



SUZUKI GSXR600/750 2008 NO CUT Frame

Slider Installation Instructions

Part Numbers: 750-5439, 750-5430, 850-5430, 755-5439

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. If in doubt at any point please call us before the install process has begun.

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-750-5439-L	Black Left Side Puck
1	\$20.00	99-FS-750-5430-L	White Left Side Puck
1	\$30.00	99-FS-850-5430-L	Polished Billet Left Side Puck
1	\$30.00	99-OF-750-5410-L	Left Side Offset Black Anodized
1	\$3.80	99-SP-750-5410-L2	Left Side Aluminum Washer .845 Outside Diameter X .155 Thousandths Thick (This larger aluminum washer fits in counter bore between the offset and the frame on the left side)
1	\$2.00	99-HB-SH10150035	Socket Cap 10 X 1.5 X 35 (Holds puck to offset)
2	\$3.70	99-SP-750-5410-L&R	Aluminum Frame Cup Spacers 1/2 inch Outside Diameter X 1.25 X 1.0 Inch long. (These spacers are bolted to the back side of the offsets Left and Right using 99-HB-BH0812520 bolts)
2	\$.50	99-HB-0812520	Socket Cap Button Head 8 X 1.25 X 20
1	\$3.50	99-HB-SH10125060	Socket Cap 10 X 1.25 X 60 Main Engine Stud

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

1	\$20.00	99-FS-750-5439-R	Black Right Side Puck
1	\$20.00	99-FS-750-5430-R	White Right Side Puck
1	\$30.00	99-FS-850-5430-R	Polished Billet Right Side Puck
1	\$30.00	99-OF-750-5410-R	Right Side Offset Black Anodized (has two extra cuts around the center pocket)
1	\$2.00	99-HB-SH10150035	Socket Cap 10 X 1.5 X 35 (Holds puck to offset)
2	\$3.70	99-SP-750-5410-L&R	Aluminum Frame Cup Spacers 1/2 inch Outside Diameter X 1.25 X 1.0 Inch long. (These spacers are bolted to the back side of the offsets Left and Right using 99-HB-BH0812520 bolts)
2	\$.50	99-HB-0812520	Socket Cap Button Head 8 X 1.25 X 20
1	\$3.50	99-HB-SH10125060	Socket Cap 10 X 1.25 X 60 Main Engine Stud

Installation Steps:

1. Remove bodywork to expose mounting locations.

Tips: If you look on the right side of the motorcycle you will see about a 1.0 inch diameter stock hole in the body. This is the engine stud location used for this kit, it is in the same location on the left side.



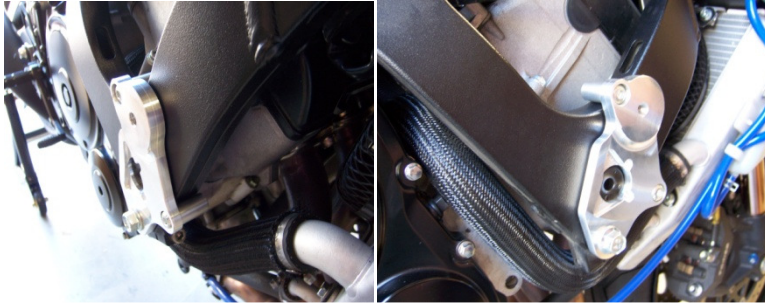
2. Attach the threaded frame cup spacers (99-SP-750-5410-L&R) to both left (99-OF-750-5410-L) and right (99-OF-750-5410-R) offsets using one drop of blue thread locker on the end of the 8mm (99-HB-0812520) socket cap button head bolts. Tip: Do not attach frame slider pucks.



3. Remove right side engine stud and loosen pinch bolt.



4. Mount right side offset to the motorcycle. Read your service manual for specific torque specifications associated to those locations. Use (99-HB-SH10125060) 10 X 1.25 X 60 Socket cap bolt to mount offset to the motorcycle. Torque down main engine stud first then pinch bolt. Tip: DO NOT use blue thread locker on either bolts discussed in this section. Start bolt in by hand make sure you have good thread engagement do not cross thread. Rubber grommet should be visible in the center of the though hole in the offset.



5. Remove left side engine stud. There is a counter bore in the frame where the stock bolt was removed. Place the aluminum washer (99-SP-750-5410-L2) in the counter bore of the frame, then the offset (99-OF-750-5410-L) over the top. Use (99-HB-SH10125060) 10 X 1.25 X 60 Socket cap bolt to mount offset to the motorcycle. Read your service manual for specific torque specifications associated to that location. Tip: DO NOT use blue thread locker on engine stud. Start bolt in by hand make sure you have good thread engagement do not cross thread. Rubber grommet should be visible in the center of the though hole in the offset.



6. Mount bodywork. Tip: Wet grommet with a non oily solution (water) before you press the bodywork into the grommet. This will help get good engagement and will dry.
7. Mount frame sliders left and right to the offsets. Left side frame slider is longer than right. There is a cross cut on each puck to clear the body, rotate each puck so cross cut (notch) clears the bodywork. Use (99-HB-SH10150035) 10 X 1.5 X 35 Socket cap bolts with one drop of blue thread lock on each bolt and torque down to 32 foot lbs.

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 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.