E-Z Air® Motion Control

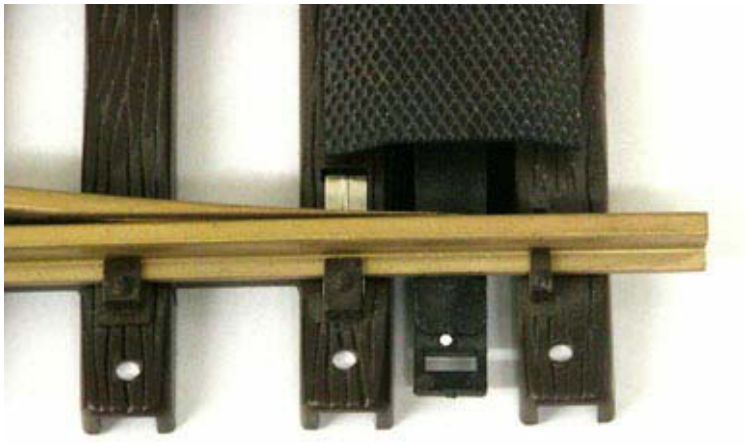
EZ570 & EZ571 LGB®/Aristo-Craft®/ H&R®/USA Trains®/Bachmann® to E-Z Air® Conversion Unit

The EZ571 is the housing and extension ties only. The actuator (cylinder) and linkage wire is not included. An EZ500 or a Del-Aire® "motor" will fit.

Conversion of most sectional track turnouts to E-Z Air® Motion Control is very easy with this E-Z Air conversion unit. Tools needed will be a small hand drill or pin vise, drills of the size #35 and #53, a sharp knife, a small Phillips screwdriver, a pair of small pliers and a screwdriver to fit the screws holding the current turnout motor or manual throw to your turnout.

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.

If you are converting an LGB 1200 series turnout from manual to E-Z Air, you won't need to drill any mounting holes in the turnout. The conversion unit will screw in place of the old manual unit. Otherwise, you must cut out the end of the tie between the two ties with mounting holes already in them. Drill the top end of the tie with the #35 drill back about 0.265" from the end, making a pair of mounting holes in the two ties that bracket the end of the points as shown below. Aristo-



LGB turnout with new holes in tie end and tie bar.

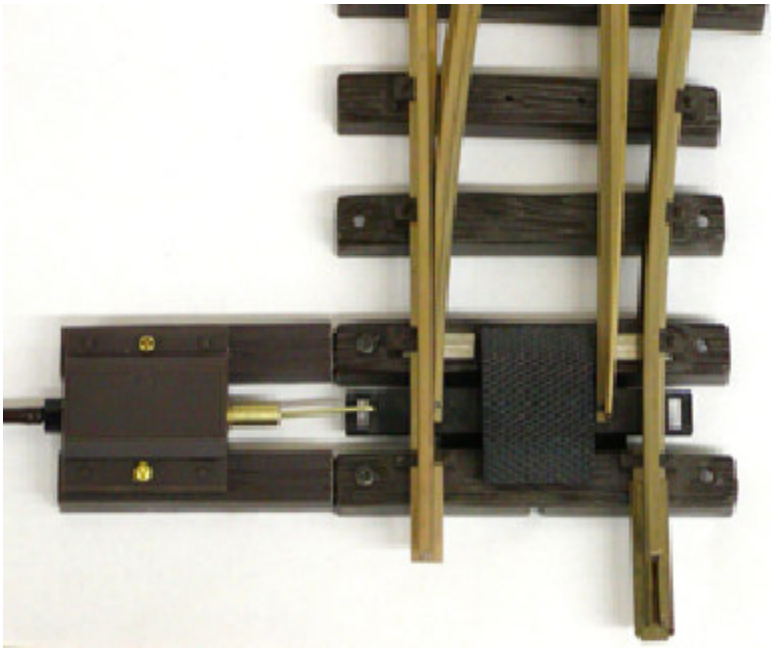
Craft turnouts have the correct mounting holes already. Bachmann turnouts must have one hole drilled. The other is already there. Remove the diamond patterned “hump” between the points on the Bachmann turnout. It is a stop mechanism which will prevent the Actuator from moving the points.

On the Bachmann turnout, remove the manual grip from the end of the tie bar. Cut it off at the point it starts to increase in thickness from the size that slides under the points. Drill a #53 hole in the end of the tie bar. If a rectangular hole for the mechanism you have removed exists, drill the hole just inboard of it, as shown in the picture at the bottom of page 1..

Mount the conversion unit temporarily, using the screws from the old motor, with the wire above the tie bar. Hold the points over against the side of the turnout the conversion unit is mounted on, the “normal” route. Grasp the end wire just outboard of the #53 hole with the pliers. Bend the wire at a right angle. Make this bend so that the wire will have to be pulled out slightly (1/32" to 1/16") against the spring tension to fit in the #53 hole. This provides positive holding of the points in the “normal” position.

Take the conversion unit off and remount it with the wire in the #53 hole. Turn the turnout over and grasp the wire with the pliers. Bend the wire over against the tie bar to prevent it coming out of the hole. If the excess wire interferes with movement of the points, cut it off 1/4" or so from the bend.

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



#570 installed on an LGB 1200 series turnout, curved route “normal”.

Visit our web site at **www.cocry.com** for more E-Z Air information.