



## 2005-13 Corvette C6 & Z06 Adjustable Clutch Master Cylinder Instructions

\*Supplement for kits with Full-Length Braided Line\*

Very important: please read all instructions (both basic and supplemental) before beginning your install!

The installation of your Tick Master with full length braided steel line is very similar to the installation of the basic kit. The basic kit comes with a shorter line and adapter fitting used to connect it to the slave's OEM line. With the full length line, simply disregard the instructions to remove the black plastic portion of the OEM line as described in steps 12 through 14. No portion of the OEM line or its connections will be reused.

**We highly recommend our Remote SPEEDbleeder Line be installed with this line at the same time to simplify bleeding. With the Remote SPEEDbleeder, the process described in the basic instructions will not be used, you can simply use the remote mounted bleeder for easy one man bleeding by simply pumping the pedal while maintaining the reservoir's level.**

The master will be installed separately from the line and can be done before or after the installation of the line itself. When installing the full line, the transmission/torque tube assembly must be removed from the car. A good time to do this is during a clutch install, and it's always a good idea to replace the slave with a new GM unit while it's apart. Once the transmission is removed, follow these steps to install our line and/or bleeder:

1. With the torque tube out, remove the wire clip that retains the factory line to the slave. Separate the line from the slave.
2. Re-install the clip.
3. Snap our supplied adapter fitting into the slave cylinder.
4. Tighten the straight end of the line to the adapter fitting. **It may be necessary to notch a bit of clearance into the torque tube assembly for the line. The fitting is a much larger diameter than the factory line. See picture 16 (shown with remote bleeder also installed. Note the factory notch just above the notch we have made. The notch for the remote bleeder is also there from the factory and does not need modification.)**
5. **If a shim will be installed between the slave and torque tube, clearancing of the bellhousing may also be necessary depending on your clutch setup. The OEM notch in the bellhousing for line clearance should not need modification without a shim, however it is close. See picture 17. If doing a clutch install at the same time, this can all be checked while the transmission is out of the car by simply test fitting the bellhousing to the torque tube with the slave and line installed. Make sure the adapter fitting and line are not in a bind due to lack of clearance or a leak could occur!**
6. Re-install the transmission/torque tube assembly.
7. Route the line away from headers and sharp edges toward the master cylinder. Use zip ties to secure the line.
8. Connect the line to the master cylinder. Depending on how the line is routed there may be excess length. If so, simply loop the line in the area behind the access panel mentioned in the basic instructions and attach to the master.



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