# Fitting & Reservoir Hose Adjustment Guide

Installation and adjustment reference for Carbon Shocks reservoir hose fittings, routing, and post-install inspection.

## Purpose

This guide explains the proper handling and adjustment of fittings used on Carbon Shocks reservoir hoses. Correct adjustment helps ensure proper hose routing, prevents leaks, and protects the fitting, hose, and O-ring from damage.

At Carbon Shocks, we strive for perfection in every installation. However, hose fitting adjustment may sometimes be required. Different aftermarket components may require minor modification to achieve proper fitment. Whenever adjustments are made, it is important that all hoses are tightened correctly and suspension clearance is checked through full travel.

## Before You Begin

1. ORB fittings seal with an O-ring, not by thread interference.
2. Do not use Teflon tape on ORB fittings.
3. Make sure all fittings and ports are clean and free of dirt or debris.
4. Do not overtighten fittings. Excess torque can damage the O-ring, fitting, or port.

## Understanding ORB Fittings

1. Allow clocking, or rotation, of the hose for proper routing.
2. Create a seal by compressing the O-ring against the port face.
3. Provide a leak-free seal without requiring excessive torque.

> Because the seal is made by the O-ring, proper fitment and correct tightening are more important than simply making the fitting as tight as possible.

## Understanding JIC Fittings

1. JIC fittings seal through mechanical interference at the flare surface.
2. Do not overtighten.
3. The fitting may swivel when loose.
4. Proper tightening is critical to achieve a secure seal without damaging the fitting surfaces.

## Torque Specifications

| Fitting | Torque |
|---|---|
| #8 JIC | 44 to 48 ft-lb |
| #6 JIC | 20 to 22 ft-lb |
| #8 ORB | 29 ft-lb |

## How to Adjust or Clock the Reservoir Hose

### 1. Loosen Slightly

Loosen the fitting only enough to allow the hose end to rotate. Do not fully remove the fitting unless service is required.

### 2. Reposition the Hose

- Proper clearance from moving parts
- Smooth bends with no kinks
- No tension or stretch at full suspension travel

### 3. Inspect the O-Ring

- Properly seated
- Clean
- Free from cuts, flattening, or damage

If the O-ring shows any damage, replace it before continuing.

### 4. Re-Tighten the Fitting

Tighten the fitting until seated, then add approximately 1/8 to 1/4 turn. The fitting should be snug, but not overtightened.

## Reservoir Mounting Best Practices

1. Keep the reservoir and hose away from exhaust components and other heat sources.
2. Check for clearance throughout the full range of suspension travel.
3. Secure hoses so they cannot rub against sharp edges or moving components.

4 Leave a slight amount of slack to allow for normal movement and flex.

## Fluid Loss and Pressure Considerations

A small amount of fluid loss during hose adjustment is normal. It is good practice to ensure the shock is properly charged with nitrogen so that positive pressure helps push fluid outward rather than allowing air to be drawn into the shock.

When adjusting hoses, it is important not to lose more than roughly one tablespoon of oil, as excessive fluid loss can affect shock performance. A very small trace amount of fluid will not compromise function.

## Common Mistakes to Avoid

1 Using Teflon tape on ORB fittings

2 Overtightening the fitting

3 Allowing the hose to rub, bind, or stretch

4 Twisting the hose itself instead of rotating the fitting for clocking

## Final Inspection Checklist

1 Hose routing is clean and clear of hazards

2 Fittings are snug and properly seated

3 O-rings are in place and undamaged

4 Reservoirs are mounted securely

5 No leaks are present after installation and test drive

## After Initial Drive

1 No leaks are present

2 No fittings have loosened

3 No hose movement or rubbing has developed

## Need Help?

**Need Help?**
Carbon Shock Technologies
Phone: 855-565-9678
Email: sales@carbonshocks.com