



Ninja 250 Frame Slider Installation Instructions
Part Numbers: 750-4119, 755-4119, 750-4110,
850-4110

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 without a safe secure support under the engine. **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-750-4119-L	Black Left Side Puck
1	\$20.00	99-FS-750-4119-L	White Left Side Puck
1	\$30.00	99-FS-850-4110-L	Polished Billet Left Side Puck
1	\$60.00	99-OF-750-4110-L	Left Side Rail Black Powder Coat
1	\$2.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 (Holds puck to offset)
2	\$.15	99-HW-M10WASH	Washer M10 Zinc Plated
1	\$.50	99-LN-LN10125	Hex Lock Nut 10 X 1.25

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

1	\$20.00	99-FS-750-4119-R	Black Right Side Puck
1	\$20.00	99-FS-750-4119-R	White Right Side Puck
1	\$30.00	99-FS-850-4119-R	Polished Billet Right Side Puck
1	\$60.00	99-OF-750-4110-R	Right Side Rail Black Powder Coat
1	\$2.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 (Holds puck to offset)
2	\$.15 ea	99-HW-M10WASH	Washer M10 Zinc Plated
1	\$.50	99-LN-LN10125	Hex Lock Nut 10 X 1.25

Replacement Parts List: Front and Rear Engine Studs (as if you were sitting on the bike)

1	\$11.00	99-HR-TH3/8-16 x6 11/16-R	9/16 X 160 Welded Threaded Rod Rear
1	\$11.00	99-HR-TH3/8-16x9 15/16-F	9/16 X 245 Welded Threaded Rod Front
2	\$.50 ea	99-HN-LN3/8-16	9/16 X 18 Pitch Hex Flange Serrated Nut

Frame Sliders: Left Longer than Right

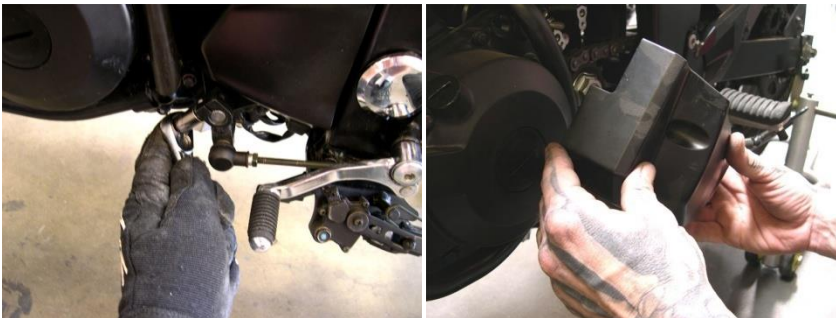
Installation Steps:

1. Some photos in this section are used for **illustration** examples only. It is up to you how you decide to cut your motorcycles counter shaft cover to accept the frame slider rail, there are different ways customers go through this process. **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. **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, **safety goggles and gloves.**

2. Remove left and right body panels. Unclip the turn signal connectors on each side.



3. Remove shift linkage from shift shaft and take counter shaft cover off.



4. Loosen front and rear engine through studs. **Do not remove studs until after step 5.**



5. Make sure the vehicle is in a fixed secure position. With a standard floor jack **support** the engine enough to remove engine studs. To help prevent scratching of any kind or damage to the bike

when lifting we use a small piece of soft wood or a plastic puck on the jack pad. With jack secure and in place remove each front and rear stock engine studs.



6. Loosely mount the left side rail passing the (99-HR-TH3/8-16 x6 11/16-R)9/16 X 160 welded threaded rod in the rear through the Shogun rail towards the right side of the bike. Use the (99-HR-TH3/8-16x9 15/16-F) 9/16X 245 welded threaded rod in the front. Pass it through the Shogun rail towards the right side of the bike. When installing the front rod lightly press down on the radiator hose so the bolt can pass.



7. Mount the right side rail using (99-HN-LN9/1618-F&R) 9/16 18 Pitch Hex Flange Serrated Nuts and torque down to 32ft lbs.



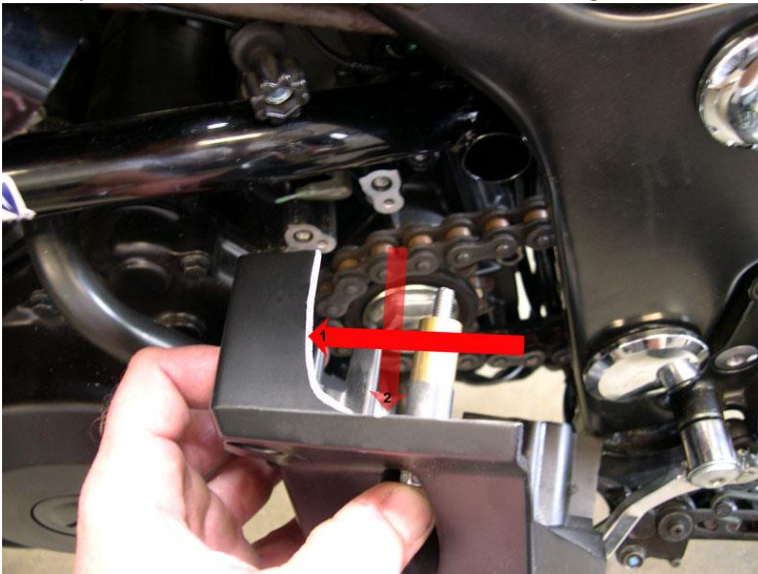
8. Counter Shaft Cover Prep: Use several layers of masking tape to completely mask off the area on the cover where you will be working. Tape the area where you will cut and also the sides of the part so when you hold it with another device (such as a vise or table clamp) it doesn't damage or

scratch the part. Tip: Some customers use two soft pieces of wood on each side of the cover while in the vice to prevent scratches or damage to the cover while cutting. We tend to take our time and use a small hacksaw to make slow accurate cuts then a file to clean up the edges. Some customers have other cutting tools such as dremel tools.

9. Counter Shaft Cover Cut: The arrow pointing to 1 will represent the distance to cut which is 2 ½ inches. The arrow pointing to 2 represents the edge of the cut.



When your cut is finished it should look something like this.



This cut out is clearance for the rear of the left rail.

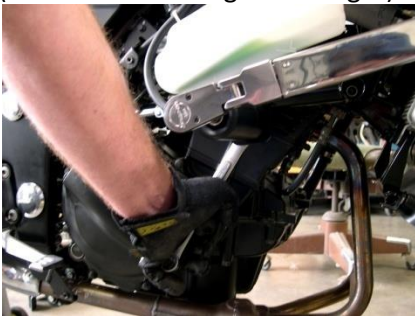
10. Mount counter shaft sprocket cover.



11. Mount linkage to shift shaft.



12. Mount left and right side sliders using 99-HB-SH10125080 Socket Cap 10 X 1.25 X 80 (Holds puck to offset) 99-HW-M10WASH Washer M10 Zinc Plated 99-LN-LN10125 (one washer goes under the head of the bolt, one goes under the Hex Lock Nut) Hex Lock Nut 10 X 1.25 (Left side slider longer than right) Torque down to 40 ft lbs.



13. Mount bodywork and reconnect your turn signals.

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.