



CARBON SHOCK TECHNOLOGIES

UNIVERSAL SHOCK INSTALLATION GUIDE

IMPORTANT SAFETY INFORMATION

Perform installation on a level, stable surface.
Use jack stands rated for the vehicle weight.
Always follow OEM safety procedures.
If unsure at any step, stop and contact Carbon Shock Technologies.

TOOLS REQUIRED (TYPICAL)

Metric and SAE socket set
Torque wrench (required)
Breaker bar
Floor jack + jack stands
Pry bar
Tie rod separator (if applicable)

BEFORE YOU BEGIN

Verify you received the correct shocks for your vehicle and configuration.
Inspect shocks for shipping damage.
Reference the Carbon Shock Torque Guide for all final torque values.
Review full instructions before starting.

FRONT SHOCK / COILOVER INSTALLATION – REMOVAL

Raise vehicle and support by the frame.
Remove front wheels.
Remove skid plates or guards as needed.
Disconnect sway bar end links, tie rod ends, and upper control arm if required. Disconnect electrical connectors attached to factory shocks.
Remove factory reservoir if equipped.
Remove upper mounting hardware and lower mounting bolt.
Remove factory shock/coilover.

FRONT SHOCK / COILOVER INSTALLATION – INSTALLATION

Confirm correct orientation (reservoir fittings outward, hose routing rearward).
Install coilover into lower mount first.
Loosely install upper mounting hardware.
Install lower mounting bolt (use jack to align if needed).
Reconnect upper control arm, tie rod, sway bar.
Torque all hardware to OEM specs (see Carbon Torque Guide), be careful not to overtorque - bushings should not be torqued more than 45 lb/ft.
Install reservoir bracket and mount reservoir away from moving parts and heat.
Verify no hose tension, rubbing, or pinch points.

REAR SHOCK INSTALLATION – REMOVAL

Raise rear and support by frame.
Remove rear wheels.
Disconnect electrical connectors if equipped.
Remove factory reservoir.
Remove lower and upper shock bolts.
Remove factory shock.

REAR SHOCK INSTALLATION – INSTALLATION

Confirm correct orientation (body/bypass outward).
Install upper mount first.
Install lower bolt (use jack to align axle if needed).
Torque all hardware to OEM spec, be careful not to overtorque - bushings should not be torqued more than 45 lb/ft.
Install reservoir bracket (frame or spring plate).
Mount reservoir with airflow and away from heat.
Verify hose routing with no sharp bends or contact.

ORB FITTINGS & HOSE ROUTING

ORB fittings are adjustable for clocking.
Slightly loosen fitting, rotate, then retighten (do not overtighten). Ensure no hose tension at full droop/compression and no rubbing.

SHOCK ADJUSTMENTS (IF EQUIPPED)

Compression (silver): clockwise = firmer, counterclockwise = softer. Rebound (black): clockwise = slower, counterclockwise = faster. Typical adjustment range: 24–32 clicks.

FINAL CHECKLIST

- ✓ All hardware torqued to OEM specs
- ✓ Reservoirs securely mounted
- ✓ Hoses clear of moving parts
- ✓ Electrical connectors secured
- ✓ Wheels torqued to spec
- ✓ Vehicle lowered safely

POST-INSTALL REQUIREMENTS

Alignment required after front suspension install.
Recheck hardware after 100–150 miles and first off-road use. Inspect during oil changes and tire rotations.

IMPORTANT NOTES

Do NOT overtighten shock mounts.
Do NOT allow hoses to carry load or tension.
Prioritize clearance and articulation.

NEED HELP?

Every build is different.

For fitment, valving, adjustments, or install questions: Email: Sales@carbonshocks.com Tel. +1 (855) 565 9678

We're here to help you get it right!

