

LUBRICATION

There are two types of lubricating systems for FHP motors in common use today: Wool Felt and Permawick.

FACT Wool Felt: The felt is saturated with a specific amount of oil and is fitted around the bearing. This was the system originally used in all small motors and has good oil retention characteristics.

FACT Permawick: A blend of cellulose fiber and turbine oil - it has the appearance of oil-soaked sawdust and has the advantage of holding 30% more lubricant than the wool felt system. This is the material used in all Fasco motor bearing systems.

FACT For routine maintenance and improved bearing life expectancy, a few drops of non detergent “twenty weight” oil can be added every 12 months.

FACT Oil provides a cushion, or layer between motor shaft and bearing ID. Theoretically, the shaft and bearing do not touch. When the oil supply fails, metal to metal contact quickly causes bearing wear, bearing noise develops, or the shaft locks.

FACT High operating temperatures for a motor will result in oil oxidation and evaporation causing eventual seizing between the bearing surface and the shaft. This frequently occurs when the motor is started after several months of not being in use. A few drops of oil at the beginning of the heating or air conditioning season is helpful.

FACT A ball bearing uses special greases as the lubricant. The bearing may be sealed against contaminants, therefore, ball bearings are also commonly found in applications where duty requirements or extreme temperatures make re-lubrication impractical.

FACT The addition of a few drops of oil to the lubricating system at the beginning of the heating or air conditioning season is helpful.