



**Yamaha YZFR6 YZFR6S YZFR1 NO CUT Clutch
Slider Installation Instructions
Part Numbers: 750-6609, 750-6600**

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.

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

QTY	Price each	Part Numbers	Descriptions
1	\$30.00	99-FS-750-6609-L	Black Left Side Puck
1	\$30.00	99-FS-750-6600-L	White Left Side Puck
1	\$30.00	99-HN-750-6600	Machined Clutch Pivot Nut
1	\$3.50	99-HB-SH10125030	Socket Cap 10 X 1.25 X 30 Main Engine Stud

Installation Steps:

1. Remove the swing arm pivot nut on the right hand side and replace with supplied machined nut in kit. Torque to factory torque settings.
2. Mount clutch slider puck to the supplied clutch pivot nut using (99-HB-SH10125030) Socket Cap or Hex Flange 10 X 1.25 X 30. Use one drop of blue thread locker and 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 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.

