

TORQUE VALUES

The table below gives the torque tightening values for JIC (AN) fittings in both stainless steel and aluminum. When a combination of aluminum and stainless steel fittings are being mated, always use aluminum fitting torque values.

DASH SIZE	ALUMINUM IN./LBS. MIN-MAX	NEWTON/m MIN-MAX	STAINLESS STEEL IN./LBS. MIN-MAX	NEWTON/m MIN-MAX
-02	50 -80	5.64 – 9.03	75 – 120	8.47 – 13.55
-03	70 – 105	7.90 – 11.86	95 – 140	10.73 – 15.81
-04	100 – 104	11.29 – 15.81	135 – 190	15.25 – 21.46
-05	130 – 180	14.68 – 20.33	170 – 240	19.20 – 27.11
-06	150 – 195	16.94 – 22.03	215 – 280	24.29 – 31.63
-08	270 – 350	30.50 – 39.54	470 – 550	53.08 – 62.14
-10	360 – 430	40.67 – 48.58	620 – 745	70.05 – 84.17
-12	460 – 550	51.97 – 62.14	855 – 1055	96.60 – 119.18
-16	700 – 840	79.08 – 94.90	1140 – 1370	128.80 – 154.78
-20	850 – 1020	96.03 – 115.24	1520 – 1825	171.73 – 206.19
-24	900 – 1080	101.68 – 122.02	1900 – 2280	214.67 – 257.60
-32	1800 – 2000	203.37 – 255.97	2660 – 2940	300.54 – 332.17

The torque values apply to machined fitting connections only, not flared tube or compression. Fitting mating faces and threads should be lubricated prior to assembly. Generally the system working fluid (engine oil, hydraulic, etc.) is used. If another lubricant is used, ensure it is compatible with the working fluid and system. Dry assembly should be avoided if all possible.

It is important not to over-tighten hose fittings to their mating adapters. Over-tightening causes permanent deformation of the fitting seat (37° AN flare) and will result in the mating adapter sealing face to be made concave. This will inhibit repeated reliable use of both the fitting and the adapter.

*In./Lbs. can be converted to Ft./Lbs. by dividing by 12.

*Inch Pounds = Foot Pounds

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