 10.50 WAS 12.00, 7.25 WAS 9.50, 9.00 WAS 11.50, 11.15 WAS 10.12, 12.24 WAS 14.00, ALSO REVISED PICTURE IN ELEV. VIEW. ADDED 220 # TO ALL EXISTING PAD LOADS FOR BASEPLATE. SHOWED LIFTING LUG IN ELEVATION VIEW. DIM. OF 2.80 WAS 2.92. D. SMITH 12-14-78
  - ADDED FOLLOWING CONNS. & LOCATIONS: S6-C1, S6-C2, T2-C1, T2-C2, T2-C1, T2-C2, S2-T, S2-T. ADDED COUPLING PULL UP CHART. D. SMITH 11-8-79
  - 7.80 DIM. FOR TIT VALVE SPRING WAS 7.50.
  - ADDED CONN'S. C13, C12, C10-1, C10-2 AND LOCATING DIM'S. 19.00 LOCATING DIM. FOR CONN. "S4-T" WAS LATER.
  - DELETED SOUND ENCLOSURE NOTATION.
  - ADDED CONN'S. "C2" & "C2-1" AND LOCATING DIM'S.
  - ADDED CONN. "S2-T-2" & CHANGED CONN. FROM "S2-T" TO "S2-T-1". SEE SHEETS NO. 112 J. HOOD 4-4-79

Fig. 2-24-2 Page 2-39

AXIAL PULL-UP DATA FOR KEYS OR KEYLESS COUPLING HUBS

COUPLING LOCATION	25MB8 COMP. SR4DF TURB.	SR4DF TURB. TO 25MB7 COMP.
COUPLING IDENTIFICATION	MODEL KOPPLERS	MODEL KOPPLERS
NO. SHAFT SIZE	DRIVER 2.50 / 63.5	DRIVEN 2.50 / 63.5
AXIAL PULL-UP	DRIVER .030 / .762	DRIVEN .030 / .762
PULL-UP TOLERANCE	DRIVER ±0.005 / ±.127	DRIVEN ±0.005 / ±.127

**PURCHASERS IDENTIFICATION:**

SPEC. # 4442-13.09-1  
 ITEM NOS. COR-2024-1.3.160-3020 RECYCLE 25MB7  
 COR-2024-1.3.160-3030 BOOSTER 25MB8  
 COR-2024-1.3.610-3020 STA. TURB. SR4DF  
 SERVICE: PHILLIPS PUERTO RICO CODEE INC.  
 MOTOR FUEL REFORMER  
 GUAYAMA, PUERTO RICO  
 PROCON INTERNATIONAL, SA. 4442

**25MB7 COMPRESSOR**  
 SR4DF TURBINE - 25MB8 COMPRESSOR  
 BASEPLATE MOUNT

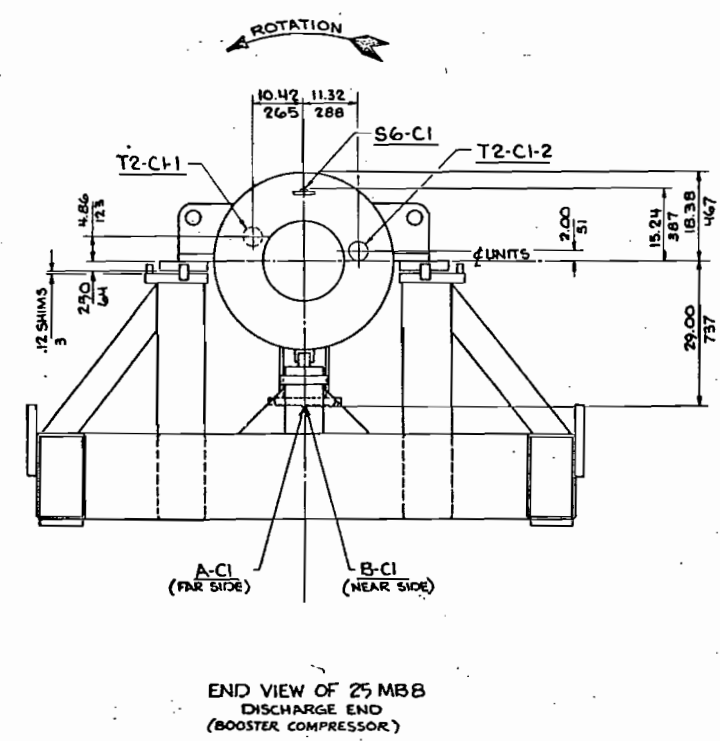
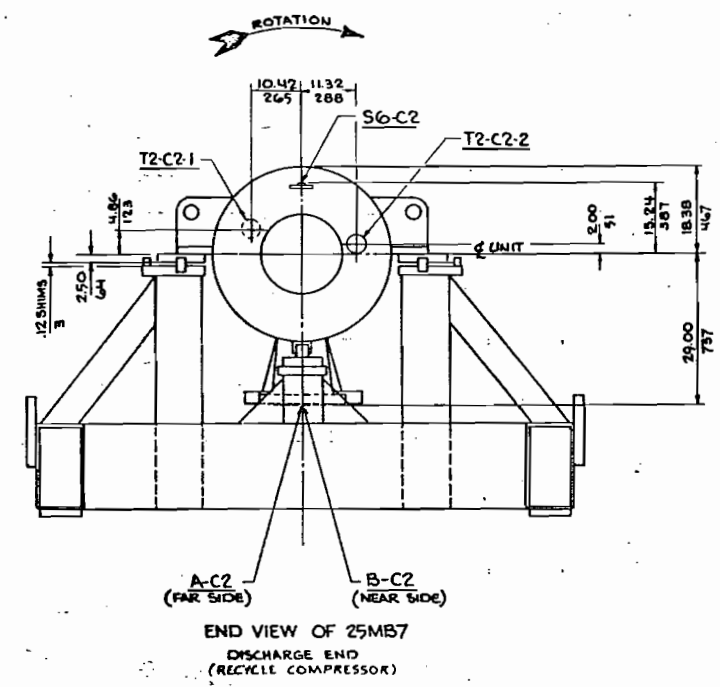
DATE: 9-17-78  
 SCALE: AS SHOWN  
 W-851607

#94650  
 94651  
 94652

W-851607

1.3-160-3020  
 1.3-160-3030  
 1.3-840-3020

CHANGE DESCRIPTION	AP	FORM
REVISED NOTE #16 ADDED "125 RMS FINISH TO CONNS": A-C1, B-C1, A-C2, B-C2 SEE SHT. #3 FOR OTHER CHG'S. REISSUED ALL 3 SHT'S FOR RECORD. J.A. DENT 10-16-78	C-2	J-1 F-1
REVISED BASEPLATE WT. 19,200 WAS 17,000. ADDED #4KS DESIGNATED IN WEIGHT BLOCK. D. SMITH 12-14-78	C-4	
ADDED FOLLOWING CONN'S & LOCATIONS S6-C1, S6-C2, T2-C1, T2-C2, T2-C1, T2-C2 REVISD TOTAL WEIGHT IN WEIGHT BLOCK. 13,900 WAS 71,100 # D. SMITH 1-10-79	C-7 H-7 C-4	
ADDED CONNS. C10-T1, C10-T2, C12 & C13 IN PURCHASER'S CONN'S CHART DELETED SOUND ENCLOSURE NOTATION SEE SHEETS NO. 2 & 3 RE-ISSUED FOR RECORD J. HOOD 4-4-79	E-4, 3 B-1	



SYMBOL	DESCRIPTION	CLASS	NEEDLE		RAISED FACE DIA & HT.	REMARKS
			NO.	SIZE		
A-C1	COMPRESSOR INLET	8" CLASS 300	12	1.00	1.88 48	10.62 x .24 270 x 6 SEE NOTE #12 (125 RMS FINISH)
B-C1	COMPRESSOR DISCHARGE	10" CLASS 300	12	1.00	1.62 41	8.50 x .24 216 x 6
S6-C1	BALANCE PISTON PRESS GAUGE	3/4" CLASS 600	4	3.25	.62 16	1.68 x .24 43 x 6
T2-C1-1	BUFFER GAS CONN. (INLET END)	1" CLASS 600	4	3.50	.68 17	2.00 x .24 51 x 6 BLIND FLANGED
T2-C1-2	(DISCH. END)	1" CLASS 600	4	3.50	.68 17	2.00 x .24 51 x 6
A-C2	COMPRESSOR INLET	14" CLASS 300	20	1.24	2.32 60	16.24 x .24 412 x 6 SEE NOTE #12 (125 RMS FINISH)
B-C2	COMPRESSOR DISCHARGE	10" CLASS 300	16	1.12	2.11 57	12.74 x .24 324 x 6
S6-C2	BALANCE PISTON PRESS. GAUGE	3/4" CLASS 600	4	3.25	.62 16	1.68 x .24 43 x 6
T2-C2-1	BUFFER GAS CONN. (INLET END)	1" CLASS 600	4	3.50	.68 17	2.00 x .24 51 x 6 BLIND FLANGED
T2-C2-2	(DISCH. END)	1" CLASS 600	4	3.50	.68 17	2.00 x .24 51 x 6
C10-1	RADIAL VIBRATION AND AXIAL MOVEMENT DETECTORS	CONDUIT (FEM-1E)				SEE WIRING DIAGRAM DWG. NO. R-158037
C10-2						
C12	TEMPERATURE DETECTORS					
C13	PRESSURE SWITCHES, LIMIT SW. SOLENOID DUMP VALVE					

UNIT	MASS OF UNIT	MASS OF HEAVIEST PIECE FOR MAINTENANCE	MASS OF ROTOR
25MB7 COMPR.	17,300 # 7847 KG	7,800 # 3538 KG	955 # 433 KG
SR4-DF TURB.	22,500 # 10,206 KG	9,500 # 4309 KG	2,705 # 1,227 KG
25MB8 COMPR.	14,900 # 6,759 KG	6,300 # 2858 KG	835 # 379 KG
BASEPLATE	19,200 # 8,709 KG		
TOTAL	13,900 # 33,521 KG		

**COMPRESSOR NOTES:**

1. THIS UNIT SHOULD BE INSTALLED ON THE FOUNDATION WITH THE SHIMMING AND BOLTING AS SHOWN IN THE DRAWING. THE FOUNDATION SHOULD BE CONSTRUCTED TO SUPPORT THE WEIGHT OF THE UNIT AND THE REACTION FORCES. THE FOUNDATION SHOULD BE CONSTRUCTED TO SUPPORT THE WEIGHT OF THE UNIT AND THE REACTION FORCES.

2. THE TOTAL MAX. UNBALANCE FORCE FOR THIS STRING OF EQUIPMENT AT MAX. CONT. SPEED IS 499 LBS/453 KG. THIS FORCE MAY ACT IN ANY RADIAL DIRECTION (ANY DIRECTION IN "XY" PLANE) STARTING FROM SHAFT CENTER LINE ASSUMING "Z" IS PARALLEL TO SHAFT CENTER LINE.

3. GOLD ALIGNMENT AND NEEDLE THERMAL GROWTH DATA IS GIVEN ON SKETCH NUMBER 3KT8G10A.20

4. THIRD ANGLE PROJECTION

5. ASSEMBLY OF STRIKE TO START WITH SHAFT END LOCATION OF PART UNIT FROM DIMENSIONS IF NOTED FOUNDATION BOLT. ALL OTHER UNITS ARE TO BE LOCATED BY DISTANCES SHOWN BETWEEN SHAFT ENDS.

94650  
 94651  
 94652

MASTER'S Q INCLUDES	SHOP ORDER	SUPPLEMENTAL DESCRIPTION
MASTER	AB28252	TYPICAL ASSEMBLY OF
25MB7 COMPRESSOR	AB08252	CHOCK BLOCKS & S
25MB8 COMPRESSOR	AB08253	WIRING DIAGRAM
SR4-DF TURBINE	AB04803	OIL PIPING
BASEPLATE	AB38252	CASING FASTENING
CONSOLE	AB58252	GAUGES (FOR PHASE FLUSH MTR. RING FOR GAUGES)

Fig. 2-24 Page 2-37

OUTLINE CERTIFIED FOR ALL MINOR CONNECTIONS AS SHOWN. REMAINING CONNECTIONS TO BE SHOWN ON LATER ISSUE.

PURCHASER'S IDENTIFICATION SPEC. # 191N1-1.3.09-1 ITEM NO. 4

SERVICE: PHILLIPS PUERTO RICO CORE INC. COR-2024-13-160-3020 RECYCLE 25MB7

MOTOR FUEL REFORMER COR-2024-13-160-3030 BOOSTER 25MB8

GUAYAMA, PUERTO RICO COR-2024-13-160-3020 STM. TURB. SR4-DF

PROCON INTERNATIONAL, S.A. 1991

OUTLINE FOR 25MB7 COMPRESSOR SR4-DF TURBINE AND 25MB8 COMPRESSOR BASEPLATE MOUNT

AB28252  
 10-13-78  
 SCALE 1:1  
 9/21/78  
 ENG. AP. 11-9-78  
 ENCL. 3/1/78

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W-851607  
 REVISION NO. 4  
 SHEETS 1 OF 3

Elliott Company