



INSTALLATION GUIDE

Rear Reservoir Bracket for Grenadier
w/ Extra Fuel Tank

G17-1001

ESSENTIAL
CLEARANCE FOR
LONG-RANGE GRENADIERS

Rear Reservoir Bracket for Grenadier w/ Extra Fuel Tank



When adding an auxiliary fuel tank to your INEOS Grenadier, most configurations require an exhaust reroute, which creates interference with the driver-side rear shock reservoir. This relocation bracket solves that problem. Made from powder-coated steel with rubber-insulated stainless clamps, it securely repositions the reservoir and includes all required hardware.

SKU

G17-1001

PARTS INCLUDED

1 x Relocation Bracket

2 x #36 Hose Clamps

1 x Shrink Tube

1 x Hardware Pack #4070

TOOL NEEDED

18mm Wrench

19mm Wrench

22mm Wrench

24mm Wrench

3/16" Allen Wrench

5/16" Socket

Measuring Tape

Razor Blade

INSTALLATION TIME

1 - 1.5 Hours

REFER TO THE OWNER'S MANUAL FOR PROPER WHEEL/TIRE REMOVAL**USE JACK STANDS TO SUPPORT THE VEHICLE
USING STANDARD SAFETY PROCEDURES**

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1. Park the vehicle on a flat level surface, engage the parking brake, and jack up the left rear wheel. If using a vehicle lift, support the left rear side of the axle to relieve tension on the shock mounting hardware and remove the left rear tire.

NOTE: The fender liner does not need to be removed for this installation.



1. Use an 18mm wrench to remove the two nuts securing the shock hat to the frame.



2. Use a 24mm socket and wrench to remove the lower bolt securing the shock to the axle. Remove the shock and place it on a clean work surface..



3. Use a 22mm wrench to lightly loosen the jamb nut at the reservoir.



4. Use a 22mm wrench to carefully loosen the jamb nut at the top of the shock.

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5. Carefully flex the reservoir hose to get access to the lower reservoir clamp mounting screw. Use a $\frac{3}{16}$ " Allen wrench to remove the reservoir clamp mounting screw.



6. Use a 19mm wrench to slightly rotate the 90-degree angle fitting on the reservoir. Rotate the fitting enough to be able to remove the remaining Allen screw. Completely remove reservoir clamp.



7. Rotate the reservoir 180 degrees so that it is in line with the shock body. Use a 22mm wrench to retighten the top shock jam nut. Leave the reservoir fitting jam nut loose for now.



8. Locate your new reservoir relocation bracket and hardware bag. For this application, you will only be using the $\frac{5}{16}$ " hardware. Disregard the $\frac{1}{4}$ " hardware.



9. Locate the two supplied hose clamps and shrink tubing. Cut the shrink tubing into two 7-1/2" pieces



10. Open the hose clamps and install the shrink tubing onto the clamp.

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11. Install the clamps into the new relocation bracket as shown.



12. Use the supplied $5/16$ " hardware to install the bracket onto the shock bucket using the existing factory holes. Secure with the large fender washer and Nylock nut on the frame side and torque to 20ft.lbs



13. Reinstall the shock, tightening the hardware finger tight so it will have a little bit of adjustment.



14. Rotate the reservoir and hose assembly and install onto the new bracket with the control adjusters facing down. Fully tighten the hose clamps.



15. Inspect the reservoir hose to make sure it isn't bound up. Adjust if necessary. Fully tighten the reservoir jamb nut. Fully tighten the shock mounting hardware and torque the two top nuts to 75ft.lbs. Torque the bottom bolt to 159ft.lbs.

16. Reinstall the tire and torque the lug nuts to 125ft.lbs

