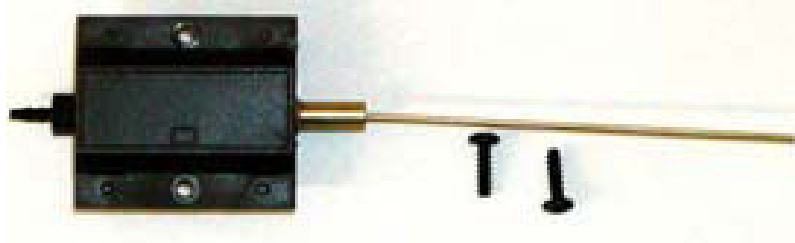




EZ560 & EZ561 Llagas Creek®/Parker®/Sunset Valley® to E-Z Air® Conversion Unit



The EZ561 does not include the actuator (cylinder). An EZ500 or a Del-Aire® “motor” will fit.

This actuator is designed for turnouts with at least 19/32” between the “head block” ties. It will fit up to 7/8” between the ties. See the illustrations on page 2. The EZ561 does not include the actuator. An E-Z Air EZ500 Actuator or a Del-Aire® “motor” will fit.

The available throw of the E-Z Air Actuator is approximately 1/2” . This is sufficient for most turnouts in 45mm gauge (G, #1).

Tools needed will be a small hand drill or pin vise, drills of the size #44 and #53, a pair of needle nose pliers and a #1 Phillips screwdriver.

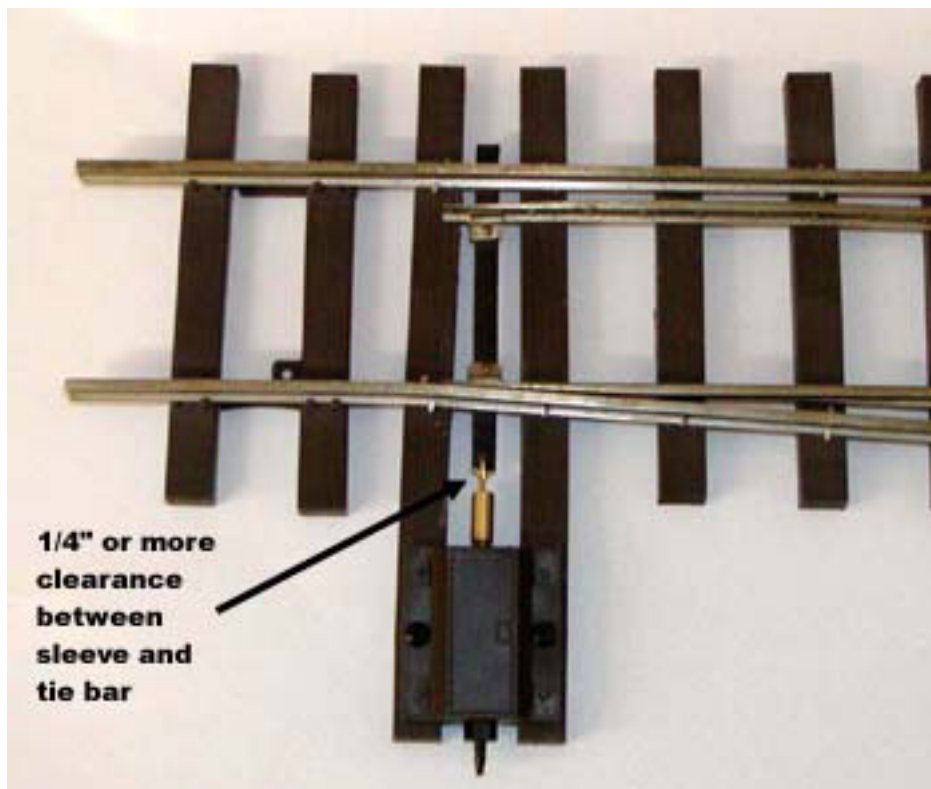
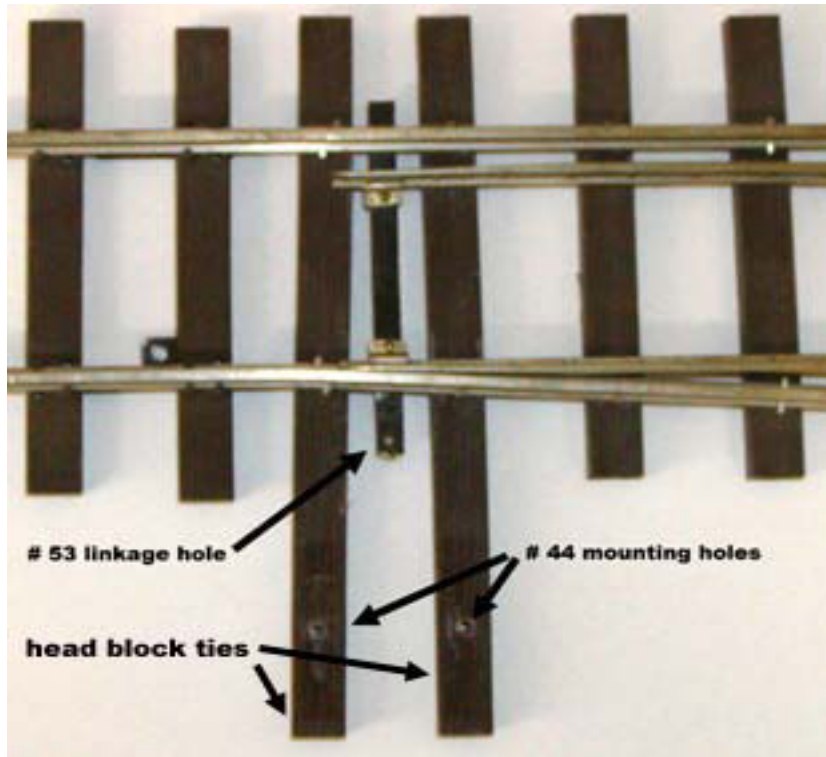
The E-Z Air actuator is strongly sprung in the closed position. Trains cannot push the points open as they pass through. If the train tries to go through the turnout that is set “against” it, it will derail. The E-Z Air unit is only activated by air in the “reverse” position. Mount the unit on the side of your turnout that will provide the “normal” route with no air applied. This is usually the main line route. Most turnouts come with the head block ties on the curved side, although this can be specified when ordering from the builder.

Drill the head block ties with the #44 drill back about 3/4” from the outer ends, and 1” apart. One hole on one tie, one on the other. Set the Actuator and housing assembly on the tie ends, mounting holes aligned and install the 2 screws. Hold the points over toward the Actuator and see if the tie bar is too long. It should clear the end of the Actuator sleeve (the part the wire protrudes from) by at least a 1/4”. If the tie bar is too long, cut it off just enough to clear the sleeve by at least a 1/4”. See the illustrations.

Drill a #53 hole in the end of the tie bar for the brass actuator wire. Mount the Actuator assembly with the screws provided and mark where the tie bar hole is on the actuator wire. Snap the lid off the assembly and remove the Actuator. Bend the brass wire 90 degrees, a little short of the mark, so that when you reassemble the Actuator assembly, there is tension on the points holding them toward the side the Actuator is on.

Reassemble the Actuator assembly with the wire down (or up) through the hole in the tie bar. Snap the lid on the Actuator. Bend the wire over toward the actuator, forming a “U” in the end, and cut off the excess.

Test the conversion with 40 psi air to make sure it works. Install on your layout.



Copyright 2004, 2005
by California & Oregon Coast Railway
Visit our web site at www.cocry.com for more E-Z Air information.