



**Honda CBR929RR/954RR NO CUT Frame Slider
Installation Instructions
Part Numbers: 750-3509, 750-3500 & 850-3500**

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.** Precisely measure location of cut and 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-750-3509-L	Black Left Side Puck
1	\$20.00	99-FS-750-3500-L	White Left Side Puck
1	\$25.00	99-FS-850-3500-L	Chrome Left Side Puck
1	\$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 Main Engine Stud

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

1	\$20.00	99-FS-750-3509-R	Black Right Side Puck
1	\$20.00	99-FS-750-3500-R	White Right Side Puck
1	\$25.00	99-FS-850-3500-R	Chrome Right Side Puck
1	\$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 Main Engine Stud

Frame Sliders: Left frame slider is longer.

Installation Steps:

1. Remove left side bolt. Mount left side puck with (99-HB-SH10125080) Socket Cap 10 X 1.25 X 80 Main Engine Stud and torque down.



2. Remove right side bolt. Mount right side puck with (99-HB-SH10125080) Socket Cap 10 X 1.25 X 80 Main Engine Stud and torque down.

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.