



SUZUKI GSXR600/750 NO CUT Frame Slider Installation Instructions

Part Numbers: 750-5459, 750-5450, 850-5450,
755-5459, 710-5459

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. 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-750-5459-L	Black Left Side Puck
1	\$20.00	99-FS-750-5450-L	White Left Side Puck
1	\$30.00	99-FS-850-5450-L	Polished Billet Left Side Puck
1	\$30.00	99-OF-750-5450-L	Left Side Offset Black Anodized
1	\$2.00	99-HB-SH10150035	Socket Cap 10 X 1.5 X 35 (Holds puck to offset)
2	\$3.70	99-SP-750-5410-L&R	Aluminum Frame Cup Spacers 1/2 inch Outside Diameter X 1.25 X 1.0 Inch long. (These spacers are bolted to the back side of the offsets Left and Right using 99-HB-BH0812520 bolts)
2	\$.50	99-HB-0812520	Socket Cap Button Head 8 X 1.25 X 20
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-750-5459-R	Black Right Side Puck
1	\$20.00	99-FS-750-5450-R	White Right Side Puck
1	\$30.00	99-FS-850-5450-R	Polished Billet Right Side Puck
1	\$30.00	99-OF-750-5450-R	Right Side Offset Black Anodized (has an extra cut or .100 step down on backside of offset behind where puck would mount) This is to clear raised vin tag located on the right side of the frame.
1	\$2.00	99-HB-SH10150035	Socket Cap 10 X 1.5 X 35 (Holds puck to offset)
2	\$3.70	99-SP-750-5410-L&R	Aluminum Frame Cup Spacers 1/2 inch Outside Diameter X 1.25 X 1.0 Inch long. (These spacers are bolted to the back side of the offsets Left and Right using 99-HB-BH0812520 bolts)
2	\$.50	99-HB-0812520	Socket Cap Button Head 8 X 1.25 X 20
1	\$3.50	99-HB-SH10125060	Socket Cap 10 X 1.25 X 60 Main Engine Stud

Installation Steps:

1. Remove left and right lower body panels to expose mounting locations.
Tips: If you have never taken off your bodywork before it's a good idea to have two pans for each side of the motorcycle. They should represent the left and right side of the bike (as if you were sitting on the bike), so all clips and bolts go into the left or right side pans. If you have a small camera or smart phone take photos of anything you think you may forget about so you can reference them during the assembly procedure. Note: **Be very careful not to break and bodywork tabs when removing panels.** As you can see in the last two photos in section 1 below there are several tabs that plug into the upper section along with a rubber grommet.



2. Attach the threaded frame cup spacers (99-SP-750-5410-L&R) to both left (99-OF-750-5450-L) and right (99-OF-750-5450-R) offsets using one drop of blue thread locker on the end of the 8mm (99-HB-0812520) socket cap button head bolts. Tip: Do not attach frame slider pucks.



The photo above shows the back side of the offset (the side that will be facing the frame) you can see the right side offset has a radius step. This is so the offset will clear VIN tag on the right side of the frame.

3. Remove left side engine stud.



4. Mount left side offset to the motorcycle. Read your service manual for specific torque specifications associated to those locations. Use (99-HB-SH10125060) 10 X 1.25 X 60 Socket cap bolt **with 10mm steel washer** to mount offset to the motorcycle. Torque down main engine stud. Tip: DO NOT use blue thread locker on either bolts discussed in this section. Start bolt in by hand make sure you have good thread engagement **do not cross thread**.



6. Remove right side engine stud.



7. Mount right side offset to the motorcycle. Read your service manual for specific torque specifications associated to those locations. Use (99-HB-SH10125060) 10 X 1.25 X 60 Socket cap bolt to mount offset to the motorcycle. Torque down main engine stud. Tip: DO NOT use blue thread locker on either bolts discussed in this section. Start bolt in by hand make sure you have good thread engagement **do not cross thread**. **No washer is needed for right side offset**.



8. Mount bodywork. On the left side you will need to guide the body panel up the offset as you tighten body screw shown in this photo. This Shogun kit has a very tight fit on both the left and right side this is to ensure the maximum strength of the offsets.



9. Mount frame sliders left and right to the offsets. Left side frame slider is longer than right. Use (99-HB-SH10150035) 10 X 1.5 X 35 Socket cap bolts with one drop of blue thread locker on each bolt and torque down 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 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.