

# HIDDEN AGENDA

## Part 2

Last month we hid the washer bottle. This month it's the radiator overflow bottle's turn

Ben Hosking

Ben Hosking and Ben Nightingale

In last month's issue, we began our two-part series on hiding both the washer bottle and radiator overflow tank so we could delete the ugly tanks that usually live up on the driver-side strut tower.

We've already got the later-model VR/VS

washer bottle living happily under the passenger's front guard, and now it's time to install our aftermarket polished stainless overflow tank. As you can see from the pics we've printed, the job is pretty bloody easy and only requires a couple of bits to complete.

### STEP 1

Here's the sexy stainless overflow tank straight out of the box. We got this one from the guys at American Autos for \$110. They had them in two lengths. Mounting them into a Commodore, you'll need the shorter of the two, otherwise it'll hit the tarmac.

### STEP 2

Here's where it's going to sit – just behind the radiator on the driver's side and snugly between the fan shroud and the charcoal canister. We were going to try and relocate the canister entirely to a location under the front guard, but time got the better of us.

### STEP 3

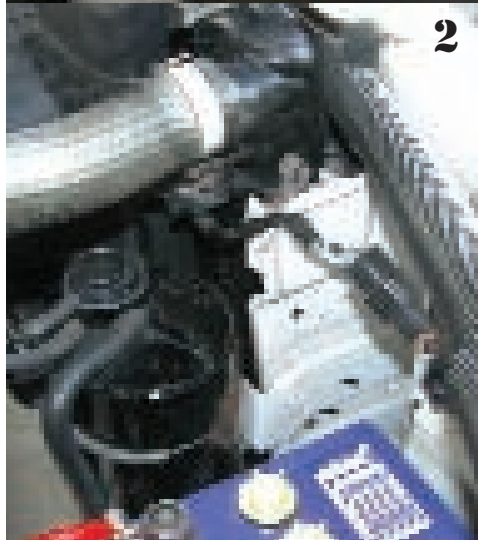
Start by moving the charcoal canister directly up and out of the way. It isn't bolted on; it will simply slide up and off.

### STEP 4

Next, grab your socket set and undo the four bolts holding the fan shroud in place. We performed this mod on a VP V6. Installation into other models would obviously require different mounting locations. Don't forget to unplug the electric fan.



1



2



3



4



4

**STEP 5**

Here you can see that the mounting tabs of the Cal Custom overflow tank are perfectly spaced for the VP fan shroud. You'll have to buy some alloy or steel right-angle pieces to mount it, however. We just grabbed some 20mm alloy right angle.

**STEP 6**

The tank comes with a couple of short hex-head bolts and Nyloc nuts, but we found that another two longer bolts were needed (around 25–30mm in length), along with washers for all four bolts. You can get these at all hardware stores. You can see our right-angle brackets in this shot.

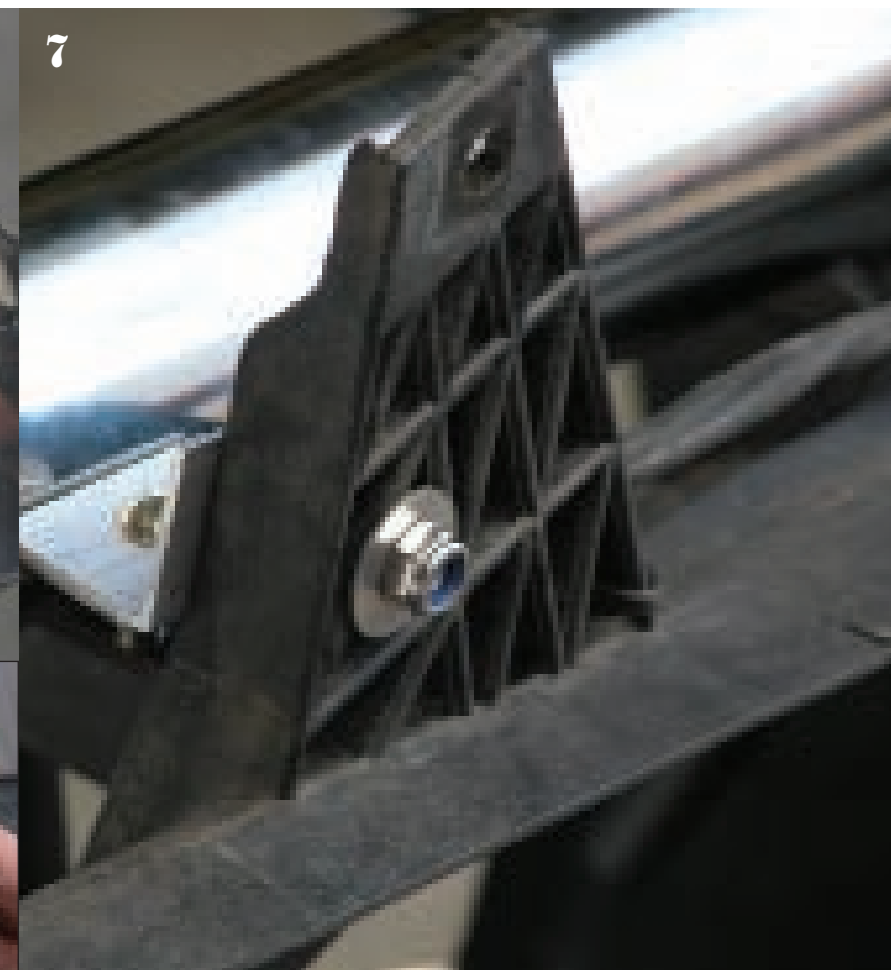
**STEP 7**

Once the tabs are bolted to the tank, you can bolt the tank to the shroud. The tank will need to be affixed very close to the shroud itself to squeeze between the shroud and charcoal canister. It's also here that you realise the need for the washers. By using Nyloc nuts, once you get the nuts cinched onto the bolts, they won't come undone, so excessive tightening is unnecessary.



6

7





8

9



10



11

**STEP 8**

Grab your pliers and undo the clip on the existing overflow hose. It's as simple as pulling the hose off the old tank lid.

**STEP 9**

Now refit the shroud assembly into the engine bay and install the four bolts that hold it in place. Project XXX runs a VS S/CV6 cold-air-intake set-up, so we put that back in as well, which further hid the overflow tank.

You can simply run the existing overflow tube down alongside the radiator to the bottom of the new tank and hook it up to the shorter of the two pipes. A small (10–15mm) hose clamp will be required, as the diameter of the pipe on the tank is smaller than the hose.

**STEP 10**

This is all you can see when you look into the engine bay now; the shiny and totally trick-looking polished overflow tank. Most people wouldn't even think to look for it until they realise the two factory tanks are missing.

**STEP 11**

Speaking of which, here's the driver-side strut tower now that the bottles are gone. With a quick spit and polish, the area will be much cleaner. We'll also get some more split convoluted tubing in there to hide what wiring there is until such time as we start hiding all that, too!

**CONCLUSION**

This two-part series has shown you how to seriously tidy up the engine bay of your Commodore. What's better is that both parts have been easy to complete and well within the realm of most people's ability so long as you have a few simple tools and a couple of hours to kill. And hey, a tidier engine bay is something all us *Street Commodores* guys are after, right?

SC