

## Tech Tip: Lubricator – The Life Blood of your Compressor



The lubricator is the “unsung hero” on your machine. This little box tirelessly provides fresh oil to essential gas end components keeping the compressor running smoothly. The lubricator can also be one of the most neglected pieces of equipment; when this unit malfunctions major breakdowns can occur. With some routine maintenance you can keep your lubricator (and compressor) running in tip top shape.

Here are some suggestions to maintain good Lubricator health:

### **Lubricator Box:**

- ~ make sure the box is cleaned and changed twice a year, as a minimum
- ~ Check for leaks, if leaking DPM (Drops per minute) will go down at cylinder
- ~ If the compressor is outdoors it is very susceptible to getting moisture in the box. It is advisable to build a weather proof cover or at a minimum clean box frequently.
- ~ If "cloudy" oil is viewed in the sight glass, this means water has mixed in with the oil and needs to be replaced plus the box cleaned. This also should be done any time the oil is not clear.

## Pump Units:

~ Individual sight glass on pumps must be cleaned periodically so you can see the drops of oil. One third of the sight glass should contain oil, two thirds of the glass is empty, to witness DPM. \*DPM oil feed rate is proportional to cylinder diameter, operating pressure and compressor speed.

~ A Lube line alert should be installed on at least one pump, and that pump should have the shortest “pick up tube” by one half inch. It should be installed in line with the pump that's feeding the main packing. That would ensure the least amount of possible damage if any was to occur during a low oil situation

## Chain Drive:

~ The Lubricator **Drive Chain** need to be inspected (see PM sheets):

Visually inspect – Make sure they are not too loose (can come off)

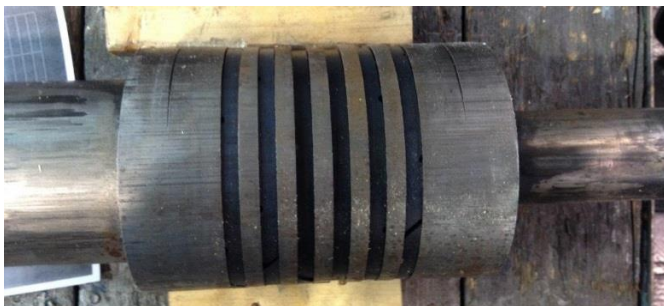
If chain gets rusty the rollers won't turn and could jump off the sprockets.

~ Check for excess wear on the sprocket, make sure “teeth” are not worn down

## Miscellaneous:

~ If any check valve is hot to the touch, it may need to be replaced. Inspect and clean or replace periodically.

~ All splitter blocks (if applicable) should be inspected and cleaned to get proper flow out of them.



Scored/galled pistons from lack of lubrication



Damaged final stage piston from lack of oil. Note: blue markings on shaft from excessive heat.

Low/no oil = Very expensive (costly) repairs.



Example of too much lubrication, heavy carbon build up in discharge valve.

\*Note: To obtain a DPM "Drops per Minute" schedule for each compressor stage contact the customer service department.

Any questions? Feel free to contact the Norwalk Service Department.

[www.norwalkcompressor.com/contact/inquiry/](http://www.norwalkcompressor.com/contact/inquiry/)