A close-up photograph of an engine's oil drain plug. The plug is a small, cylindrical metal component with a hexagonal base, mounted on a dark, textured metal surface. Above the plug, a curved metal pipe and several circular openings are visible. A yellow text box with a black border is positioned in the upper right, with a black arrow pointing from it to the drain plug.

This is the 1/4 mpt plug that can be removed and a forged brass st. 90 installed with a nipple and an angle drain valve. This point of access is after the oil filter and can be slow draining. It also means any oil added at this point must be run through an oil strainer. This plug can be very difficult to remove. Also be aware that any oil samples taken from this point will not contain all contaminants that most likely are in the oil sump.

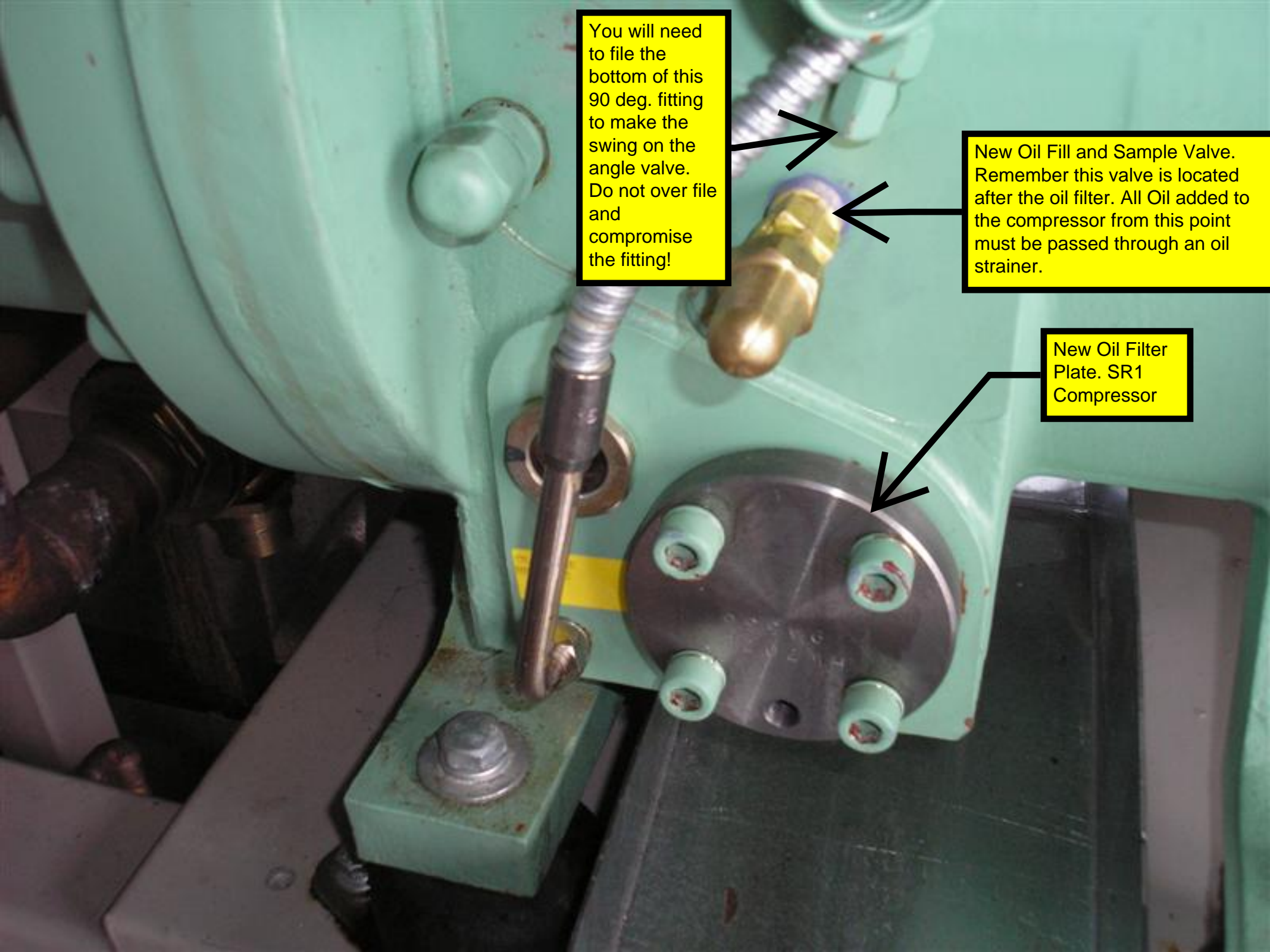


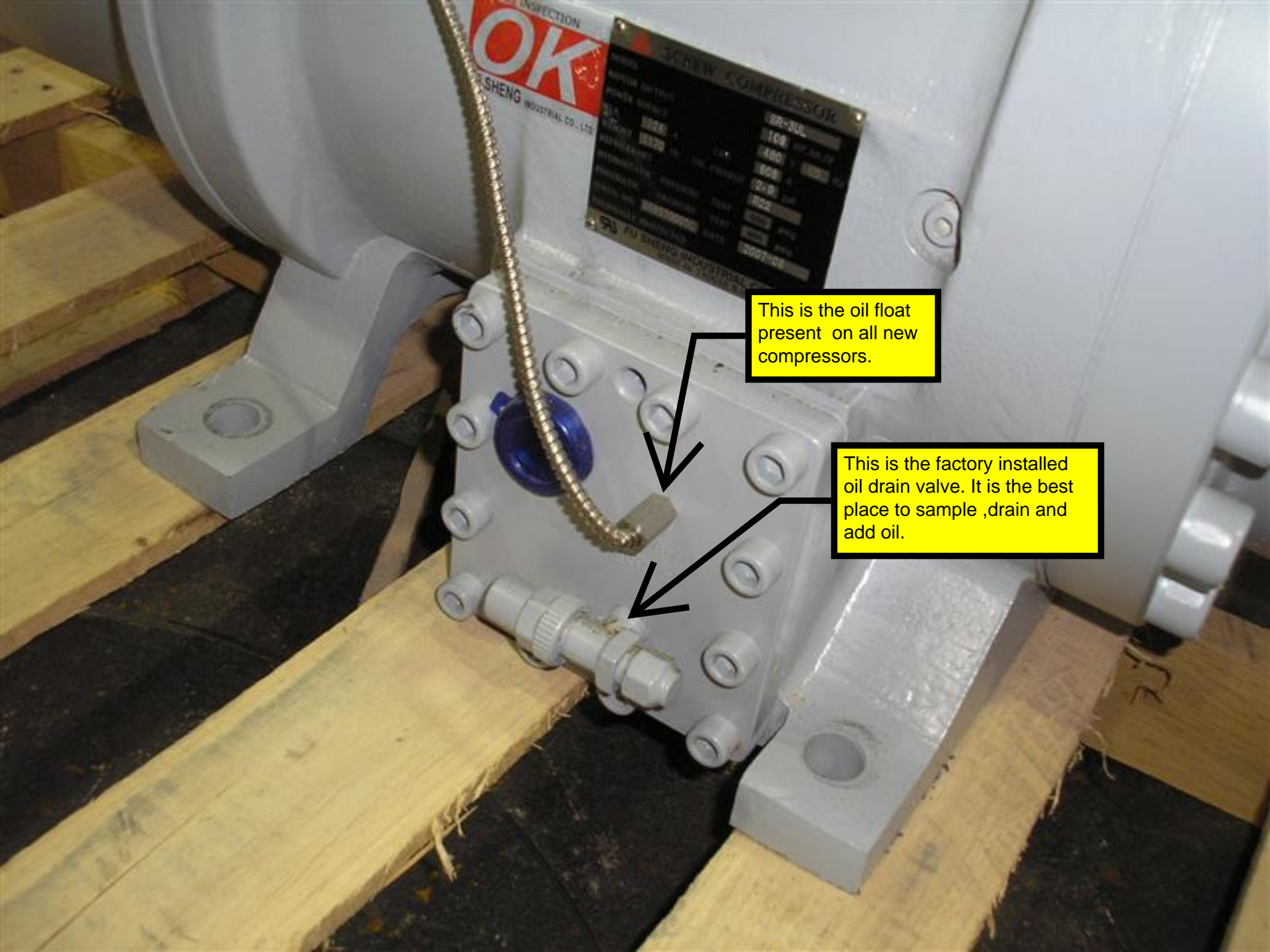
FRAGILE

You will need to file the bottom of this 90 deg. fitting to make the swing on the angle valve. Do not over file and compromise the fitting!

New Oil Fill and Sample Valve. Remember this valve is located after the oil filter. All Oil added to the compressor from this point must be passed through an oil strainer.

New Oil Filter Plate. SR1 Compressor





INSPECTION  
**OK**  
SHENG INDUSTRIAL CO., LTD.

SCROLL COMPRESSOR

MODEL	SR-3L
DISPLACEMENT	1108
MAX. TORQUE	400
MAX. SPEED	1600
MAX. PRESSURE	24.0
MAX. TEMPERATURE	120
MAX. VIBRATION	0.5
MAX. NOISE	60
MAX. WEIGHT	1000

SHENG INDUSTRIAL CO., LTD.

This is the oil float present on all new compressors.

This is the factory installed oil drain valve. It is the best place to sample, drain and add oil.



This is the brass fitting extension array that must be added to all Mammoth RTU evap-condenser compressors. Since draining from the drain valve alone is impossible with compressor tight against the wall.