

2012–2015 CHEVY CAMARO SS PERFORMANCE ALUMINUM RADIATOR PARTS LIST AND INSTALLATION GUIDE



PARTS INCLUDED

- 1PC | ALUMINUM RADIATOR
- 1PC | MAGNETIC DRAIN PLUG
- MOUNTING HARDWARE

TOOLS NEEDED

- | | |
|--------------------|-------------------------|
| 10MM SOCKET | PANEL TOOL |
| 1/4" DRIVE RATCHET | FLATHEAD SCREWDRIVER |
| 10MM WRENCH | NEEDLENOSE PLIERS |
| 19MM WRENCH | CHANNELLOCK PLIERS |
| SMALL PICK | MISHIMOTO LIQUID CHILL® |

INSTALL TIME 1 HOUR

INSTALL DIFFICULTY

DISCLAIMER

- Raise vehicle only on jack stands or on a vehicle lift.
- Allow vehicle to cool completely prior to attempting installation.
- Do not run the engine or drive the vehicle while overheating; serious damage can occur.
- Please dispose of any liquids properly.
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products.
- Mishimoto suggests that a trained professional install all Mishimoto products.

CAUTION

Never work on the cooling system when it is hot. The coolant temperature in the radiator can be considerably higher than boiling, and the system may be under pressure. Opening a cooling

system that is hot or under pressure can result in serious injury. Always wait until the system has cooled completely before servicing it in any way.

INSTALL PROCEDURE

01. Set the vehicle on an automotive lift or raise it with a jack and place it securely on jack stands. Refer to your owner's manual for safe lifting points if you are unsure.
02. Place a drain pan under the driver side of the radiator, and loosen the petcock on the radiator to drain the coolant. Then remove the pressure cap from the radiator to accelerate the draining process.



03. Separate the overflow hose from the radiator. Then squeeze the clamp that secures the coolant hose to the water neck of the radiator, and separate the hose from the radiator. (1x spring clamp)



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04. Disconnect the electrical harness from the mass airflow (MAF) sensor. To release this connector, slide the gray locking tab out, and then depress the black tab.



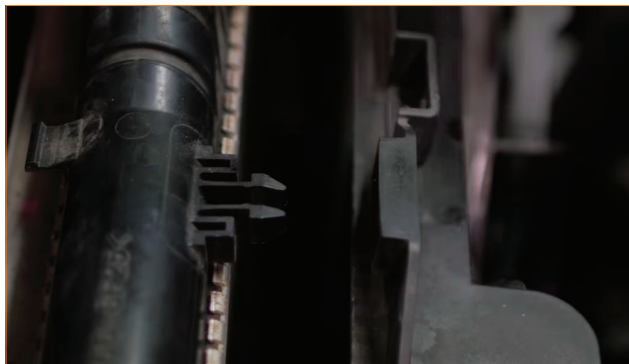
05. Remove the intake tube and airbox from the vehicle.

06. Separate the fan wiring harness from the fan shroud. Then separate the connector.



07. Compress the clamp that secures the upper radiator hose to the radiator, and then separate the hose from the radiator. (1x spring clamp)

08. Remove the two bolts that secure the fan shroud to the radiator. Then squeeze the plastic tabs at the top of the radiator to release the fan shroud and lift it out of the car. (2x 10mm bolts)



09. Squeeze the clamp that secures the coolant hose to the lower tank on the radiator, and separate the hose from the radiator. Be sure to have your drain bucket ready to capture any spills. (1x spring clamp)



10. Compress the clamp that secures the lower radiator hose to the radiator, and separate the hose from the radiator. (1x spring clamp)

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11. Separate the dust boot from the cooler line connection at the bottom of the radiator. Use a pick tool to remove the circlip from the cooler fitting. Be careful when removing the clip as they tend to spring away when removed and can be hard to find. Now remove the cooler line from the radiator and repeat the process on the second cooler line. Tuck the lines up and out of the way so they don't leak during the rest of the install. (2x circlips)



12. Remove the bolt that secures the radiator mount to the radiator support, and remove the mount. Repeat this process on the other side.



13. Tilt the radiator back to expose the mounting bolts for the AC condenser. Remove the bolts to separate the AC condenser from the radiator. (2x 10mm bolts)



14. At the base of the AC condenser, two feet slip into the radiator. Lift the AC condenser up to separate it from the radiator. Then remove the radiator from the vehicle by lifting it upward.
15. Remove the rubber isolators from the bottom of the factory radiator and reinstall them to the vehicle.



16. Snug the drain plug on the Mishimoto radiator. Lower the radiator into place, and seat the radiator into the rubber isolators on the vehicle. Take care to avoid damaging the fins on the AC condenser.
17. Lift the AC condenser and slip the feet on the condenser into the slots on the Mishimoto radiator. Then secure the condenser to the radiator using the original hardware. (2x 10mm bolts)

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18. Reinstall the radiator mounts and secure them with the original hardware. (2x 10mm bolts)
19. Attach the coolant hose to the bottom tank of the radiator, and secure it with the spring clamp. (1x spring clamp)
20. Reinstall the cooler line into the fitting on the Mishimoto radiator. These fittings have new circlips preinstalled. Simply push the line into the fitting until it snaps into place. Make sure the circlip is properly seated in the groove, and install the dust boot over the fitting. Repeat this process on the other line.
21. Reinstall the lower radiator hose and secure it with the clamp. (1x spring clamp)
22. Three tabs along the base of the fan shroud fit into mounts on the radiator. Lower the fan shroud into place so that the tabs engage the mounts. Then secure the fan shroud to the radiator with the original hardware. (2x 10mm bolts)
23. Reconnect the electrical harness to the fan shroud, and secure the connector to the shroud with the integrated clip.
24. Reattach the upper radiator hose to the radiator and secure it with the clamp. (1x spring clamp)
25. Reinstall the coolant line to the water neck of the Mishimoto radiator and secure it with the clamp. Then reinstall the overflow hose to the radiator. (1x spring clamp)
26. Reinstall the air intake. Then connect the wiring harness to the MAF, and lock the connector with the gray tab.
27. Fill the cooling system with premixed, Chevy-approved coolant through the radiator filler neck, start the engine, and allow it to idle with the cap off. Turn the heater control valve on the vehicle's HVAC unit to full hot, and put the fan on low. Monitor the engine temperature and coolant level in the reservoir. Add coolant as needed to maintain proper level in the reservoir, and check your connections for leaks. If the vehicle begins to overheat or coolant starts to overflow from the reservoir, shut off the engine and allow it to cool before continuing. Once the vehicle is fully warmed up and the coolant level has stabilized, allow the vehicle to cool off completely, and then top off the coolant level. Coolant level should be checked once more after putting in some miles.

**Congrats! You just finished installing
the 2012–2015 Chevy Camaro SS
Performance Aluminum Radiator.**

