



OREX AUTOMATIC SLACK ADJUSTER – CREWSON/BRUNNER STYLE

OREX INSTALLATION PROCEDURES

Prior to Installation

A) Chock the vehicle wheels (Block all the wheels to prevent the vehicle from rolling and avoid injury)
B) Check all foundation brake components. Brake adjusters cannot compensate for problems with foundation brakes. Replace any worn camshafts, cam bushing, brake shoes, pins, rollers, or broken return springs.
C) Fully Cage the spring brake by following the manufacturer's recommended procedures. **Caution:** Some mechanical caging devices do not fully cage the spring brake chamber.

OREX recommends using air at 90 – 100 psi to fully cage the brake spring.

1. Remove the existing brake adjuster and yoke. Keep the existing mounting hardware. Do not remove the yoke jam nut.

2. Thread the OREX yoke supplied with the ABA on to the push rod and install the 1/2" clevis pin into the yoke. Do not tighten jam nut. (SEE PHOTO A.)

NOTE: Do not use the old yoke or clevis pin or a competitor's yoke & clevis pin. In order to guarantee proper set up, you must use the new OREX yoke & clevis and template provided in the kit.

3. Slide the installation template over the S-cam spline, swing the template into the clevis until the appropriate slot totally engages the 1/2" clevis pin. (SEE PHOTO B.)

4. Once the template has been swung into place, install the 1/4" clevis pin into the yoke.

If the 1/4" clevis pin does not slide freely into the clevis and template, remove the template from the clevis. Follow these instructions: (SEE PHOTO C.)

- If the 1/4" template hole sits below the 1/4" clevis hole, rotate the clevis CW until the holes align.
- If the 1/4" template hole sits above the 1/4" clevis hole, rotate the clevis CCW until the holes align.
- If the push rod threads extend through the clevis more than 1/16", remove clevis and cut rod to length.
- A minimum of 1/2" of push rod engagement in the clevis body is required. If this is not the case, install a new OREX brake Chamber.
- When installing a new OREX brake chamber cut the pushrod to the correct length. (SEE PHOTO D.)
- Remove template and both clevis pins.

INSTALL THE ABA ONTO THE S-CAM

1. Before installing the OREX ABA, apply anti-seize on the S-cam splines. Install the OREX ABA onto the camshaft using the original mounting hardware supplied in the box. Properly shim the ABA. Place other washers as needed on the end of the camshaft on the outside of the ABA. Re-attach the retaining clip. (SEE PHOTO E.)

2. Tighten jam nut to 50 ft.-lbs torque minimum.
3. Use a 11mm socket/wrench, manually rotate the adjuster shaft CW until the ABA arm holes align with the clevis holes.
4. Now insert the 1/4" clevis pin and install your cotter pins.
5. Use a 11mm socket, manually rotate the adjuster CW until the brake linings contact the drum. Now back off 1/2 turn CCW to set the clearance. (SEE PHOTO F.)

WARNING: If you apply the brakes before this step, you will cause damage to the ABA.

6. Uncage the spring brakes.
7. Build up the vehicle air pressure to 90-100 psi.
8. Measure the distance from the air chamber to the centre of the 1/2" pin. Fully apply the brakes and re-measure the distance to the 1/2" pin. (SEE PHOTO G.)

9. The stroke (difference of these two measurements) must be less than those in the chart below. (SEE PHOTO H.)
10. Fully apply and release the brakes several times to check for adequate clearance to all the adjacent components.

Maintenance

The OREX ABA should be greased every 6 months or 60,000 klms using a quality NLGI #2 Moly EP Multi-Purpose grease as part of the regular equipment maintenance schedule.

STANDARD STROKE

Chamber Size	Adjuster Stroke
6	1 ¼ or Less
9	1 3/8 or Less
12	1 3/8 or Less
16	1 ¾ or Less
20	1 ¾ or Less
24	1 ¾ or Less
30	2 or Less
36	2 ¼ or Less

LONG STROKE

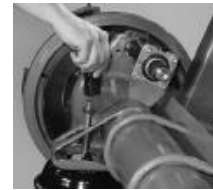
Chamber Size	Adjuster Stroke
16	2 or Less
20	2 or Less
24	(below 3" max stroke) 2 or Less
24	(3" max stroke version) 2 ½ or Less
30	2 ½ or Less

WARNING

Excessive pushrod stroke or tight running brakes indicates that there is a problem with the foundation brake components, the ABA installation, or the ABA. The proper way of checking an ABA to see if it is working within specs is to measure the pushrod stroke.

The only time the ABA should be manually adjusted is during installation or at reline.

Constant manual adjustment of the ABA is a dangerous practice and may lead to reduced internal component life, or have other more serious consequences.



A



B



C



D



E



F



G



H