



Tick Performance Adjustable Clutch Master Cylinder Installation Guide for LS1 F-Body

Thank you purchasing our new Tick Performance Adjustable Clutch Master Cylinder Kit! We have been working around the clock to resolve the hydraulic issues that have plagued these cars for years and we're proud to offer a setup that eases many of these problems and allows these cars to be shifted as they should be.

INSTALLATION NOTES

- Our cylinder is a tight fit in your engine compartment. There is a large wiring harness that runs along the framerail at the base of the strut tower that makes installation more difficult. You may have to pull the harness up a bit near the location of the master to get everything into place. Once in place, the harness will not interfere and will lay back in its original location.
- You will need an assistant to thread the bolts into the cylinder while you position the cylinder. The lower bolt will be the easiest to start first, then the cylinder can be rotated to line the top bolt up.
- The cylinder is pre-assembled to the bracket. Before installing in the car, simply remove the reservoir and hose from the factory cylinder and install it onto the new one. Use a zip tie (included) to hold the hose to the cylinder. The hose is easier to route in front of the booster rather than behind it (as the factory did).
- We have found that it is easier to install the cylinder with the turnbuckle and heim joint removed. It can be threaded onto the cylinder's rod once the cylinder is installed. Be sure to thread it all the way down, so that the adjustment can be made from the shortest length possible.
- Remove the spring that is on the clutch pedal assembly for a better feel and quicker engagement of the clutch. It can easily be removed by prying it loose with a screwdriver.
- Be sure to route the line under the factory equipped heat shield and keep as far away from moving parts and headers as possible. Zip ties are included to fasten the line to the car.

ADJUSTMENT

Since you increase the amount of fluid the system flows by setting the clutch pedal higher, adjustment will begin from the shortest setting possible. The pedal will appear to be about halfway down when compared to its location with the factory cylinder installed. Adjust the turnbuckle in 1-2 turn increments to lengthen the rod (be sure that the rod coming out of the master cylinder itself isn't spinning). After each adjustment, start the car in neutral and attempt to shift into first gear. If it doesn't go into gear smoothly, don't force it (you'll risk damaging your transmission's fork pads and/or synchronizers). Simply continue to lengthen the rod until the transmission will slide into first gear smoothly while stopped. At this point, test drive the car to fine tune the adjustment to get the necessary release for higher RPM shifting. **DO NOT OVERADJUST THE ROD**, or adjust it based on pedal height. If you adjust it to position the pedal at the factory height, you risk over-extending (thus damaging) the pressure plate.

You want to set your kit to flow just enough fluid – not too much, not too little. Correctly installed and bled, you will notice a pedal that is shorter and slightly more firm than it was with the factory master cylinder.



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