

# Nitro Roller Chain Maintenance

RollerChain4Less.com



## Type of Lubrication

Recommended High Grade Viscosity Per Size & Operating Temperature								
Chain Size ANSI (DIN/ISO)	Temperature Range							
	14°F to 32°F	32°F to 104°F	104°F to 122°F	122°F to 140°F	14°F to 32°F	32°F to 104°F	104°F to 122°F	122°F to 140°F
	Type A & B Lubrication Method				Type C Lubrication Method			
25 - 50 (06B - 10B)	SAE10	SAE20	SAE30	SAE40	SAE10	SAE20	SAE30	SAE40
60 - 80 (12B - 16B)	SAE20	SAE30	SAE40	SAE50	SAE10	SAE20	SAE30	SAE40
100 (20B)	SAE20	SAE30	SAE40	SAE50	SAE20	SAE30	SAE40	SAE50
120 - 240 (24B - 48B)	SAE30	SAE40	SAE50	SAE50	SAE20	SAE30	SAE40	SAE50

Never use the following oils:

- Heavy oils
- Low grade oil
- Grease
- Used Oil

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## Method of lubrication

Type	Method of Lubrication	Amount
Type A	Apply oil with a brush for spout between the two outer link plates, and between the inner link plate and roller.	Apply lubrication about every 8 hours or sooner if the chain joints are becoming dry and/or discolored.
	Apply oil using a lubrication drip dispenser in a leak proof casing.	At a rate of 5-30 drops/min and always increase the drops per minute for higher speeds.
Type B	Oil bath from a leak proof casing.	The oil level should be at the pitch line of the chain located at the lowest point of the chain drive.
	Apply oil by using an oil disc/slinger. The chain should run directly above the oil level.	The oil slinger should be fastened to the sprocket, which picks up oil from the reservoir to splash the chain. Diameter of the disc should reach rim speeds of 600 to 8,000 ft/min. Use a disc on each side if the chain width exceeds 125mm.
Type C	Apply oil by using a pump for a continuous supply of lubrication from a leak proof casing.	The oil pump should supply a continuous stream of lubrication to the slack side of the chain. The stream should be supplied evenly across the entire width of the chain

Roller chain should be cleaned periodically with a petroleum cleaner or a light weight oil. Examine the roller chain after cleaning to be sure the chain is receiving an adequate amount of lubrication. If the chain appears to have reddish/brownish color or wear marks to the pin, bushing or roller, then this means the chain is NOT receiving enough lubrication.