



GRENADIER

Ineos



Installation Instructions



Ineos Grenadier Emuwing Installation Instructions

Due to the intrusion of the hinge this product is not suitable for vehicles with passengers in the seats adjacent to the Emuwing. The Emuwing is designed as an addition to a storage system and should be removed if the seats adjacent to the Emuwing are ever reinstated.

Parts List



Emuwing Frame
- One per side



Emuwing Panel
- One per side



Polyurethane Glue & nozzle
- One (1) per kit



Support brackets
- Two (2) per side



Hinge and Faceplate
- Two (2) per side



Adhesive Weatherstrip
- One (1) length per side



Pinchweld (if applicable)
- One (1) length per side



Gas Struts
- Two (2) per side



3M Primer
- One (1) per side



M5 CSK bolts- Eight (8) per side



Panhead bolts
- Four (4) per side



M4 Hex bolts, Washer & Nyloc nut
- Eight (8) per side



Handle
Two (2) per side



Keys & Keyring
- One (1) keyring with two (2) keys
for each Emuwing



Chalk Pen
One (1) per kit



Latch Plates
Two (2) per side

Tools required:

- 4mm Allen Key
- Medium size Phillips's head screwdriver
- Eight to Twelve Clamps per side
- Spanners 7mm
- Sockets 7mm, 10mm and 14mm
- Caulking/Glue gun
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Other things that you will need:

- Wax and Grease remover
- Clean rags or kitchen paper
- Masking tape
- Trim pry



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The following instructions detail the installation of your new EmuWing kit; allow a total of two to three hours fitting time for each panel excluding curing time. Read the instructions thoroughly before starting.

We have installations on our YouTube channel which may be worth looking at before beginning.

As this is a DIY kit. Please ensure you read the instructions carefully before beginning installation as once installed, no claims can be made due to incorrect installation.



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- Remove interior trim and glass.

Removing the trim in the Grenadier can be significantly more difficult than in other vehicles. Panels are tight, rugged, and not always intuitive to disengage.

We recommend starting with the rearmost pillar trim, as it often appears to be the first piece to release. From what we've seen, it may need to be slid forward to disengage — but as always, do not force anything. There may be a better method depending on the vehicle spec, and fastener placement may vary.

- Inspect carefully for hidden screws, clips, or trim retainers.
- Use plastic trim tools to avoid scratching or damaging the interior.
- If unsure, take it slow — and if you discover a better method, let us know!

Alternative Method – No Trim Removal Required

We've also found that the Emuwing kit can be installed without removing any interior trims at all, by working solely from outside the vehicle.

Before cutting, check for any electrical connections to the window (antennas, demisters, etc.) and disconnect if present.

Use a string line (braided fishing line or similar) to cut through the adhesive behind the window from outside the car.

Note: The original window has placement clips in the bottom corners that will need to break free during this process — this is expected.

Work the string through the adhesive slowly and steadily. Be patient — the factory adhesive is strong.

Once the glass is out, you can proceed with the install as normal.

⚠ Important: Because trims remain in place during this method, you will need to cut them in situ to allow clearance for the Emuwing frame. This is a more difficult and time-consuming process, so take care with your measurements and cuts.

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- Marking interior trim for cutting.

With the factory glass now removed, we move on to preparing the interior trim for the Emuwing frame. Depending on your previous method:

If you removed the interior trim:

Reinstall the upper trim piece only to its original position for this next step.

If you left the interior trim in place during glass removal:

Leave it as-is and continue.

Marking the Frame Cutouts

Hold the Emuwing frame up to the window opening from outside the vehicle, positioning it flush against the body. From inside, mark where the top support brackets and bottom latch plates align with the interior trim.

Trim Cutting Options, once marked, you have two options:

- **Option A** – Remove the trim for cutting (recommended):

Carefully remove the marked trim sections from the vehicle and cut them on a stable workbench. This allows for more accurate and neater results.

- **Option B** – Cut the trim in place (experienced only):

For those comfortable with in-situ work, you can cut the trim while still installed in the car. Take extreme care to avoid damaging surrounding panels or upholstery.



⚠ Take your time during this step — a clean cut will ensure a snug, professional-looking fit for your Emuwing and prevent future rattles or interference.

2: Installing the frame.

- Positioning the frame.

Prior to gluing the frame into position, ensure a thorough understanding of its correct positioning. While there is some allowance for adjustment during later stages of installation, getting the initial frame positioning right is crucial for a seamless installation and a polished finish.

Place a clamp on each corner of the frame at this point. The frame will easily mould to the car. The frame sits centrally in the opening with even spacing all around.

As a helpful tip, consider applying masking tape around the frame. This step will facilitate easier cleanup of excess glue later in the process.

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- Gluing the frame into place.

Carefully remove the frame and meticulously clean the surfaces to be glued, ensuring no residual material is left on either surface. Utilizing gloves is advised to prevent the contamination of surfaces with grease or oils from hands.

Apply an even and consistent bead of Sikaflex around the inside edge of the window seam, on the car. Aim for approximately a 5mm width, slightly increasing to 6/7mm around the corners. Note: Your kit provides sufficient glue for a practice run before applying it to the window seam. Ensure there are no gaps in the bead, and it maintains consistency around the window.

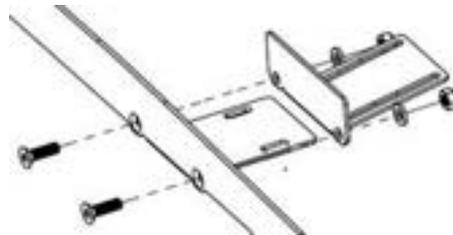
Position your clamps within easy reach before placing the frame.

Place the frame into position and secure clamps along the top and bottom edges.

Closely inspect for any visible light between the frame and the car. Use additional clamps if necessary and consider using a torch for a more detailed examination.

- Place and tighten the support brackets.

Assemble the support brackets on top of the frame, using the M5 bolts. Gently clamp the frame to the body with these bolts, being careful not to over tighten as we do not want to squeeze the wet glue out. When tightening, avoid over-tightening; instead, ensure to tighten them gently, or until light pressure is applied to the glue.



Ensure even tightening of the two bolts to align the slots in the brackets and press the bracket against the body.



- Attach the Latch plates

Now we can attach the latch plates to the bottom edge of the frame.

Use the latch plates to clamp the frame to the pinch weld, placing the latch plate from the inside and attach using two M5 bolts.

Ensure to tighten them gently until light pressure is applied to the glue.

While the glue is still wet and the frame is clamped, clean up any excess glue around the frame. To do this, use an old rag or paper towel to guide the excess glue onto the masking tape.

Once all excess glue has been directed onto the masking tape, carefully remove the tape. Ensure the glue remains on the tape and does not spread onto yourself or the car.

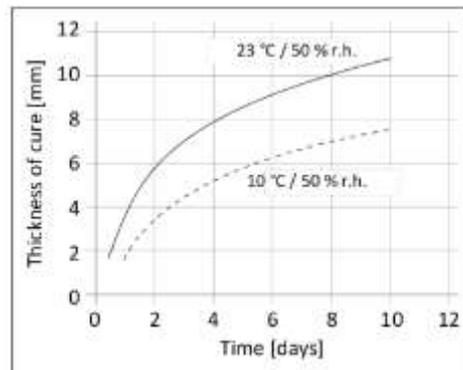
For final cleanup, use wax and grease remover on the wet glue. Do not let the glue dry, as this may make it challenging to remove without causing damage to the paintwork.

After applying the glue and securing the frame in place, allow it to dry undisturbed for a minimum of 24 hours. With the addition of our latch plates, work can progress albeit carefully should you not have this time to wait, still allow three to four hours for the glue to cure a little.

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Do Not proceed with fitting any hardware to the frame until the glue has set and the frame is securely in place (at least 24 hours). With our latch plate addition, work can continue but the glue should still be left for three to four hours to begin curing.



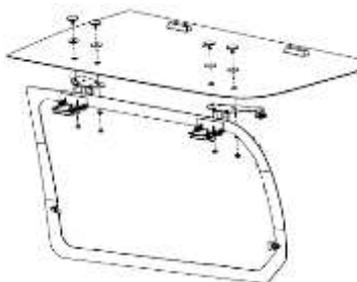
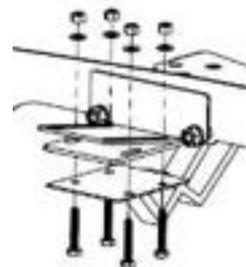
⚠ Do not proceed until these bolts have been tightened.

Once the glue has cured, we need to tighten the support brackets and latch plates, these should be tightened to around 5/6NM – if you see the glue start to squeeze out it may not have cured enough yet, check the graph above and give it some more time.

3: Attaching the door panel.

- Attach the hinges.

Attach the Hinges to the frame using the supplied 4mm nuts, bolts and washers so the face plate protrudes around 10mm from the frame. The exact depth will be adjusted later.



- Placing the door panel.

When the hinges are in the closed position, position the door panel centrally. Use a spacer at the bottom of the door panel to elevate it slightly, ensuring proper alignment.

Partially close the handles to engage the cam latches over the frame, securing the door panel in place temporarily. This provides stability while fixing it into its final position.

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- Securing the door panel.

From the outside, insert the Pan Head bolts with rubber washers. On the inside, place a washer first, followed by a nut. Once all four pan heads are in place and secure, check that the door does not foul the car when opening and closing. If there is any fouling, adjust the door accordingly before attaching the gas struts.

Once all four pan head bolts are in place, tighten each up to approximately 6NM, taking care not to strip the thread of the Aluminium pan head bolt. Align each of the pan head bolts visually from the outside, they should follow a straight line across the door panel.

*Before loosening any nuts for any further adjustments, **detach the gas struts first to prevent the hinges from twisting.***

Attach the gas struts.

After adjusting the door panel as much as possible, open the door and attach the struts with the wider end positioned at the top. Carefully close the panel, observing any potential contact with the car. Once closed, take note of any necessary adjustments required to align the door panel with the car.

The depth of the door can be fine-tuned later during the attachment of the seal. At this stage, focus on the position of the panel in relation to the car. If the panel extends more than 10mm out from the frame, consider adjusting it inward to at least 10mm.

4: Adjusting the door panel and fitting the weather-strip.

- Adjustments – left/right and up and down.

The door panel's vertical and horizontal positioning can be adjusted by loosening the pan heads that attach the door to the hinge. Before removing the struts and loosening the pan heads, take note of the required adjustments. Mark the current position of the hinge plate on the inside of the door. Once satisfied with the adjusted position of the door panel and the gas struts are reinstalled, proceed to attach the weather seal to the interior.

- Applying the weather-strip.

Close the door panel and meticulously mark inside the door panel around the inner edge of the frame. Take note of the distance between the marked line and the edge of your frame.

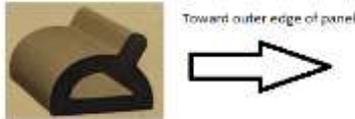


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- Primer

Before attaching the weather strip, use the provided 3M primer along the areas where the strip will be applied. Apply the primer using long strokes precisely where the weather strip will be placed.



Once the door has been marked and primed, attach the weather seal to the door, following the outside of the marked lines. Ensure the seal aligns with the frame correctly to prevent moisture and dust from entering the back of the vehicle.

Handle the weather strip with care, especially around corners; avoid stretching it. Allow it to gently conform to the panel. Stretching may lead to potential shrinkage with heating, causing the strip to peel from the panel.

- Adjustments – Depth.

After setting the weather seal in place, close the door panel and check the depth to ensure it aligns with the car, effectively compressing the rubber seal. If adjustments are needed, follow these steps: Loosen the hinges from the top supports (the gas struts do not need to be removed).

Apply even pressure to the outside of the door where the hinge meets the door until you observe the rubber compressing onto the frame.

Re-tighten the bolts.

If additional help is required, please feel free to give us a call on +613 8592 1926 between the hours of 10am and 4pm AEST – Monday to Friday.

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