

C6 Clutch Line Replacement

This DIY is only for reference. Please do this at your own risk.

After looking over the APS clutch line peace and talking to Pat at DiscountHydraulicHose.com we figured out that the hard line from the factory was 6 MM. And figured out the parts we need to fix this bad boy will be

2x 9606-04-S06-14 1/4" JIC Male x M14x1.5 Metric Male

2x 5204S-06 DIN 2353 S Soft Seal Tube Cap

2x 5202-06 DIN 2353 Cutting Ring

The jic fitting fits a -4 an line I has a nitrous line that was -4 laying around that I used it was a little bit long but got me out of the bind.

Also for the cutting rings I got 4. They are supper small and I did drop one in the process. For a buck its worth getting a few extra just in case. Plus if something happens and you don't get it to bite right or it leaks you have a new one to try again with.

So here this is the bastard line:



You are going to want to take out the drivers side header. It makes a world of difference and helps get the best cuts

Next I took a dremel and I cut as close to the factory line as I could.

Leave your self as much room as you can on the hard lines just in case you do make a mistake you can cut a peace off and start over.

The part of the line that goes into the slave sits in a bracket that is connected to one of the bell housing bolts. The line just sits in this bracket. I did not realize this so I cut the bracket off.

Here is the line after you cut it off:



Try to clean up you cuts so they are as straight as you can get them. The lines free spin in the master and the slave so do be afraid to move them around so you can get to them.

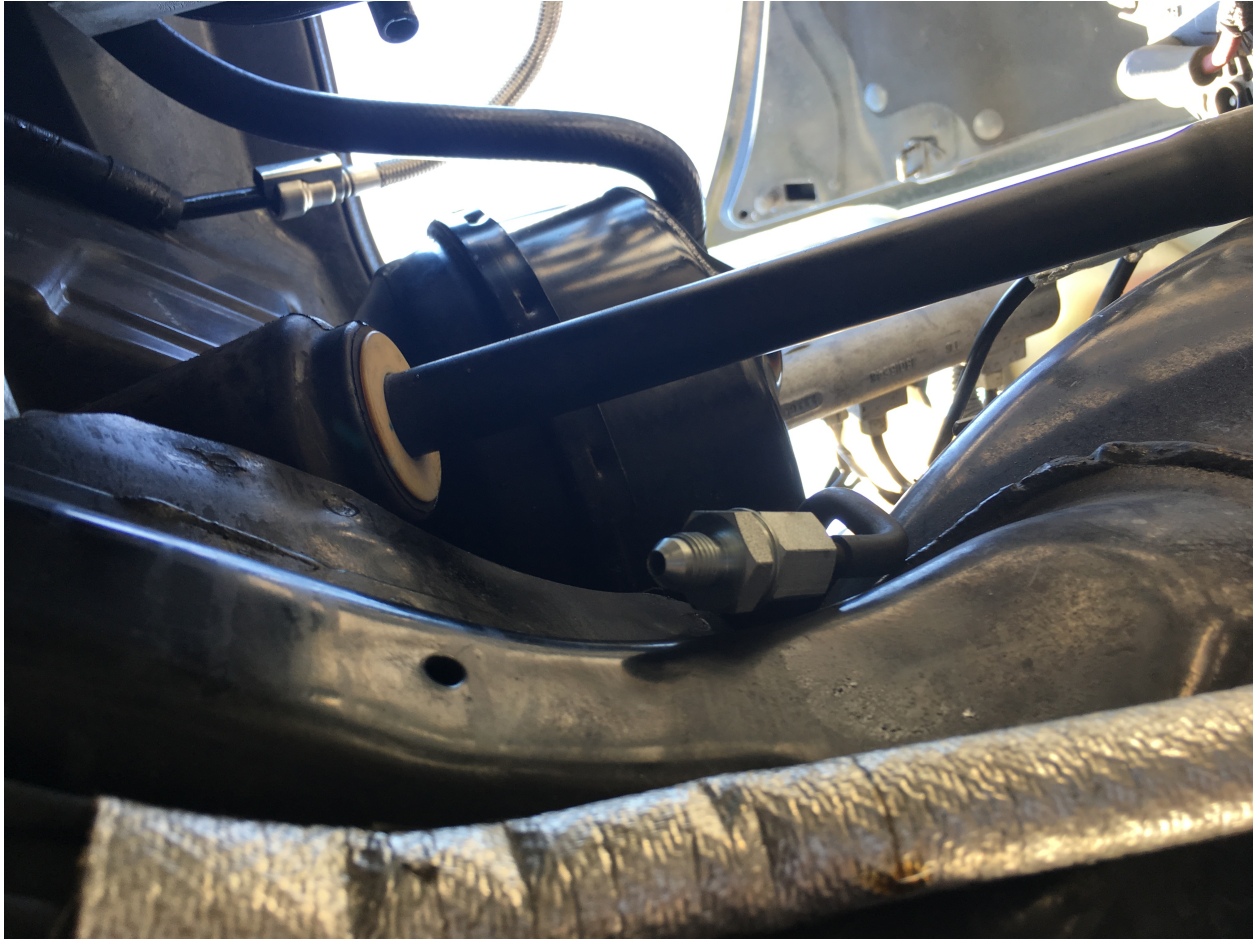
I took a file and cleaned up the inside and then put a little beveled edge on the end of the line.

Now for the fun part. Get the best angle on the lines as you can because you need to make them as tight as possible to crush the rings.

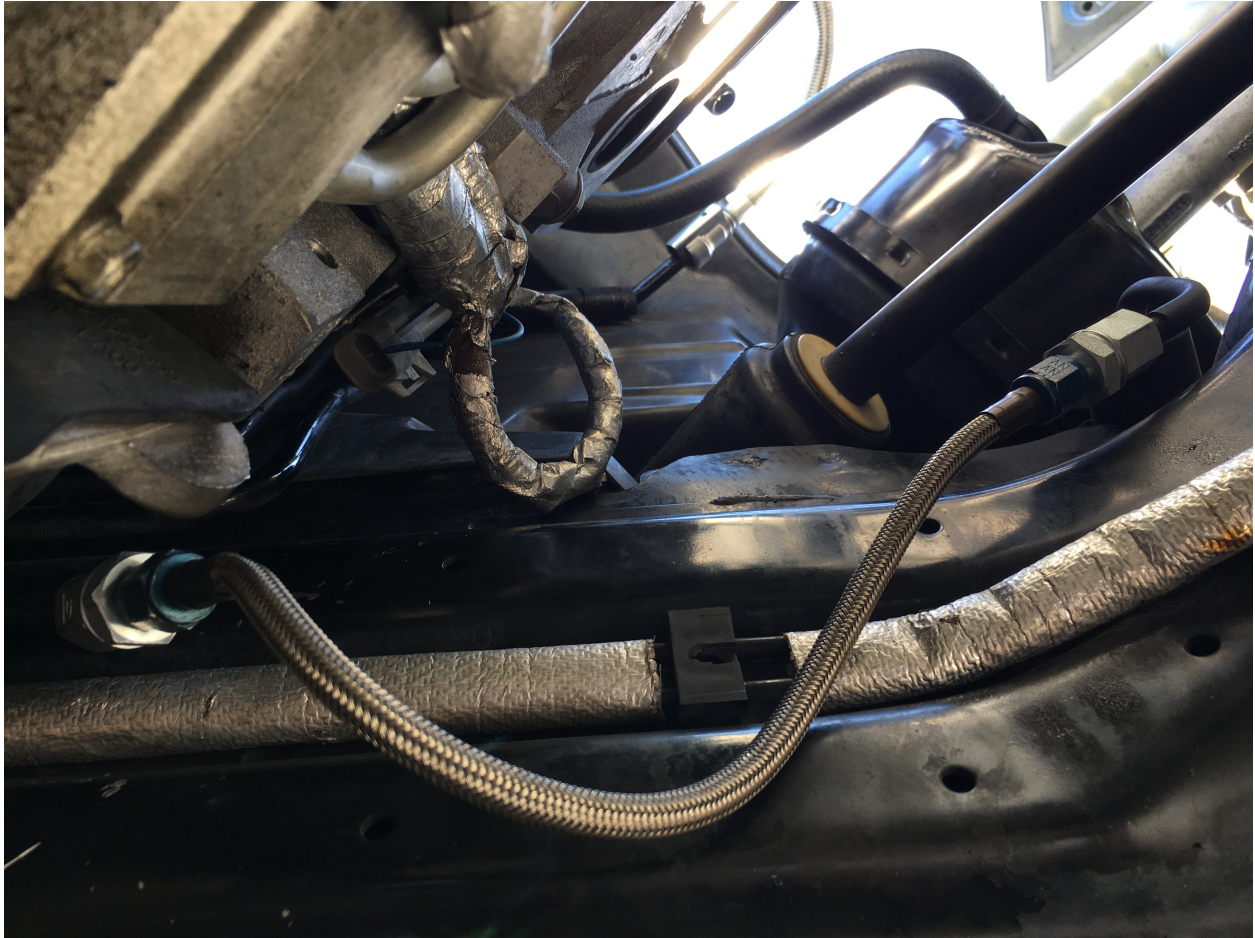
- Put the cap on first
- Spray a little wd-40 in the cap
- Put the cutting ring on (beveled end towards the cap flat end toward the jic fitting)
- Spray a little wd-40 in the end of the JIC fitting
- Tread the fitting Make sure the hard line is pressed as far as you can into the JIC fitting.
- Tighten it down as tight as you can get it. with the wd-40 it should make it crush as smooth as possible.

When you are done with both sides it should look a little something like these:





Now your pretty much done. Just add you -4an line in and tighten it down



Like I said mine is a little bit 2 long but it did the job.

Then I used a hand held vacuum pump and added a fitting directly into the slave line through the reservoir and pulled 20in pounds of vacuum. I let it sit for about a half hour and it did not move.

If yours loses vacuum there's a leak somewhere. Check and make sure the fittings are tight.

I then bled the system using the GM method I found here:

<https://www.corvetteforum.com/forums/c5-tech/2535860-clutch-bleeding-from-the-mc-or-the-j-43485-mityvac-adapter.html>

I zip tied the line as close to the fuel lines as I could get to keep it away from the headers.

I hope this helps. I know its not he best DIY. If you have any questions I can try to answer the best I can. On the corvette forums "blackz151" or shoot me and email nick@nitroperformance.net