Fon bark have just done a complete clean out of my recently aquired lathe (Hafco AL-900A) and have a couple of questions about lubrication which isn't covered in much detail in the manual. hould I use oil or grease on the compound, cross and longitudinal feed rods where they pass through brass nuts? Iso what to use on the gear teeth in the main gearbox. have heard mention of lathe bed oil, and would like to get a brand name for it and know where to purchase it.	30th Sep 2012, 10:5
ipeclay ont use grease,use an oil 46/68 hydraulic. se chainsaw bar oil or motor bike chain lube on your geartrain. serbilsquasher	30th Sep 2012, 11:0
was going to say that!! athe bed oil and chainsaw bar lube contain 'tacifiers' to make it stick I think the bar lube is a little more viscous than the lathe bed oil, and can be thinned a touch with your hydraulic oil to make it flocicky it will collect more swarf and particles which will turn it into a very effective grinding paste:oo: obL uy Lautard's bedside machinist readers have a simple recipe for lathe gears. I thought I already posted the recipe here but I cannot seem to find it using the search. Does anyone remember this?	ow just a tad better. If it's 30th Sep 2012, 12:0
rose62 have heard mention of lathe bed oil, and would like to get a brand name for it and know where to purchase it. Mobil Vactra 2" is a common slideway oil, but other times I've seen this question asked, knowledgeable posters have commented that it's only sold in 20 litre drums. (I may have the size wrong). It may get to top up the CNC centres at work with it, so a little bit can find its way home to my toy lathe & mill. I suspect the boss orders it from Cedray.	30th Sep 2012, 08:4
heers, ndrew rose62 roduct info: obil Vactra™ Oil Numbered Series (http://www.mobil.com/Australia-English/Lubes/PDS/GLXXENINDMOMobil_Vactra_Oil_Numbered_Series.aspx)	30th Sep 2012, 08:4
omeone else's research thread: obil Lubricants explained - Research (http://bbs.homeshopmachinist.net/threads/31580-Mobil-Lubricants-explained-Research) ost 10 has an Aussie's recommendation. heers, ndrew	
eee i, use Castrol Hyspin (hydraulic) as a general bearing oil (most of my machines have plain bearings) and i use castrol Magna http://www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9029459 ays. I only use castrol as there is a local castrol distributor that sells to the GP as well. For gears i just use either thick Diff oil or chain bar lube, depending on which can is closeri think the chain bar earnexus	30th Sep 2012, 09:2 &contentId=7053913 for lube sticks better though. 1st Oct 2012, 12:3
expected a big response to this thread as everyone seems to have their own ideas on which way to go with lubrication on lathes. just use 20 -50 SAE car engine oil on the ways, mainly because I subscribe to the thinner is better theory in that it will flush away the grit and cuttings better than using thicker oil. ne interesting thing I've noticed is that lube doesn't seem to adhere to aluminium gears very well. I have two in my gear train, as well as one brass, several cast iron, and one steel, and the alloy gear jube stick to it like the rest. But then again you can run aluminium gears dry apparently. he one specialist lube I use is some Loctite special lithium grease (767) for slow moving gears/shafts which I use on the lead screw because it is fully covered.	ust never seems to let the
his is really magic stuff, but I wouldn't recommend using it on an uncovered lead screw as it makes a filthy mess if you get it anywhere it shouldn't be. asically once it's lubed, this stuff just stays there and I probably would only add a bit maybe once a year. Also no signs of wear discoloration in it whatsoever. ob reg Q the old manuals called for the application of Mobil Vactra #2 oil to slideways. Some time in the recent past the printing industry (a huge consumer of these lubricants, asked for and got a reduction in tag	1st Oct 2012, 02:2
2 oil is now sold as Vacuoline 1409. Sadly, 20litres seems to be the minimum qty. all is not lost: Shell sells a slideway oil in 68 and 220 weight (220=mill with vertical ways, hence the extra gooiness) is uchs, has a line of slideway oils, as does Penrite. There are still others. There are still others. The received wisdoment their detergent additives act to keep contaminants in suspension (where they'll do the most damage on a lathe) if am not a tribologist, so I am unable to speak authoritatively on that, but it seems to ind of way. (Ie, a world of conspiracies, factoids, lies, nuggets of truth. You be the judge) The received wisdoment is a most a tribologist, so I am unable to speak authoritatively on that, but it seems to indicate the product of the product as "open gear lube", but I cannot speak to its mojo. Some users favour a formulation with molybdenum disulphide added. It is a problem for me since I still wear my costume from when I danced the lead in "Swan Lake". Others will want something in which they can looking too much like the hired help.	m about modern motor oil make sense, in an internal
athe saddles like two things especially: good way wipers of felt and/or rubber and oil injection inside the saddle as opposed to on the ways. All of the friction occurs under the saddle, so it makes sense there it'll do the most good. reg imonl i Ironbark,	to provide for oil injection 1st Oct 2012, 09:2
his subject always gets a varied and wide response! For the ways on both my mill and lathe I use Waylube 68 by true blue: lideway Lubricants (http://www.trubluoil.com.au/index.php?option=com_content&view=article&id=104&Itemid=113) use this brand of waylube purely because I can get 5L of it online and delivered for a very reasonable price. Well I don't intend to purchase anymore anytime soon as I still have 4.5L of the original 5L court the headstock of my lathe and gearhead of the mill I use ISO 68 hydraulic oil which I usually get at reasonable price from Supercheap Auto. I think I have used ISO 46 at one stage too when the 68 value in the lubricant recommendation in the owners manual of my 12x36 Chinese lathe is Mobile Vactra for the ways and Mobile DTE light for the headstock, neither of which I have ever managed to get in reasonable price from Supercheap Auto.	was out of stock.
udging by the variance in lubtricants that people use, I think that proper AND regular care and maintenance is far more critical than the actual type of lubrication you use, within reason. heers, imon ryan	1st Oct 2012, 09:5
he received wisdom about modern motor oils is that their detergent additives act to keep contaminants in suspension (where they'll do the most damage on a lathe) i am not a tribologist, so I am unable hat, but it seems to make sense, in an internet kind of way. (Ie, a world of conspiracies, factoids, lies, nuggets of truth. You be the judge) ere is the Fuchs page on slideway oils: http://www.fuchs.com.au/categories.asp?cID=15&c=1417. The Renep K range says: niversal slideway oils for the machine tool industry with powerful detergent and dispersant properties. he other two ranges do not mention detergents. Why you would want detergents in some way oils and not others I can't imagine, but there seems to be at least one bunch of tribologists that thinks determined to the contraction of the co	e to speak authoritatively
obL Its black and messy and leaves permanent " grease monkey" stains on your shop clothes. Not a problem for me since I still wear my costume from when I danced the lead in "Swan Lake". Others when you can dash off to Bunnings without looking too much like the hired help	1st Oct 2012, 10:4 will want something in whi
anerodscom recently bought both way oil and spindle oil off eBay in pint containers. I can probably find the seller's name if you're interested. earnexus	1st Oct 2012, 10:5
i Ironbark, udging by the variance in lubtricants that people use, I think that proper AND regular care and maintenance is far more critical than the actual type of lubrication you use, within reason. heers, imon	
es, I think that is the major point. often look at some of the lathes on blogs on the internet and wonder if they are ornaments and if they actually do any work - squeaky clean and no drip tray. ow the hell can you not have a drip tray? oil my ways one or maybe up to three times a day, depending on what I'm doing - eg grinding means more cleanups/reoiling.	
hen again you see peoples lathes with rust on the ways, my bro-inlaw is a prime example. etergent in oil isn't really an issue. Lathes don't produce carbon or varnish like engines and that is what detergents keep in solution, not metal particles. heers ob	1st Oct 2012, 06:5
recently bought both way oil and spindle oil off eBay in pint containers. I can probably find the seller's name if you're interested. I would be great if you were able to find the name and put it on the thread, thanks. Thanks to all who have contributed with answers/info. The probably find the seller's name if you're interested. Thanks to all who have contributed with answers/info.	1st Oct 2012, 06:5
ba_melbourne Should I use oil or grease on the compound, cross and longitudinal feed rods where they pass through brass nuts? he leadscrews? If your lathe has oil holes, use oil. Otherwise it is probably intended to use grease. But you can always add oil holes if you prefer oil. Oil you need to add regularly, say once daily when useveral months, but you need to take the parts apart to clean and re-grease. If the nuts are really only brass (some low cost chinese lathes use indeed brass) you should use oil only, it will seize if you use thes use invariably Bronze for the nuts.	2nd Oct 2012, 01:4 sing the lathe. Grease last se grease. But the better
Also what to use on the gear teeth in the main gearbox. se only oil on gears. The reason is that metal dust and chips stick to grease. Then as the gear turn the dirt gets forcefully rolled into between the gear tooth. If you had ever cleaned out such lathe gear ould know how hard it can be to remove these rolled-in chips. Sometimes even a wire brush fails, and you have to pick them out with a scriber one by one. If you use oil on the other hand, all dirt gets ribbles down. I have heard mention of lathe bed oil, and would like to get a brand name for it and know where to purchase it. I/ay oil is more suitable for large industrial lathes. On a light benchtop type lathe with somewhat worn slides it can reduce chatter. You can use chain saw oil instead of way oil.	s that were greased, you flushed out with the oil an
teamwhisperer Yell said cba_melbourne our advise is spot on. At work I do a lot of restoration and most of the damage is because someone decided to remove oil nipples and replace them with grease nipples. That, and a lack of attention to publication are the biggest killers. Not old age.	2nd Oct 2012, 04:4
ron bark ve got one more question for all you knowledgeable chaps out there. have two little ball-oilers on my lathe which are stuffed. I can't work out how they are retained in the carriage, nor do I know if they can be replaced. The ball has gone from one and both ball and sprin	2nd Oct 2012, 06:5 g gone from another so th
re just swarf traps. nybody out there who can give me any advice on these things. I have thought of just making up some drop in plugs with a flange on top to just sit in the hole and just lift them out to add oil. But first I ic attached of one of the good ones. 35329 heers	have to get the old ones o
hedhappens ve got one more question for all you knowledgeable chaps out there. have two little ball-oilers on my lathe which are stuffed. I can't work out how they are retained in the carriage, nor do I know if they can be replaced. The ball has gone from one and both ball and spring re just swarf traps.	2nd Oct 2012, 07:3 g gone from another so th
nybody out there who can give me any advice on these things. I have thought of just making up some drop in plugs with a flange on top to just sit in the hole and just lift them out to add oil. But first I ic attached of one of the good ones. 35329 heers	have to get the old ones o
i Ned, ou can use your lathe to make new ones :U hey are usually a press fit in so you need to get one out without damaging it so you can get the OD measurement so that you get the same press fit. r alternatively hare and forbes probably would have them.	
eee i Ned, used an easy-out to get them out. If you want to i purchased a range of them a few months back from the UK. I only paid 15p each so its a lot cheaper than the price you will get them locally. If i have nan happy to send you a couple. The advantage over just a plug is you can force oil into them without it coming back out. My LeBlond has neat little spigots with a finial on top, but it has wells for the oiressure to force the oil onto the ways.	
ippin88 bought 20L of mobil vactra (2 i think). If anyone in the Newcastle area wants some i can sell you some at cost price. Just send me a private message. bolman49 i Ned,	2nd Oct 2012, 08:3 2nd Oct 2012, 09:2
ou can use your lathe to make new ones :U hey are usually a press fit in so you need to get one out without damaging it so you can get the OD measurement so that you get the same press fit. r alternatively hare and forbes probably would have them. his crowd OILERS (http://www.authenticlightingandhardware.com/oilers.html) have high quality brass ball oilers (not cheap), I have removed damaged ones by running a self tapper into them and yankliers. liers. egards,	king them out with long no
on bark i Ned, used an easy-out to get them out. If you want to i purchased a range of them a few months back from the UK. I only paid 15p each so its a lot cheaper than the price you will get them locally. If i have nan happy to send you a couple. The advantage over just a plug is you can force oil into them without it coming back out. My LeBlond has neat little spigots with a finial on top, but it has wells for the oiressure to force the oil onto the ways.	
wen, lany thanks for your kind offer. I will attempt to extract one to see what size it is, and maybe even try to make one. If i get stuck I will get back to you via a PM. heers, ed anerodscom	3rd Oct 2012, 06:2
would be great if you were able to find the name and put it on the thread, thanks. hanks to all who have contributed with answers/info. heers, Ned he sellers ebay handle is bluechipmachineshop. Below is a link to the completed auction.	
PINTS MOBIL SPINDLE AND WAY OIL FOR LATHE, MILLING MACHINE, BAND SAW, GRINDER eBay (http://rover.ebay.com/rover/0/e11400.m516.l1123/7? uid=d86b6dab8ce74c07adddbb14cee1fb92&loc=http%3A%2F%2Fcgi.ebay.com%2Fws%2FeBayISAPI.dll%3FViewItem%26item%3D220954280010%26ssPageName%3DADME%3AL%3AOC%3AUS%3A ope this helps, arry on bark	3rd Oct 2012, 06:5
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hanks Harry, I'll check it out heers, ed on bark his crowd OILERS (http://www.authenticlightingandhardware.com/oilers.html) have high quality brass ball oilers (not cheap), I have removed damaged ones by running a self tapper into them and yank	3rd Oct 2012, 07:3
liers. egards, lartin checked out the oilers website and whilst I haven't contacted them yet, it seems theirs are all metric,sizes, so I think 6mm would be a very sloppy fit in my lathe which has .250" OD oilers. Your tip on the old ones worked well. hanks for the info anyway.	using a se <mark>l</mark> f tapper to remo
heers, Ned Ather DG have some cheap 1/4" button oilers, not sure about the quality. utton Oilers (http://www.rdgtools.co.uk/acatalog/Button_Oilers.html)	3rd Oct 2012, 09:1
ed, how many 1/4" oilers do you need? ichael	3rd Oct 2012, 09:1
i Ned, i only have metric, 6,8 and 10mm. You can always drill the holes out though if you have no luck on the 1/4" ones on bark ed, how many 1/4" oilers do you need? iichael	3rd Oct 2012, 09:3
icheal, only need two, and am very willing to pay for them if you have any spare. It will save me time, as i want to get up and running ASAP. The RDG site certainly has them, and I will order some, but time is heers, Ned reg Q	s of the essence. 3rd Oct 2012, 09:4
just got an order of oilers from RDG in the UK. They seem pretty good and are priced very well too. If anyone has three spare 3/8" oilers I'd be happy to purchase them5/16" is RDG's largest size and eeve. (howzat for lazy?):- reg Q icheal,	I don't feel like making a 3rd Oct 2012, 09:4
only need two, and am very willing to pay for them if you have any spare. It will save me time, as i want to get up and running ASAP. The RDG site certainly has them, and I will order some, but time is heers, Ned Michael can't help you I can drop a couple in the post on Friday reg	s of the essence.
found a couple Greg - it took around 15 minutes of ransacking, but the filing system worked! (Seek and ye shall find) Ichael Tave J	3rd Oct 2012, 11:2 5th Oct 2012, 01:0
icheal, only need two, and am very willing to pay for them if you have any spare. It will save me time, as i want to get up and running ASAP. The RDG site certainly has them, and I will order some, but time is heers, Ned you need to get up and running fast, just oil the spot and then cut a small piece of cotton rag and roll it up and push it in lightly with a small screw driver. I have had to do this in the past and it stops so replace the oiler.	
on bark found a couple Greg - it took around 15 minutes of ransacking, but the filing system worked! (Seek and ye shall find) Ichael	
ichael, ust got back from a few days away and your package with the oilers was waiting. They were a perfect fit. Many thanks once again, and I hope I can repay the favour. heers, ed	14th Oct 2012, 06:5
	14th Oct 2012, 06:5
narkpest uy Lautard's bedside machinist readers have a simple recipe for lathe gears. I thought I already posted the recipe here but I cannot seem to find it using the search. Does anyone remember this? but want a light non-detergent oil, about like sewing machine oil, use automatic transmission fluid. If you want a good 'way lube, get some gear oil*, and add 1 oz. of MoS2 (= molybdenum disulfice) TP (which is apparently a silicon based product) to 1 quart of gear oil. Shake before using. This stuff will help clean out all the little (tiny) metal pieces that can get in between moving surfaces, and keel new come out and can be wiped off. The Moly is like pouring little ball bearings all over the place - they creep into the pores in the metal. and stay there, even when the oil gets wiped up. * 'gear on the pores in the metal of the metal of the pores in the metal of the pores in the metal of the metal of the pores in the metal of the pores in the metal of the metal	15th Oct 2012, 12:4 Could it have been " de, = Molycote) and 1 oz. p them in suspension until iil' is not unlike ordir rk
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