



**Kawasaki ZX6R Frame Slider Installation
Instructions
Part Numbers: 750-4429, 755-4429, 750-4420,
850-4420**

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-750-4429-L	Black Left Side Puck
1	\$20.00	99-FS-750-4420-L	White Left Side Puck
1	\$30.00	99-FS-850-4420-L	Chrome Left Side Puck
1	\$30.00	99-OF-750-4420-L	Left 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-SH10125060	Socket Cap 10 X 1.25 X 60 Main Engine Stud

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

1	\$20.00	99-FS-750-4429-R	Black Right Side Puck
1	\$20.00	99-FS-750-4420-R	White Right Side Puck
1	\$30.00	99-FS-850-4420-R	Chrome Right Side Puck
1	\$30.00	99-OF-750-4420-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.

Offsets: If you were to hang both offsets from one bolt the left side offset hangs lower than right.

Installation Steps:

1. Remove mid and lower body panels Left and Right. There is a small plastic cover that is mounted over the main engine stud location on the left side. This cover requires a small notch to be cut out of the cover to clear the small end of the left side offset. Remove stock stud and mount the left side offset (with 10 X 1.25 X 60). Using a pencil, trace out the notch that you need to remove to clear the small end of the offset. We used a Dremel tool with a sanding roll and cleaned it up with an exacto knife. We removed a small amount of material at a time checking for clearance each time. The notch will not be visible after the body has been mounted. See photos below:



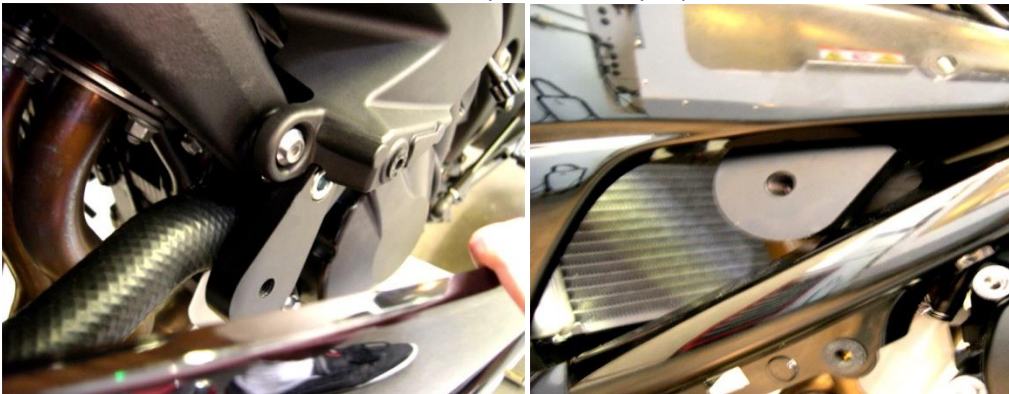
**This is the area
that will need to be
trimmed to clear
small end of offset**

Inside view of
cut out to clear
small end of offset





2. Once you have notched the small left side panel, mount the left side offset but only hand tight. You need to be able to move the offset by hand to its proper location.



3. Mount the left side bodywork and align the offset to the opening in the body. Mount the left side slider on the offset to ensure correct location. There is a flat notch in the slider so the body will clear. Remove the slider and body and torque down the offset to OEM specifications. (see above)

4. Mount the left side panel. Install the slider using one drop of blue thread locker and torque down to 30 to 32 ft lbs.



5. Mount right side offset using (10 X 1.25 X 70) make sure you can still move the offset by hand. Mount the body loosely and angle the offset to the opening in the body. Make sure that the slider clears the body and mounts clean to the offset. Remove the slider and body and torque down the offset to the OEM specifications.



6. Mount the right side panel. Install the slider using one drop of blue thread locker and torque down to 30 to 32 ft 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.