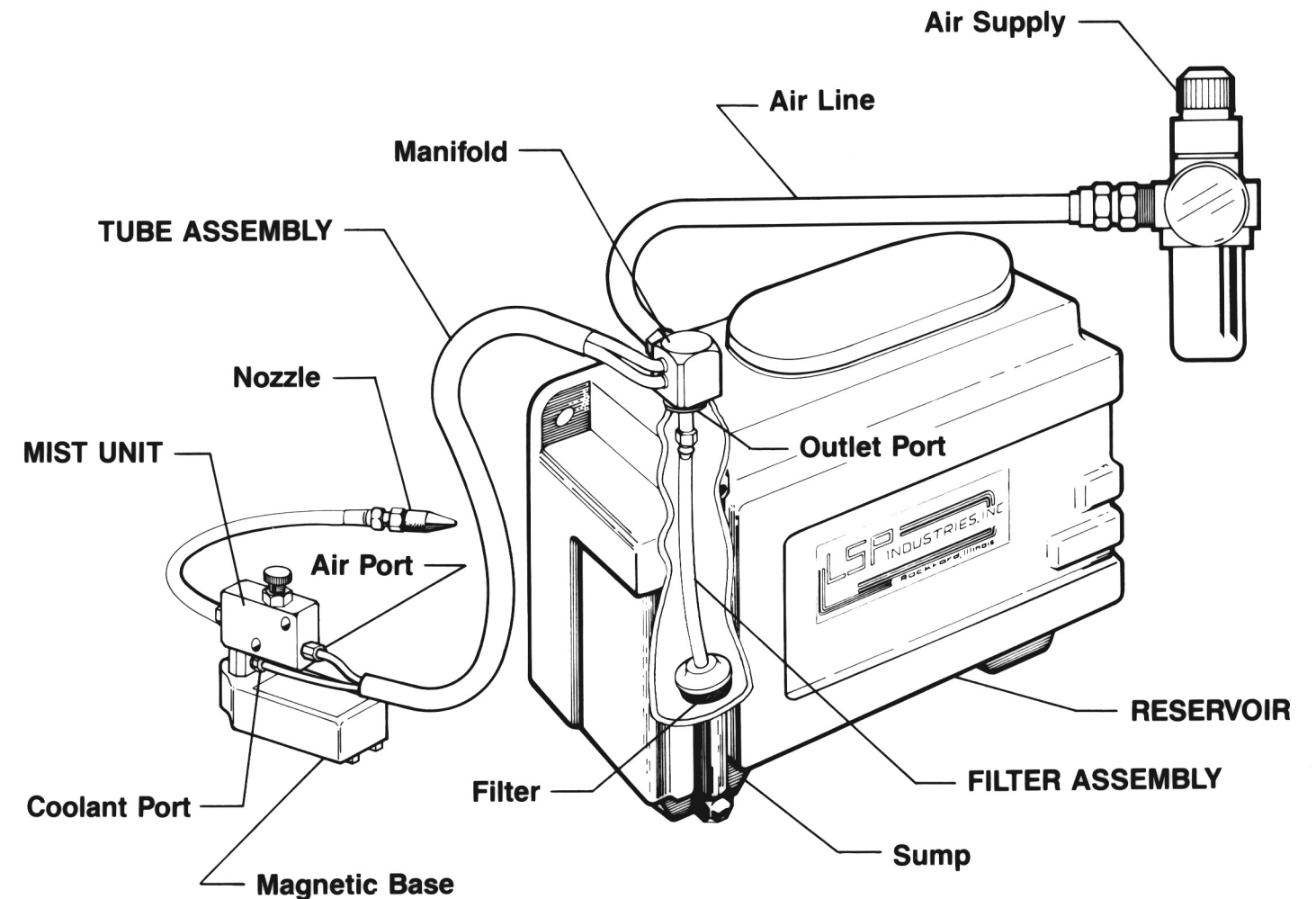


## TROUBLESHOOTING INSTRUCTIONS

Always see the supplemental **INSTRUCTIONS** supplied for the **Mist unit** before continuing below. The following covers **PROBLEMS** with the **Reservoir, TUBE ASSY** and **FILTER ASSY**.

PROBLEM	SOLUTION
I. Air is not being emitted from the <b>NOZZLE</b> when the <b>MIST UNIT</b> is on.	<p>A. The <b>AIR LINE</b> may be obstructed.</p> <ol style="list-style-type: none"> <li>1. Shut down the <b>AIR SUPPLY</b> to the <b>OptiMist</b>.</li> <li>2. Locate the <b>AIR LINE SUPPLY</b> (between <b>MANIFOLD</b> and <b>MIST UNIT</b>) at the <b>MANIFOLD</b>. See the illustration at Fig. 1 for details on Manifold porting. Disconnect this line from the <b>MANIFOLD</b>. (See the illustration at Fig.2 for details on the "Push-In" fittings.)</li> <li>3. Open up the <b>AIR SUPPLY</b> to the <b>OptiMist</b>. <ol style="list-style-type: none"> <li>a. If air flows from the <b>MANIFOLD</b>, the <b>AIR LINE</b> is blocked.</li> <li>b. If no air flows from the <b>MANIFOLD</b>, the <b>AIR SUPPLY</b> is blocked or shut down.</li> </ol> </li> </ol>
II. Only air is emitted. <b>COOLANT</b> is being sprayed when <b>MIST UNIT</b> is on.	<p>A. <b>COOLANT</b> may not be getting to the <b>MIST UNIT</b>.</p> <ol style="list-style-type: none"> <li>1. Check for low <b>COOLANT</b> level in <b>RESERVOIR</b>.</li> <li>2. Check if the <b>FILTER</b> (#9 on Parts List) is clogged.</li> <li>3. Check if the <b>CHECK VALVE ASSY</b> (#11 on Parts List) is clogged or stuck closed. This <b>VALVE</b> should allow flow into the barbed end and out the threaded end. It should not allow flow in the other direction.</li> <li>4. Check the <b>COOLANT</b> (#4 on Parts List) for blockage.</li> <li>5. Check the <b>TUBE</b> (#10 on Parts List) between the <b>FILTER</b> and <b>CHECK VALVE</b> for blockage.</li> </ol> <p>B. <b>AIR</b> and <b>COOLANT</b> Lines between the <b>MANIFOLD</b> and <b>MIST UNIT</b> may be "crossed".</p> <p>NOTE: Only for the <b>OptiMist</b> supplying two (2) <b>MIST UNITS</b>. Before continuing below, make sure that each pair of <b>LINES</b> from a given <b>MIST UNIT</b> are installed in the correct "set" of ports at the <b>MANIFOLD</b>. See the illustration at Fig. 1 for proper <b>MANIFOLD</b> porting.</p> <p>Example: If one (1) of the <b>MIST UNITS</b> is emitting air and the other is not, indicates that the <b>LINES</b> from that <b>MIST UNIT</b> are both connected to "Air" ports at the <b>Manifold</b>.</p> <ol style="list-style-type: none"> <li>1. Turn off the <b>AIR SUPPLY</b> to the <b>OptiMist</b>.</li> <li>2. Locate the <b>AIR LINE</b> (between <b>MANIFOLD</b> and <b>MIST UNIT</b>) at the <b>MIST UNIT</b>. The <b>AIR LINE</b> being the one connected to the "Push-In" fitting. See the illustration at Fig. 2 for details on the "Push-In" fittings. Disconnect this <b>LINE</b> from the <b>MIST UNIT</b>. Do not disconnect the <b>COOLANT LINE</b> connected to the barbed fitting.</li> <li>3. Turn on the <b>AIR SUPPLY</b> to the <b>OptiMist</b>.</li> <li>4. If no air flows from the open end of the <b>AIR LINE</b>, indicates that the <b>AIR</b> and <b>COOLANT</b> <b>LINES</b> are "crossed". If "crossed" switch the <b>LINES</b> at the <b>MANIFOLD</b> to the proper ports. Turn on <b>AIR SUPPLY</b> and check for air flow before reconnecting the <b>AIR LINE</b> at the <b>MIST UNIT</b>.</li> </ol>

## INSTALLATION, OPERATION, and TROUBLESHOOTING INSTRUCTIONS with REPLACEMENT PART LISTINGS for the OptiMist Models M-211, M-212, M-215, M-216, M-221, M-222, M-225, & M-226



### INSTALLATION INSTRUCTIONS

**NOTE:** These instructions are written for an OptiMist Model consisting of a single **MIST UNIT**. If dual **MIST UNITS** are involved, be sure to make all checks and connections for each one.

#### A. Mount the MIST UNIT.

1. If the **MIST UNIT** has a **Magnetic Base**. Set the **MIST UNIT** at the location it is to be used. If the **MIST UNIT** has no **Magnetic Base**. Locate the **MIST UNIT** where it is to be used, and attach it with #10 screws thru the holes provided.

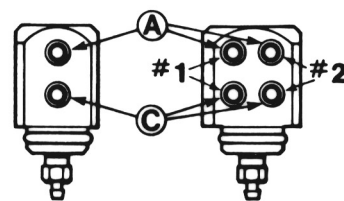
#### B. Install the TUBE ASSEMBLY.

1. Attach the two loose ends of the **TUBE ASSEMBLY** to the **MIST UNIT** as shown. The end with a fitting is to be torqued into the **Air Port**, this can be done without disconnecting the tubing attached. The other end (without a fitting) is to be pushed onto the barb of the **Coolant Port**.

#### C. Mount the RESERVOIR.

1. Locate of the **RESERVOIR** with the following in mind.
  - a. The top of the **RESERVOIR** should be AT or BELOW the lowest level at which the **Nozzle** of the **MIST UNIT** will be used. This will keep the Coolant from syphoning thru the **MIST UNIT** and dripping from the **Nozzle** when the **MIST UNIT** is not in use.
  - b. The **RESERVOIR** must be close enough to be reached by the **TUBE ASSEMBLY** so that the **Manifold** can be installed (see D. below).
2. The **RESERVOIR** may be set in place on it's "feet", or it can be mounted using 1/4" screws thru the holes provided.

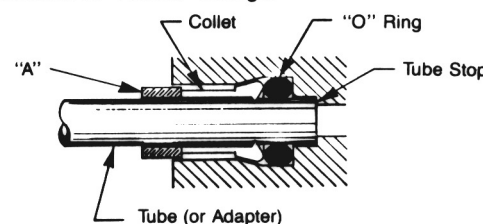
Fig. 1



Air Lines connect at ports marked "A".  
Coolant Lines connect at ports marked "C".

Air Lines from a given Mist Unit are to be connected to either set #1 or #2.

Fig. 2  
Connections at "Push-In" Fittings.



To Connect:  
a. Make sure Tube is cut square and edges are not sharp.  
b. Push Tube into fitting until it contacts the Tube Stop. Be sure it is forced past the Collet and "O" Ring.

To Disconnect:  
a. Push the end of the Collet in (at "A") with a tool or thumbnail.  
b. Pull out on the Tube while continuing to hold the Collet in.



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**D. Install the FILTER ASSEMBLY**

1. Place the **FILTER ASSEMBLY** into the **RESERVOIR** and bring it's tube up through the **RESERVOIR's Outlet Port**. Then attach this tube by pushing it into the barbed fitting at the bottom of the **Manifold** until it bottoms.
2. Install the **Manifold** onto the **RESERVOIR** by pushing it into the **Outlet Port** until the "O" Ring on the **Manifold** is forced thru this hole and locks it securely in place.
3. Check that the **Filter** is positioned so that it lays in the **Sump** of the **RESERVOIR**.

**E. Connect the Air Supply.**

1. Connect an **Air Line** from the **Air Supply** at the open 1/8" NPT port in the **Manifold**.

**NOTE:** It is found in many cases that a quick-tripping air valve on this line is quite handy. It allows remote on/off control of the Unit keeping you from having to "turn" the Unit off with the Air Control each time and re-setting the spray when "turning" it back on again.

**F. Supply the Coolant.**

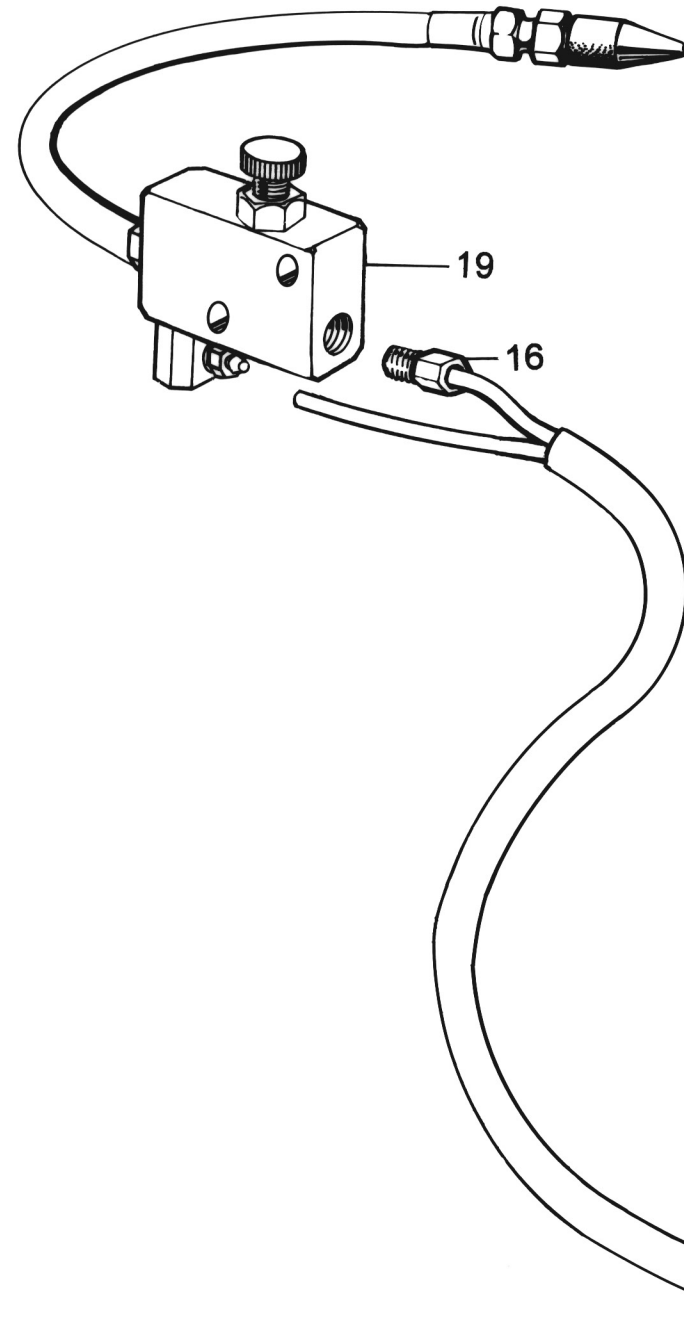
1. Pour the Coolant to be sprayed into the **RESERVOIR**.

**OPERATING INSTRUCTIONS**

The **Air Supply** to the OptiMist should be set to at least 30 PSI.

The **RESERVOIR** should have at least 1/2" of Coolant showing in the sight glass.

See the supplemental INSTRUCTIONS for the **MIST UNIT** for details on their operation.



**PARTS LISTING**

Key No.	Part Number	Qty. Used	Description of Part
Parts Below are Common to All the OptiMist Models			M-211, M-212, M-215, M-216 M-221, M-222, M-225, M-226
1	NUT-058	2	NUT, Jam:
2	RGO-030	2	RING, "O" seal:
3	INL-026	1	INLET, Sight:
4	RGO-013	2	RING, "O" seal:
5	PIP-007	1	PIPE, Sight:
6	OUT-009	1	OUTLET, Sight:
7	RGO-034	2	RING, "O" seal:
8	PLG-026	1	PLUG, Sight:
9	FIL-010	1	FILTER, Wire:
11	112-VAL-01	1	VALVE ASSEMBLY: check
12	RGO-053	1	RING, "O" seal:
14	TUB-019	1	TUBE, Plastic:
15	TUB-155	1	TUBE, Cover:
16	FIT-020	1	FITTING, Adapter:
Parts Below are Common to Models with one Mist Unit			M-211, M-215, M-221, M-225
13	112-MAN-01	1	MANIFOLD ASSEMBLY: single
Parts Below are Common to Models with two Mist Units			M-212, M-216, M-222, M-226
13	112-MAN-02	1	MANIFOLD ASSEMBLY: dual
Parts Below are Common to Models with 1-1/2 Gallon Reservoirs			M-211, M-212, M-221, M-222
10	TUB-151	1	TUBE, Plastic:
17	RES-014	1	RESERVOIR, Tank:
18	COV-004	1	COVER, Lid:
Parts Below are Common to Models with 5 Gallon Reservoirs			M-215, M-216, M-225, M-226
10	TUB-152	1	TUBE, Plastic:
17	RES-015	1	RESERVOIR, Tank:
18	COV-005	1	COVER, Lid:
Parts Below are Common to Models with Mist Units that do not have Magnetic Bases			M-211, M-212, M-215, M-216
19	M-123		Magna Mist Unit
	**See supplemental Parts List supplied for detailed breakdown of Unit		

