MADE IN THE USA!

Carefully read instructions in their entirety before the install

Professional installation is recommended. Always use proper safety measures during the install of this product. Do not try to install this product without proper tools, recently calibrated torque wrench, correct torque specifications from factory service manual, safety goggles and gloves. The motorcycle must be in a fixed secure position before the install process begins. DO NOT remove both engine studs at the same time. Shogun is not responsible for any part of your motorcycle for any reason. If you have any questions please call us directly for assistance.

Replacement Parts List: Left Side Components (as if you were sitting on the bike)

QTY	Price each	Part Numbers	Descriptions
1	$20.00	99-FS-750-4909-L&R	Black Left Side Puck
1	$20.00	99-FS-750-4900-L&R	White Left Side Puck
1	$30.00	99-FS-850-4900-L&R	Polished Billet Left Side Puck
1	$30.00	99-OF-750-4900-L	Left Side Offset Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$3.50	99-HB-SH10125070	Socket Cap 10 X 1.25 X 70 Main Engine Stud

Replacement Parts List: Right Side Components (as if you were sitting on the bike)

1	$20.00	99-FS-750-4909-L&R	Black Right Side Puck
1	$20.00	99-FS-750-4900-L&R	White Right Side Puck
1	$30.00	99-FS-850-4900-L&R	Polished Billet Right Side Puck
1	$30.00	99-OF-750-4900-R	Right Side Offset Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 Main Engine Stud

Frame Sliders: Left and right frame sliders are the same length.
Offsets: Flat offset goes on the right side.

1. **Open kit and disassemble the frame sliders from the machined offsets. Kit consists of two CNC machined 6061-T6 aluminum offsets (brackets), two frame sliders, Two 10 X 1.5 X 45 bolts, one 10 X 1.25 X 70 bolt and one 10 X 1.25 X 80 bolt**

2. **Remove the bodywork from left and right side to expose mounting location.**

3. **Make sure you keep track of what bolts came out of. Tip: (We use two separate trays to distinguish what side the bolts came from.)**

4. Remove right side 10mm engine bolt located below the foam flashing. (Do not remove both engine bolts at the same time this could cause the engine to shift in the chassis.)

5. Install the flat offset with the 10 X 1.25 X 80 bolt; lightly tighten up bolt so you can locate the bracket so the slider puck will clear the body. (If you torque down the bolt to the OEM spec. prematurely the bracket will be too tight to move in case you need to readjust location to clear the body.)

6. Once you are sure of the bracket location and that the slider will clear the body, torque the engine bolt down using OEM torque specs. (Make sure your torque wrench is calibrated and the correct setting is applied.)

7. Repeat steps 6 - 7 on the left side but using the 10 X 1.25 X 70 bolt supplied in the kit as well as the other offset for the left side.

8. Using a drop of blue thread locker, torque the frame sliders to the brackets at 30 to 32ft lbs. (Many customers forget to tighten the frame slider to the actual offset, make sure you complete this step.)

READ CAREFULLY

Shogun cannot guarantee that they will protect your motorcycle from any extent of damage. Shogun frame sliders are really meant to help possibly save the frame from damage in the event of a crash. Because Shogun frame slider products have been very successful in saving cases, bodywork, levers and so on in the past, customers just assume sometimes you can put the product on and no damage will happen. The fact is, some crashes result in little or no damage to the motorcycle and some bikes are destroyed. It's kind of like a bumper on a car sometimes it works sometimes it doesn't, it really depends on all the different forces applied during the incident. We've seen bikes crash at 100 mph with little damage and some at 15 mph with major damage.