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BULLETIN

LITERATURE FILE NO.

**HCOM-SB-50**

**GENERAL  
SERVICE BULLETIN**

Since the Trane Company has a policy of continuous product improvement, it reserves the right to change specifications and design without notice. The installation and servicing of the equipment referred to in this booklet should be done by qualified, experienced technicians.

7/1/81  
Supersedes G-102  
Dated 9/18/74

SUBJECT: MODEL M COMPRESSOR, 5 TO 6 CYLINDER CONVERSION

### INTRODUCTION

In 1974, production of the 25 ton, five cylinder Model M compressor was discontinued. In some cases, five cylinder Model M compressors that require rebuilding must be rebuilt as 25 ton six cylinder Model M compressors. The purpose of this bulletin is to provide guidelines for this conversion.

### DISCUSSION

The production phase-out of the five cylinder Model M was accomplished in conjunction with the beginning of production of the six cylinder, 25 ton Model M.

If it necessary to rebuild a five cylinder Model M with a crankshaft in good condition, it may be rebuilt as a five cylinder, using parts listed in HCOM-UP-14.

If it is necessary to rebuild a five cylinder Model M that has a damaged crankshaft, the compressor must be rebuilt as a six cylinder, 25 ton version because the five cylinder crankshaft (CSF-54) is no longer available.

### PARTS ORDERING INFORMATION

Parts required for converting the five cylinder to a six cylinder are listed below. Use the existing bore in the compressor housing. No machining is required.

<u>QUANTITY</u>	<u>PART NUMBER</u>
1	PLT-472 (2 cylinder valve plate to be used in place of 1 cylinder plate.)
1	PST-46 (Includes piston and rod assembly for the number six cylinder.)
5	ROD-154 (Required for short throw crankshaft. Use in place of standard rods.)
1	IRT-1