



BMW S1000RR NO CUT Frame Slider
Installation Instructions
Part Numbers: 750-7749, 750-7740, 755-7749,
710-7749

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-750-7749-L	Black Left Side Puck (Longer than right)
1	\$20.00	99-FS-750-7740-L	White Left Side Puck (Longer than right)
1	\$3.50	99-HB-SH10150090	Socket Cap 10 X 1.50 X 90 Main Engine Stud

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

1	\$20.00	99-FS-750-7749-R	Black Right Side Puck
1	\$20.00	99-FS-750-7740-R	White Right Side Puck
1	\$25.00	99-OF-750-7740-R	Right Side Offset Black Anodized
1	\$3.00	99-HB-SH10150050	Socket Cap 10 X 1.5 X 50 (Holds puck to offset)
1	\$5.00	99-SP-750-7740-R	Aluminum Frame Cup Spacer (This spacer is bolted to the back side of the right side offset using 99-HB-0812530 bolt)
1	\$.99	99-HB-0812530	Socket Cap 8 X 1.25 X 30
1	\$3.50	99-HB-SH1015060	Socket Cap 10 X 1.50 X 60 Main Engine Stud

Installation Steps: Left side puck longer than right

1. Remove the right lower and mid body panels to expose mounting location.
Tips: If you have a small camera or smart phone take photos of anything you think you may forget about so you can reference them during the assembly procedure. Note: **Be very careful not to break any bodywork tabs when removing panels.**
2. After you have removed the bodywork, remove right side engine stud.



3. Mount right side offset to the motorcycle. Read your service manual for specific torque specifications associated to those locations. Use (99-HB-SH10150060) 10 X 1.50 X 60 Socket cap bolt to mount offset to the motorcycle. Leave conical spacers in the frame and torque down main engine stud. Tip: **DO NOT** use blue thread locker on the bolt discussed in this section. Start bolt in by hand make sure you have good thread engagement **do not cross thread or over tighten**. Note: Offset shown in this illustration has a raw finish all offsets come **black anodized** with a machined finished threaded spacer.



5. Remove left side main engine stud.
6. Mount left side frame slider to the motorcycle. Read your service manual for specific torque specifications associated to those locations. Use (99-HB-SH10150090) 10 X 1.50 X 90 Socket cap bolt to mount left side frame sliders to the motorcycle. Leave conical spacers in the frame and torque down main engine stud. Tip: **DO NOT** use blue thread locker on the bolt discussed in this section. Start bolt in by hand make sure you have good thread engagement **do not cross thread or over tighten**.



7. Mount bodywork. This Shogun kit has a very tight fit on the right hand side this is to ensure the maximum strength of the offset. Mount bodywork loosely and do not tighten body screws yet.
8. After body is loosely mounted tighten the two mid-section screws first. To close the gap in the mid-section to match the left side, you can squeeze the panels together with one hand and tighten with the other or as illustrated here with your foot pressing upwards while tightening the two body panels together.



9. Once mid-section screws are tight, tighten the rest of the bodywork screws starting at the front moving your way towards the rear of the motorcycle.
10. Mount right side frame slider to the offset. Use (99-HB-SH10150050) 10 X 1.5 X 50 Socket cap bolt with one drop of blue thread locker 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.