



Kawasaki ZX6R Frame Slider Installation Instructions

Part Numbers: 750-4419, 755-4419, 750-4410,
850-4410

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.** If you have any questions please call us directly for assistance.

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-750-4419-L	Black Left Side Puck
1	\$20.00	99-FS-750-4410-L	White Left Side Puck
1	\$30.00	99-FS-850-4410-L	Polished Billet Left Side Puck
1	\$15.00	99-SP-750-4410-L	Left Side Bell Type Spacer Black Anodized
1	\$3.50	99-HB-SH10125090	Socket Cap 10 X 1.25 X 90 Main Engine Stud

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

1	\$20.00	99-FS-750-4419-R	Black Right Side Puck
1	\$20.00	99-FS-750-4410-R	White Right Side Puck
1	\$30.00	99-FS-850-4410-R	Polished Billet Right Side Puck
1	\$30.00	99-OF-750-4410-R	Right Side Offset Black Anodized
1	\$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	\$3.50	99-HB-SH10125070	Socket Cap 10 X 1.25 X 70 Main Engine Stud

Frame Sliders: Left frame slider longer than right

Installation Steps:

1. Locate and remove left engine stud. Tip: The left side engine stud on the ZX6R tends to be very tight from the factory, use a stubby socket to remove stud. Make sure you have good engagement or the head of the bolt can strip.
2. The small end of the (99-SP-750-4410-L Left Side Bell Type Spacer Black Anodized) goes against the left side of the frame. The longer of the two frame sliders goes on top of the spacer. Using the 10 X 1.25 X 90 Socket Cap mount and torque down to OEM specs.



3. Remove right side bodywork to access right side main engine stud. Remove right stud. Tip: The right side engine stud on the ZX6R tends to be very tight from the factory, use a stubby socket to remove stud. Make sure you have good engagement or the head of the bolt can strip. The bolt is located in the center of the engine spacer, it looks like a big bolt but the OEM 10mm bolt comes right out of the center.
4. Using the 99-HB-SH10125070 Socket Cap 10 X 1.25 X 70 Main Engine Stud mount the offset to where you can still move it by hand. Loosely remount the bodywork and adjust offset to correct position so the right side frame slider will clear the body. Torque down offset to OEM specs.



5. Put one drop of blue thread locker on the end of the thread mount right side puck to the offset using 99-HB-SH10150045 Socket Cap 10 X 1.5 X 45. Torque down to 30 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 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.