



**CBR300R NO CUT Frame Slider Installation**  
**Instructions**  
**Part Numbers: 750-3140, 750-3149, 710-3149**  
**715-3149**

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**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.**

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-750-3149-L	Black Left Side Puck
1	\$20.00	99-FS-750-3140-L	White Left Side Puck
1	\$45.00	99-FS-710-3149-L	Carbon S5 Left Side Puck
1	\$25.00	99-FS-715-3149-L	PA2 Left Side Puck
1	\$45.00	99-OF-750-3140-L	Left Side Offset Black Anodized
2	\$2.50	428-9108	Left Side 25mm Offset Spacer
2	\$1.50	99-HB-SH0610060	Socket Cap 6 X 1.00 X 60 (Offset Bolts)
1	\$3.50	99-HB-SH10125070	Socket Cap 10 X 1.25 X 70 (Holds puck to offset)

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

1	\$20.00	99-FS-750-3149-R	Black Right Side Puck
1	\$20.00	99-FS-750-3140-R	White Right Side Puck
1	\$45.00	99-FS-710-3149-R	Carbon S5 Right Side Puck
1	\$25.00	99-FS-715-3149-R	PA2 Right Side Puck
1	\$45.00	99-OF-750-3140-R	Right Side Offset Black Anodized
1	\$2.50	428-9106	Right Forward 24mm Offset Spacer
1	\$2.50	428-9107	Right Rearward 22mm Offset Spacer
2	\$1.50	99-HB-SH0610060	Socket Cap 6 X 1.00 X 60 (Offset Bolts)
1	\$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 (Holds puck to offset)

Frame Sliders: Left and Right frame sliders are the same length. Right side puck has a larger cut out for body clearance.

Installation Steps:

**Some photos in this section are used for illustration examples only.**

1. Remove Left, Right mid and lower cowls to expose mounting locations and disconnect side marker lights. Use caution not to break bodywork mounting tabs shown below. Photos shown below are from the CBR250R but are similar to the CBR300R.



2. Remove left main OEM engine stud (you will use later to mount offset) and the two 6mm case bolts used for offset mounting location.

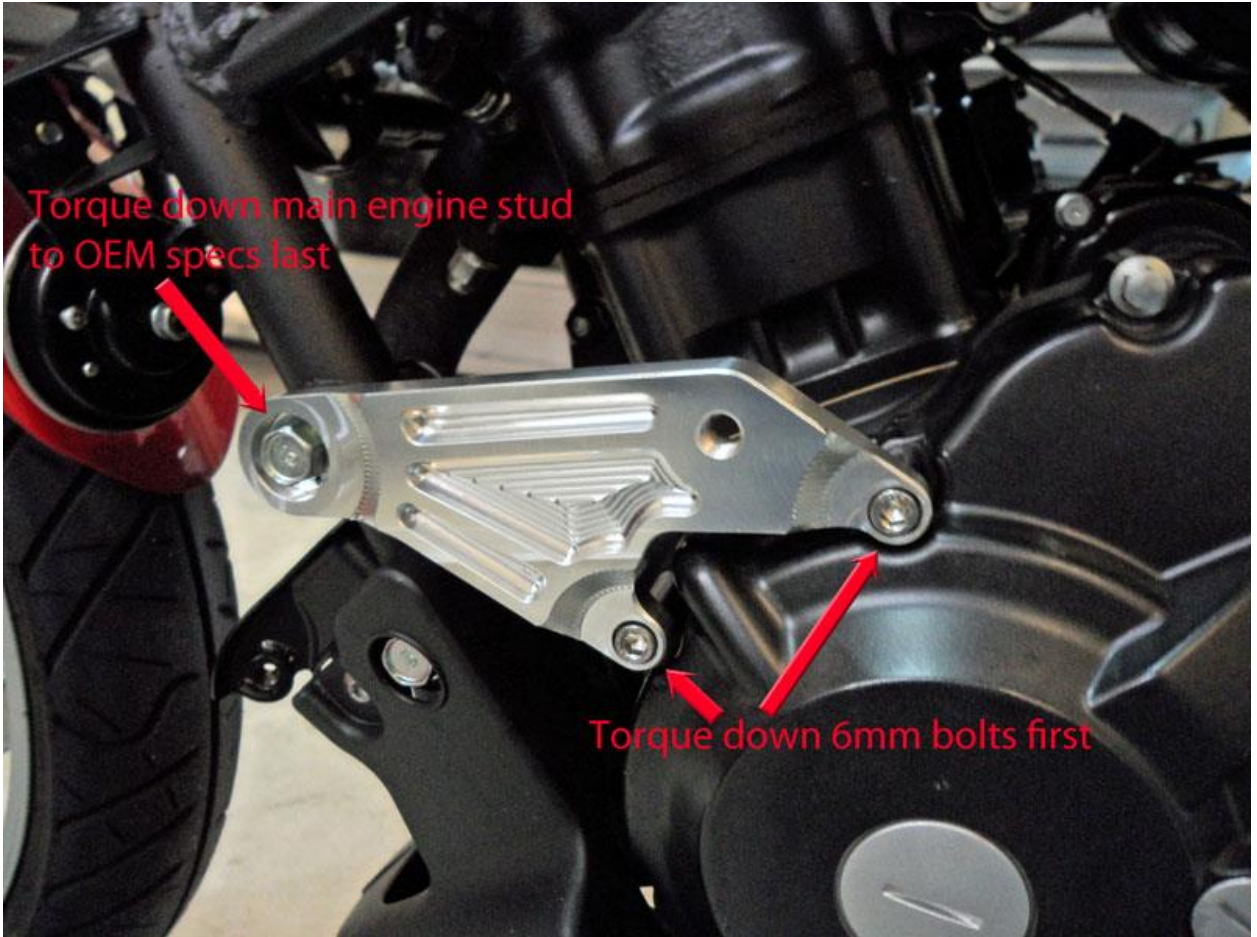


3. Before left side offset is installed pre assemble the offset using two 6 X 1.00 X 60 (99-HB-SH0610060) socket cap bolts and two 25mm offset spacers (428-9108) with the larger diameter part of the spacer towards the backside of the offset.

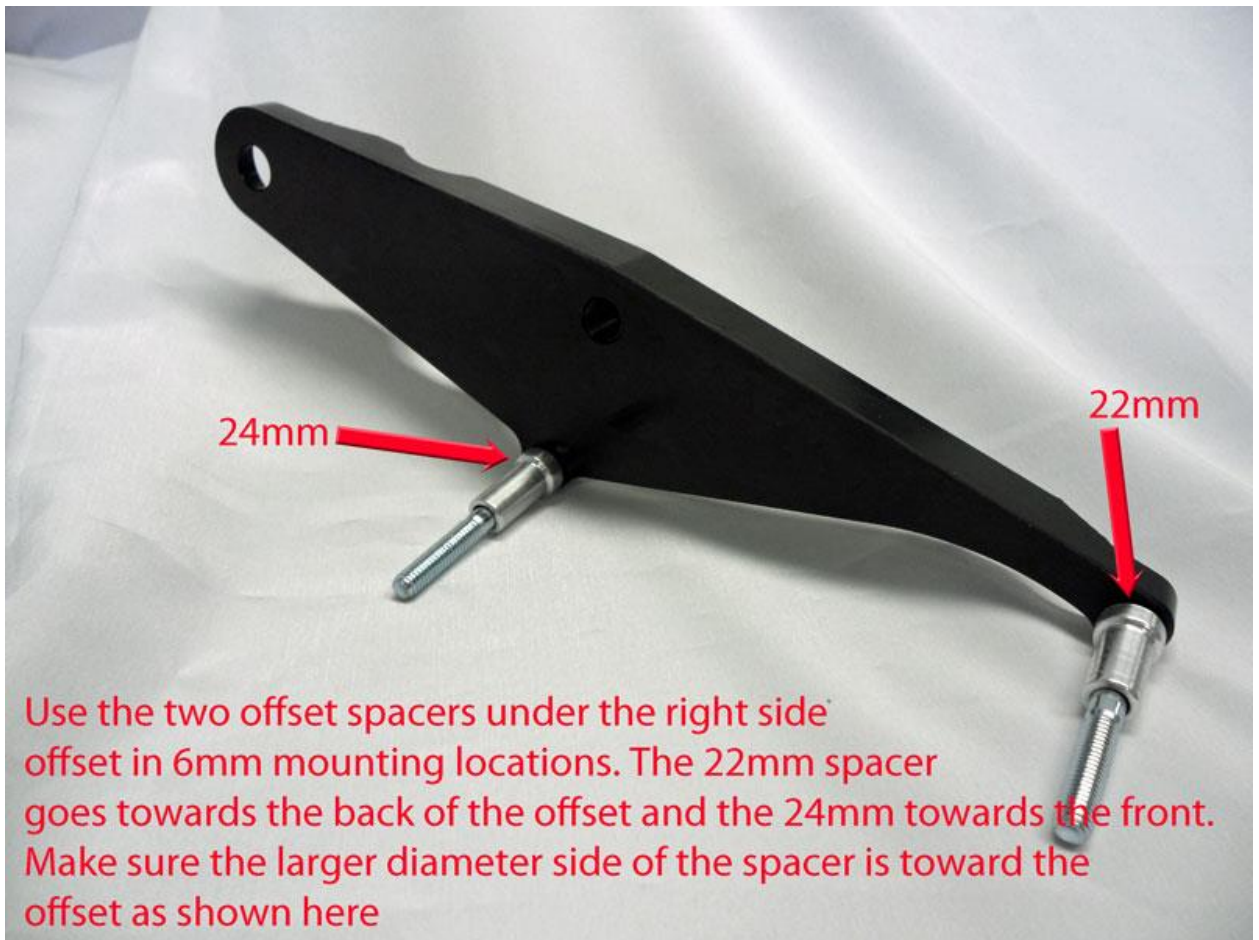




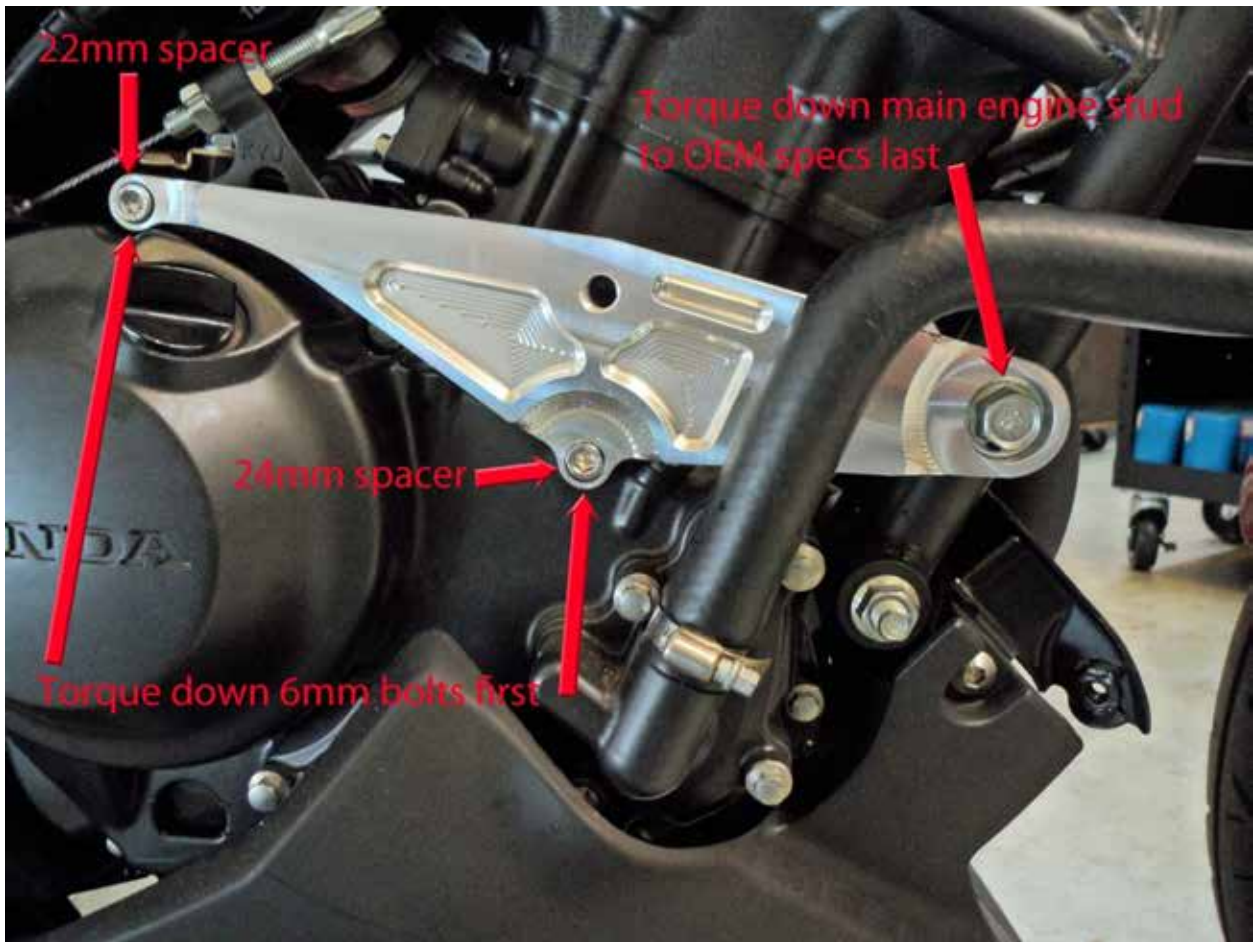
4. Mount left side offset (**LOOSELY**) by hand using all 3 bolts. Tighten both 6 X 1.00 X 60 (99-HB-SH0610060) socket cap bolts (**FIRST**) then main OEM engine stud. Check service manual for 6mm and main engine stud OEM torque specs.



5. Before right side offset is installed pre assemble the offset using two 6 X 1.00 X 60 (99-HB-SH0610060) socket cap bolts and two 22mm (428-9107) & 24mm (428-9106) offset spacers with the larger diameter part of the spacer towards the backside of the offset.



6. Mount right side offset (**LOOSELY**) by hand using all 3 bolts. Tighten both 6 X 1.00 X 60 (99-HB-SH0610060) socket cap bolts (**FIRST**) then main OEM engine stud. Check service manual for 6mm and main engine stud OEM torque specs.



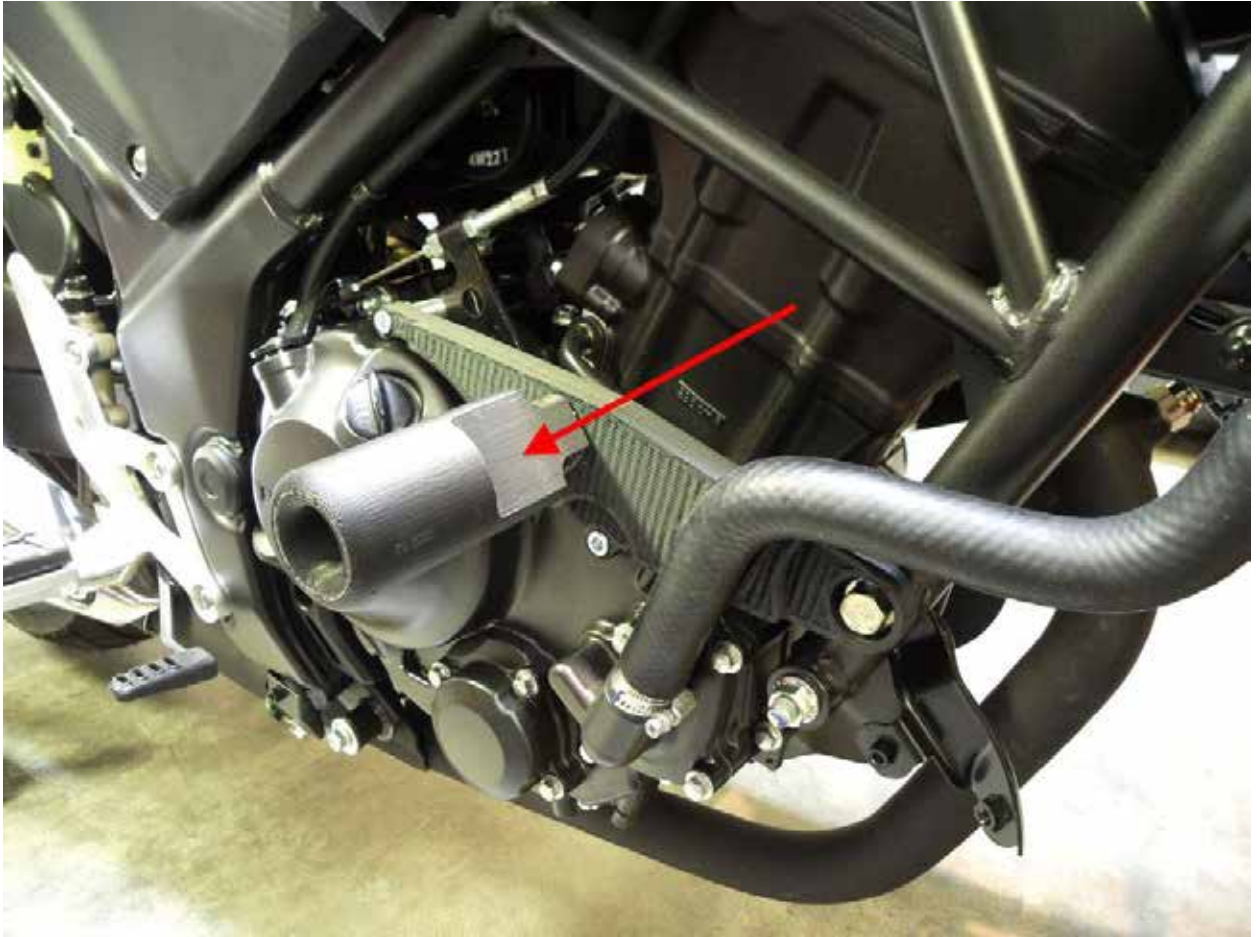
7. With both offsets left and right mounted and torqued down, remount bodywork (**NOTE: Don't forget to connect your turn signals**)



8. With bodywork mounted, install left frame slider puck using 10 X 1.25 X 70 (99-HB-SH10125070) socket cap bolt. Use one drop of blue thread locker on puck bolt and adjust the left frame slider puck to clear bodywork and torque down 30 to 32ft lbs. Red arrow illustrates the flat side of frame slider puck to be adjusted to clear body. (NOTE: Rapid prototype shown in picture)



9. With bodywork mounted, install right frame slider puck using 10 X 1.25 X 80 (99-HB-SH10125080) socket cap bolt. Use one drop of blue thread locker on puck bolt and adjust the left frame slider puck to clear bodywork and torque down 30 to 32ft lbs. Red arrow illustrates the flat side of frame slider puck to be adjusted to clear body. (NOTE: Rapid prototype shown in picture)



**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.