



**Yamaha R6 R6S NO CUT Frame Slider
Installation Instructions
Part Numbers: 750-6309, 755-6309, 750-6300,
850-6300C**

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. Some photos may be used for illustration examples only.

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-750-6309-L | Black Left Side Puck |
| 1 | \$20.00 | 99-FS-750-6300-L | White Left Side Puck |
| 1 | \$30.00 | 99-FS-850-6300C-L | Polished Billet Left Side Puck |
| 1 | \$20.00 | 99-OF-750-6300-L | Left Side Offset Black Anodized |
| 1 | \$2.00 | 99-HB-SH10150035 | Socket Cap 10 X 1.5 X 35 (Holds puck to offset) |
| 1 | \$3.50 | 99-HB-SH10125060 | Socket Cap 10 X 1.25 X 60 (Goes Through the Offset into the Frame) Main Engine Stud |

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

| | | | |
|---|---------|------------------|---|
| 1 | \$20.00 | 99-FS-750-6309-R | Black Right Side Puck |
| 1 | \$20.00 | 99-FS-750-6300-R | White Right Side Puck |
| 1 | \$30.00 | 99-FS-850-6300-R | Polished Billet Right Side Puck |
| 1 | \$20.00 | 99-OF-750-6300-R | Right Side Offset Black Anodized |
| 1 | \$2.00 | 99-HB-SH10150035 | Socket Cap 10 X 1.5 X 35 (Holds puck to offset) |
| 1 | \$3.50 | 99-HB-SH10125050 | Socket Cap 10 X 1.25 X 50 Main Engine Stud |

Frame Sliders: Right frame slider longer than left.

Offsets: Both offsets have a flat side (side that the frame slider mounts to). Lay both flat sides on a table, the one that is taller (or thicker) is the left side.

Some photos may be used for illustration examples only.

Installation Steps:

1. Remove left and right body panels

2. Remove the left side engine stud. Mount the left side offset using 99-HB-SH10125060 Socket Cap 10 x 1.25 x 60 Main Engine Stud. Tip: Only tighten enough so you can still move the offset by hand. Loosely mount the left side body panel. Adjust the offset so the frame slider when mounted will clear the body work. Loosely mount the puck, adjust offset by hand to where the puck is about ½ inch from touching the bodywork. Note: There is a radius in the body opening (where the puck comes through) it is located right below where the main engine stud is. The puck (frame slider) should sit in the center of that radius about a ½ inch away from the body work.
3. Remove the loosely mounted puck and body panel. With the offset in the correct position torque down to OEM torque specs
4. Using one drop of blue (medium) thread locker mount the left side puck to the offset using the 99-HB-SH10150035 Socket Cap 10 x 1.5 x 35. Torque down to 30 to 32 foot lbs.
5. Remove the right side engine stud. Mount the right side offset using 99-HB-SH10125050 Socket Cap 10 x 1.25 x 50 Main Engine Stud. Tip: Only tighten enough so you can still move the offset by hand. Loosely mount the right side body panel. Adjust the offset so the frame slider when mounted will clear the body work. Loosely mount the puck, adjust offset by hand to where the puck is about ½ inch from touching the bodywork. Note: There is a radius in the body opening (where the puck comes through) it is located right below where the main engine stud is. The puck (frame slider) should sit in the center of that radius about a ½ inch away from the body work. **Make sure the puck is lined up in the same location as the left side.**
6. Remove the loosely mounted puck and body panel. With the offset in the correct position torque down to OEM torque specs
7. Using one drop of blue (medium) thread locker mount the left side puck to the offset using the 99-HB-SH10150035 Socket Cap 10 x 1.5 x 35. Torque down to 30 to 32 foot lbs.
8. Remount body work.



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.