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SERVICE BULLETIN :

Replacement of a 1215 NLF/NUF “J” Version with a “K” Version

The 1215 NLF & NUF “J” version compressor models have been discontinued. The following information details the changes involved in the replacement of a 1215 “J” version compressor with the current 1215 NLF & NUF “K” version.

Summary of Differences

FEATURE	“J” COMPRESSOR	“K” COMPRESSOR
Height	43.4”	47.25”
Diameter	19.75”	21.83”
Suction Service Valve	180° from terminal box	90° to right of terminal box
Suction Connection	3 5/8” (Line size =3 5/8 “ ODS)	4 1/8” (Line size =4 1/8 “ ODS)
Discharge Connection	3 1/8” (Line size =3 1/8 “ ODS)	3 5/8” (Line size =3 5/8 “ ODS)
Oil Level Sensor	Internal oil float switch on models prior to Sept. 1995 (after Sept. 1995 have current sensor)	External optical sensor located left of terminal box
Vapor Injection Port Location	90° to right of terminal box (coupled with liquid injection port)	90° to left of terminal box (separate connection)
V.I. Port Size	1 5/16” – 12 Straight Thread O-ring Boss	1 7/8” – 12 Straight Thread O-ring Boss
L.I. Port Location	90° right of the terminal box (formerly part of V.I. connection)	135° left of the terminal box next to the V.I. port (separate connection)
L.I. Port Size	1 3/16” – 12 Straight Thread O-ring Boss	7/8” – 14 Straight Thread O-ring Boss
Oil Sight Glass	135° to left of terminal box	135° to right of terminal box
Unloader	Pad mounted with separate solenoid valves	Solenoid valves integral part of unloader

Electrical Components:

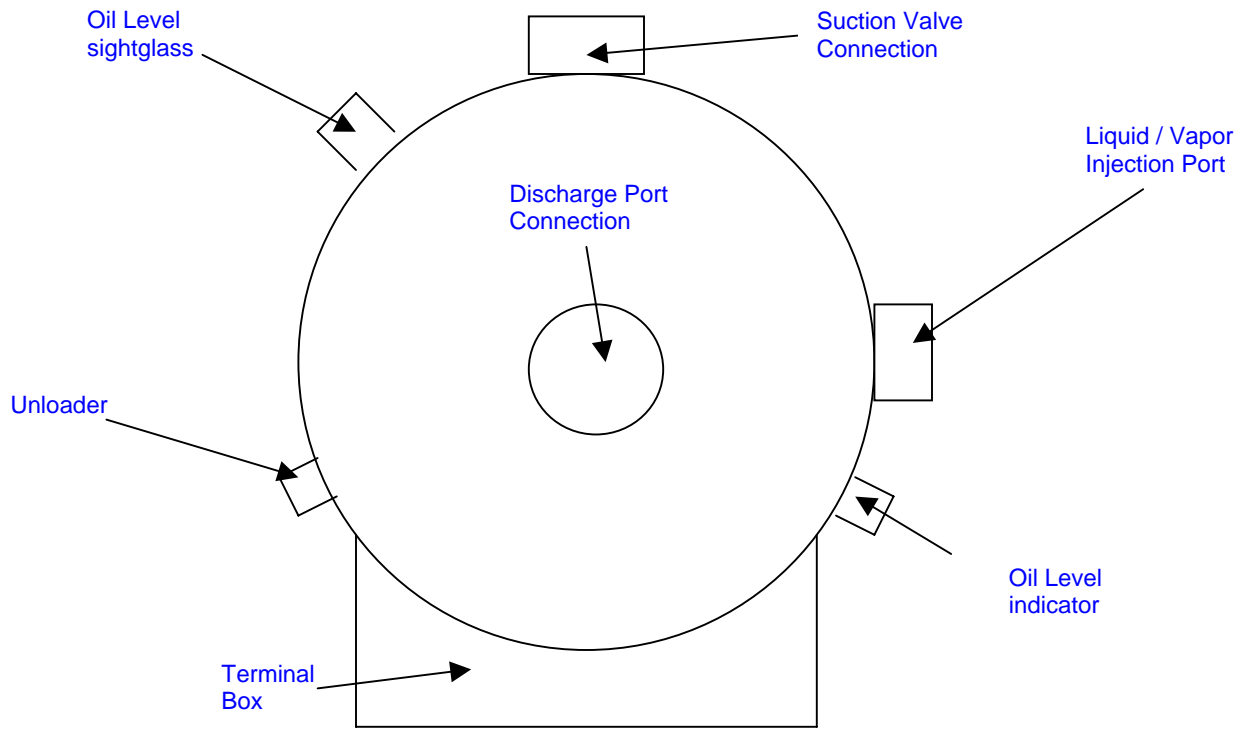
- Texas Instrument motor protectors are currently being used on the MSC-127 compressors. A new module will need to be purchased if a Robertshaw controller was used on the compressor being replaced.
- The motor horsepower on the 1215 NLF/NUF “K” remains the same(150HP). The compressor contactors, overloads and relays will be unaffected.
- Oil Level Sensor: The old style oil float used on compressors manufactured before September 1995 has been replaced by a field serviceable electronic oil level indicator.
Caution : This oil level sensor must be wired correctly to ensure proper operation.
- Oil Thermostat: The oil thermostat has been upgraded from a 203°F trip point on NLF and NUF “J” version compressors to a trip point of 239°F on all “K” version models.
- Motor Terminal Sizes: The electrical terminal post stud size has been changed from 3/8" to 1/2".
- Pad Mounted Unloader: The compressor unloading control has changed from a pad mounted unloader stem with attached solenoid valves to a pad mounted unloader with built-in integral load/unload solenoid valves. Because the solenoid valves are now relocated in the pad the adjustable needle valves have been replaced by a fixed factory set orifice. The internal relief valve in the unloader body was removed and an additional schraeder access valve was installed.

Summary of Changes to Parts & Kits

Item	Part Number	Required Purchase	Comments
Liquid Injection	#055160A1	Yes	Comes standard on OEM Models
Vapor Injection Adaptor	Flange Kit #055161A2 or Threaded Adaptor #051164B1	Only order if currently using this feature	Must purchase Flange Kit or Threaded Adaptor
Relief Valve	N/A	Reuse from existing compressor	
Discharge Check Valve	#055989A2	Only order if currently using this feature	
Suction Service Valve	#053572A6	Yes	
Discharge Service Valve	#053572A2	Only order if currently using this feature	
Motor Protector	#055970A1	Only order if current motor protector is a RobertShaw	

NOTE: Additional Pipe Fittings are required to connect the replacement compressor to the existing piping. These fittings must be field supplied.

Top View of Compressor J Version



K Version

