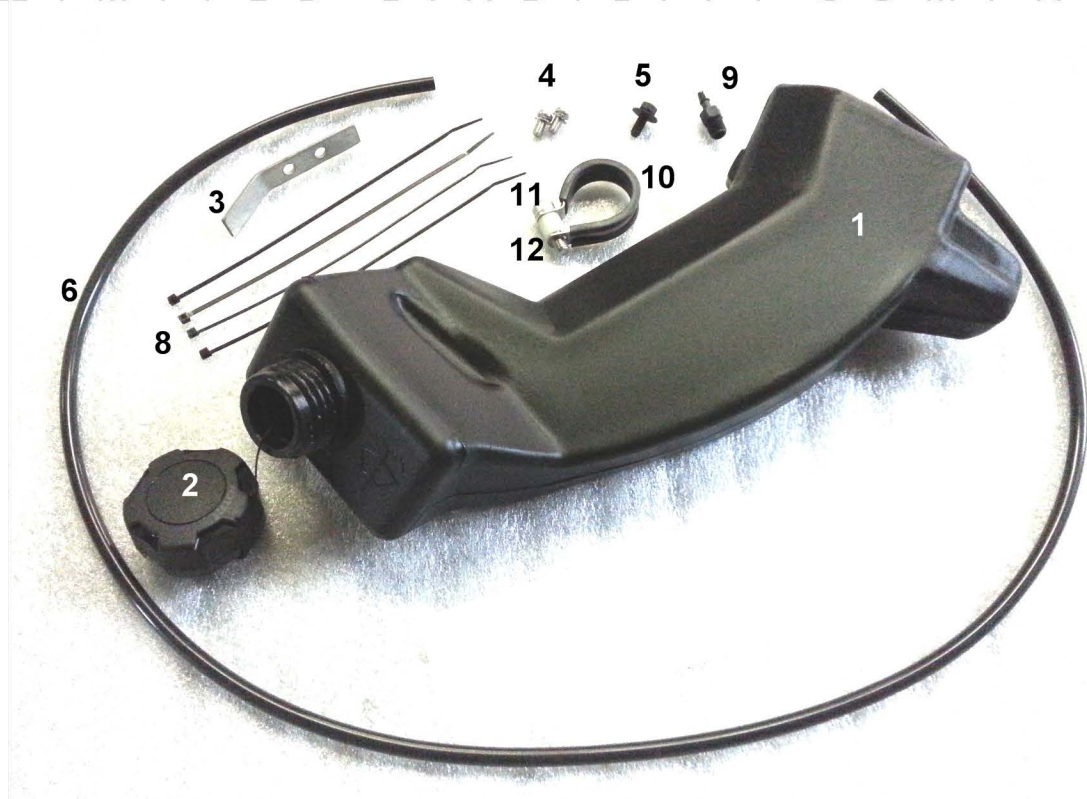


CAMARO W/W RESERVOIR KIT INSTALLATION GUIDE

Tools/items needed

- **Ratchet**
- **Extension**
- **10 & 13 mm sockets**
- **6 mm allen wrench**
- **Phillips screwdriver**
- **Dish soap or lubricant**

These instructions assume you already have the tire and left inner fender out for stock W/W reservoir removal.



Camaro W/W Reservoir kit parts list

- 1) W/W reservoir
- 2) Ratchet cap with tether
- 3) Mounting bracket
- 4) M6 screws (2)
- 5) Hex head bolt
- 6) Hose-reservoir to filter
- 7) Instruction packet
- 8) Cable ties
- 9) Straight tank fitting
- 10) Pump clamp
- 11) Pump clamp bolt
- 12) Pump clamp spacer

***Please check to see you have
all components before
beginning your installation.***

Note: Some parts will be preassembled

Again, these instructions assume you have already removed the left tire and inner fenderwell to remove the stock W/W reservoir. Always use jackstands to safely support your vehicle.

Stock W/W reservoir removal-

- 1) Disconnect the harness connected to the pump. remove the outlet hose by holding the 90 degree portion while pulling the hose off. (see ill. 1) Have a bucket handy if fluid is present in the reservoir.
- 2) Using a 13 MM socket, remove the 3 tank mounting bolts. (see ill 2)
- 3) Remove tank by dropping out the bottom. Next, remove the pump from the tank by first unsnapping the top, then pulling the pump straight up out of the grommet.

Reservoir installation- *Please read this section carefully before attempting to install the WW reservoir*

1) Free the hood release cable from it's retainer. (see ill. 3) Locate the #1 reservoir. You will see the # 9 straight fitting, #6 and #7 hoses and the #8 in-line filter are already attached to the tank. Uncoil the hose to allow at least 1' of hose coming off of the tank. Install the tank by starting in the position shown in ill. 4. Note the hood release cable is pulled upward and towards the fender with the tank going under it. **IMPORTANT** Be extremely careful not to apply pressure to the nipple coming off of the brake fluid reservoir. Manual cars will have a hose coming off the nipple. In either case, do not apply pressure to the nipple. Standing over the left fender, use your left hand to push the reservoir towards the fender as much as possible while going downward into position. (see ill. 5) Once the reservoir has cleared the nipple (or nipple and line on manual cars) it should go down freely until it contacts the sheetmetal surface.

- 2) From the lower fenderwell area, check to be sure the formed round section of the tank is aligned with the round hole. Locate the # 5 hex bolt and start it in the *rear* mounting hole. Do not tighten at this time (ill 6) Next, locate the #3 mounting bracket and the #4 M6 screws. With the short angled leg down, start the two screws through the bracket and into the threaded inserts on the round molded section of the tank. (ill.7) Snug the two screws, then back out one turn. Now tighten the hex bolt. Finally, tighten the M6 screws securely.
- 3) From the top side, engage the hood release cable into it's original retainer. (ill. 3)



air box

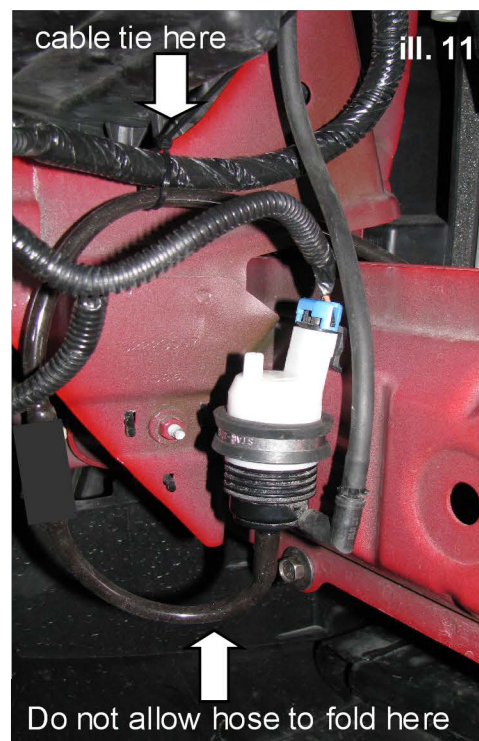
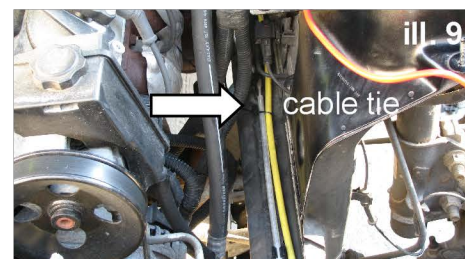
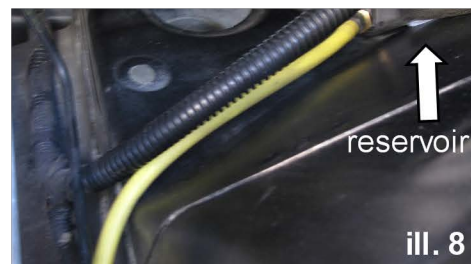
Hose routing-The reservoir outlet hose will route along the frame rail going forward with the A/C line. (See ill. 8. & 9) Most systems shouldn't require removal of the air box for hose routing. The hose will go forward and around the air box wall dropping into the area previously occupied by the stock W/W reservoir. Use cable tie(s) to secure the hose to the A/C line as necessary. (yellow hose used for clarity) This hose will feed the bottom inlet of the pump.

Be careful not to overtighten the cable ties as this will prohibit flow.

Pump mounting-

- 1) Locate the #10 pump clamp, #11 pump clamp bolt and #12 spacer. With the clamp oriented as shown in ill. 10. Start the bolt only one full turn.
- 2) Lubricate the reservoir outlet hose and slide it onto the bottom of the pump. It is easiest to start the hose on one of the small notches then engage it on the opposite small notch. Engage the hose fully.
- 3) Slide the pump up through the bottom of the clamp and tighten it in the position shown in ill. 11. The spacer is the correct length to clamp the pump without damaging it.
- 4) Lubricate the stock pump outlet hose then install it on the 90 degree pump outlet that it originally came off of.
- 5) Use one of the cable ties to secure the pump inlet hose to the wiring harness as shown in ill. 11. *Again, Do not overtighten the cable tie as this will not allow fluid to flow!*
- 6) Plug in the pump connector making sure it is fully seated.

We strongly recommend filling the reservoir with washer fluid and cycling the system to check for proper operation and to be sure there are no leaks prior to reassembly



Thank you for choosing Roto-fab products. If you have any questions about the installation call (260) 375-4480 or email us at: sales@roto-fab.com