


**Sample TRAINLI product:**

**Zimo DCC**



Sales, Installs,  
Support, Distribution

**ProClamps**



**Switches:**  
Straight: R2, R3, R7, R10  
Curved: R3/R2, R5/R3, R7/R5,  
R10/R7  
3-way, double slip crossing



**LGB Products and Service**



**Track: Brass and NI**



**Jaegerndorfer Collection**

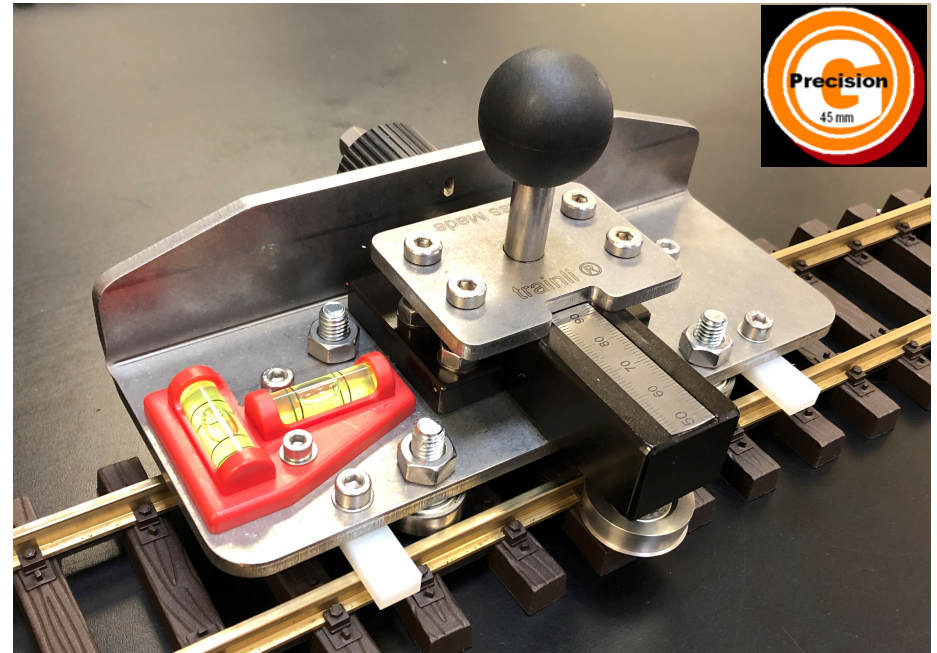


**JÄGERNDORFER COLLECTION**

# TRAINLI

## EasyBend-DuoTrack™

Rail bender for G-scale (Gauge 45 mm)  
Codes 332, 250, 215



**Questions and Comments:**

If you have any questions or opinions about any of our products, please contact us at the following address:

**TRAINLI** 1325 Airmotive way, Suite 330, Reno, NV 89502  
 Authorized Direct Importer (775)302-8111 info@trainli.com  
 US Master Repair Center  
 Find us on:    www.trainli.com  
 Your #1 Source For G-scale Track, Rolling Stock, Parts  
 DCC Repair & Service



## User- Guide v 2.0

Thank you for purchasing an *EasyBend DuoTrack*. The *EasyBend DuoTrack* has been specially developed to bend flextrack of gauge 1 track in either code 332 or 250/215. (for both code type conversion kit is required).

Now you can bend any sectional or flextrack from any supplier to your own specifications. For best track quality we recommend ProTrack Brass or NI and the matching ProSwitches.

Please take a moment to familiarize yourself with the functions of the equipment in order to use it properly and effectively.

The *EasyBend DuoTrack* can be used in a variety of ways:

- The *EasyBend DuoTrack* allows a piece of track to be curved before it is installed. This way, the possibilities for freely bending pieces of track are endless. The tracks may be used in their maximum length.
- With the *EasyBend DuoTrack* track sections may be curved on a level surface to the required degree, a table, or directly in the layout. In this way the entire track can be shaped in the workshop according to plan.
- The *EasyBend DuoTrack* can be also used in your existing layout without any difficulty. Many of our customers have
- re-bend previous layouts right in the location in order to smoothen the track or to reposition the track.

**Note:**

The *EasyBend DuoTrack* comes perfectly adjusted to work smoothly. In this factory adjustment mode, the top plate (which holds the handle) will have some play which is perfectly normal. If you tighten the top plate down, your rail bender will no longer function properly. Please note that this play needs to be maintained whenever you disassemble the rail bender, e.g. for cleaning purposes, and then put it back together.

**Technical details:**

*EasyBend-DuoTrack* is made out of L-shaped steel for torsion free operation. The bending forces are so strong that only an L-shaped design will guarantee quality bending for many years. The surfaces are galvanised zinc. Dimensions: 200 mm long x 140 mm wide x 70 mm high. Weight 2.4 kg.

**Delivery:**

Fully assembled rail bender with No. 4 Hex keys, size 10 and 13 wrench and user instructions.

**Replacement parts:**

All parts may be obtained as separate replacement parts.

15.065 Pair of plastic gliders Gauge 1 code 332

**Warranty:**

All parts have a Warranty of 12 months for manufacturing mistakes. We accept no responsibility for damage caused by misuse of our products.

**Other products from TRAINLI:**

If you like this product then you will love many of the other products as well. We offer various clamps **ProClamps**, **ProTrack** (brass, nickel, and stainless steel), **ProSwitch** switches, 3 and 5 way yard switches, **ProLine-Custom** switches (curved, crossing, 3-way), **ProDrive** and **MasterLine** switch drives, turntables, cog rail and cog rail mounts, **LGB** rolling stock, **ZIMO** DCC, automobiles, figures, and railroad accessories of all kinds and we are expanding the offering regularly.

Just go to [www.trainli.com](http://www.trainli.com) and take a look.

## Optional accessories:

### KeepParallel™

The KeepParallel is clamped from above or below to the end of the piece of track and screwed into position between the tracks using a wing nut.

Keeping one side of the flextrack locked down, maintains both pieces of track on one side parallel and therefore only one side of track needs to be cut to size after the track has been curved.



TR15.036 KeepParallel Gauge 1 code 332

TR15.080 KeepParallel Gauge 1 code 250/215

### How to use KeepParallel Clamp

As shown in the picture above, the rail clamp will be pushed over the rail heads (after opened enough) and pushed fully down over the rail foot. Now you tighten the clamp. With this tool in place you can start now bending and do not need to hold the track in order to prevent the sliding of the rails against each other. This will lead to the fact that only one cut is needed.

### Conversion Kit

If you work with code 332 and code 250 rail, call us for our conversion kit. With a little assembly you can use the same rail bender for both track types (5-10 minute conversion)

### How to use the Conversion Kit

Unscrew the screws of the two center ball bearing (those are the ones that either of have lip (332) or two lips (250). Do not loose the washers. After you remove one type of ball bearing (ie. 332) replace the ball bearing with the new type (ie. 250). Note that the 332's ball bearing lip need to point away from the bender, while the 250 ball bearing is bi-directional and can be mounted either way.

Now we need to also replace the two sliders which each are held by two screws. Remember the thinner type of the pairs is the 250 glider and the thicker pair is 332.

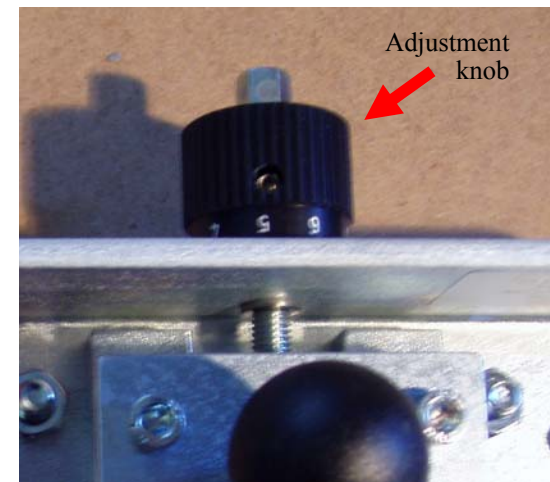
## How to Use EasyBend DuoTrak

*EasyBend DuoTrack* works either with sectional or flextrack. Some sectional track has the track screwed to the ties. In that case you will have to remove the screws, since the inner rail will run longer than the outer rail, hence the screws will no longer line up. If you use ProTrack flextrack with European ties you can bend right out of the box, other flextrack you might have to assemble the ties onto the two straight pieces of track before bending. It is so much easier to slide ties over straight track than over curved track. (order the track assembly jig information from Train-Li-USA).

It is my experience that you do not need to cut the tie connectors unless you go below R3. Just bend the rail and after about 120 minutes take a look at the rail road ties. If you don't like how they space out, cut every second or third tie connector (I used to do this when bending my rails individually just in order to get the ties onto the curved rail, since then I haven't had any need to cut the tie connectors. They all stretched out perfectly in the layout).

Open the adjustment knob far enough so that the rail bender easily slides over the track.

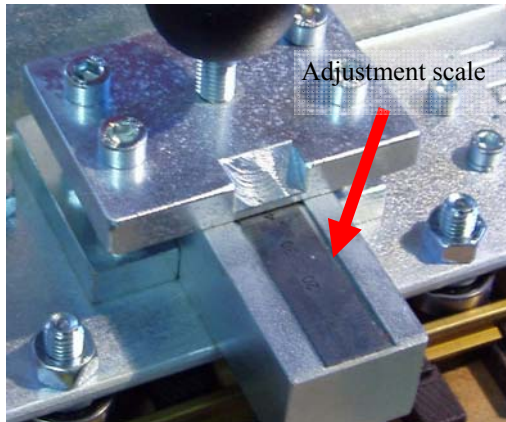
Using the adjustment knob you can now increase the pressure of the middle rollers towards the track. I typically do not bend the track with one adjustment, especially in a given layout. In order to approach the necessary curves for my layout I use two or three passes with the rail



bender, each time tightening the curve.

However, if you prefer bending in one pass, it is easier to adjust the knob with the included size 10 wrench. Using the wrench is also recommended when bending steel tracks.

The scale on the adjustment glider makes it possible for the exact calibration of the curve, if you need to repeat identical curves. The scale is done in millimetre which provides finer detail to read the current position. Eventually you can write down a correlation between a



given millimetre reading and a radius of a curve. We could not provide this upfront, since the different rail materials (Brass, Stainless Steel, Nickel Silver, Aluminium) have different flex characteristics. This means if you bend a given piece of rail with the rail bender the metal will bounce back a little. How much depends on the material and the used ties.

The rail bender is fitted with two levels. One allows the gradient of the track to be instantly gauged in both the curved and straight sections the other one shows if the track is laid level.

#### TIP 1:

Typically when using a rail bender you can't bend the two rail ends, because all rail benders apply pressure through a three point method. As soon as the outer roller leaves the rail the pressure is no longer applied to the rail, hence the end piece does not get bend. Here is now the good news. You can continue to bend the end pieces with EasyBend DuoTrack. Our

ProClamps Brass + NI are not only the cost effective solution for your reliable rail connection, but they are also so sturdy (unlike any other rail clamp) that you can "ride" with the rail bender over both pieces of track and have a seamless radius. You will be amazed how your track is going to look after years of curve-straight-straight-curve layouts or layouts build with sectional track.

#### TIP 2:

Prototypical track eases into a curve. With a little bit of practice you should use a different starting point (on the side where you join the straight section) every single time you tighten the adjustment knob. This will make for a wonderful transition, and this it not only pleasing to the eye, but it will also improve your railroad operation, because the train eases into the curve. Also I am never looking for a constant radius (e.g. R10), but like a more natural bend follows the landscape, versus the landscape tries to follow the layout.



#### **Care and Maintenance:**

EasyBend DuoTrack is a precision tool that is very rugged. With a little care it will last for years to come. After every use remove dust, sand and dirt with a cotton cloth and/or brush. Every quarter lubricate the movable parts with a little Teflon spray (available from Train-Li-USA). You will see how much easier the bending process is.

#### **Note:**

*If the rail bender drops to the floor and hits the side knob it is very likely that the mechanism is bend and you will have a difficult time to adjust the rail bender. In that case it is recommended to send the rail bender in for repair. Also if you tighten the adjustment knob in either direction to tight (beyond its natural moving range) you might destroy the threaded bolt and will have to send the bender in for repair.*