



**Yamaha R1 No Cut Frame Slider
Installation Instructions
Part Numbers: 750-6739, 755-6739, 750-6730,
850-6730, 710-6739**

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: Left Side Components (as if you were sitting on the bike)

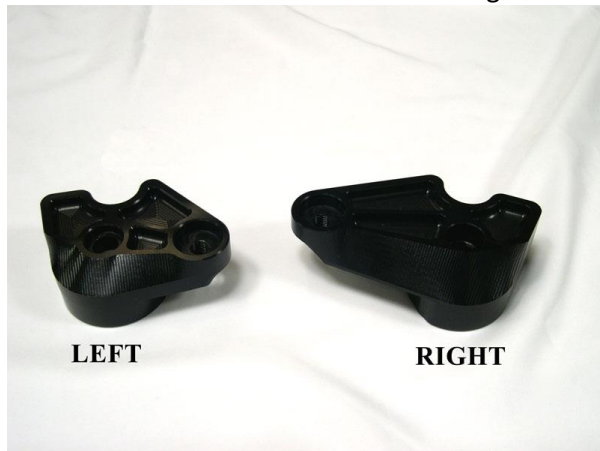
| QTY | Price each | Part Numbers | Descriptions |
|-----|------------|------------------|--|
| 1 | \$20.00 | 99-FS-750-6739-L | Black Left Side Puck |
| 1 | \$20.00 | 99-FS-750-6730-L | White Left Side Puck |
| 1 | \$60.00 | 99-OF-750-6730-L | Left Side Offset Black Anodized |
| 1 | \$2.00 | 99-HB-SH10125060 | Socket Cap 10 X 1.25 X 60 (Holds puck to offset) |
| 1 | \$3.50 | 99-HB-SH12125090 | Socket Cap 12 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-750-6739-R | Black Right Side Puck |
| 1 | \$20.00 | 99-FS-750-6730-R | White Right Side Puck |
| 1 | \$60.00 | 99-OF-750-6730-R | Right Side Offset Black Anodized |
| 1 | \$2.00 | 99-HB-SH10125060 | Socket Cap 10 X 1.25 X 60 (Holds puck to offset) |
| 1 | \$3.50 | 99-HB-SH12125060 | Socket Cap 12 X 1.25 X 60 Main Engine Stud |

Frame Sliders: Left frame slider longer than right.

Offsets: Left side offset is smaller than right.



Installation Steps:

1. Remove left and right body panels. There are several plastic rivets or inner body clips located on the underside of the mid body panel. To release, press in the center of the body rivet and remove. On the outside of the body there are several Dzus type fasteners to release shown in the photo below, once body panel is loose unclip the turn signal connections. This will expose the main engine stud mounting locations.



2. Remove the left side engine stud. Mount the left side offset using 99-HB-SH12125090 Socket Cap 12 X 1.25 X 90 Main Engine Stud and torque down to OEM torque specs.



3. Using one drop of blue thread locker mount the left side puck to the offset with 99-HB-SH10125060 Socket Cap 10 X 1.25 X 60 (Holds puck to offset). Torque down to 33 to 35 foot lbs.

4. Remove the right side engine stud. (NOTE: There is a tapered spacer under the stock stud. This spacer IS USED in the same fashion it was removed. Slide the 12 X 1.25 X 60 through offset and

the tapered spacer will go between the offset and frame.) Loosen 6mm OEM button head screw located above main engine stud. This allows the fairing to move slightly while installing the right side offset. Mount the right side offset using 99-HB-SH12125060 Socket Cap 10 X 1.25 X 60 Main Engine Stud and torque down to OEM torque specs. Then tighten up the 6mm OEM button head screw. (shown below)



5. Using one drop of blue thread locker mount the right side puck to the offset with 99-HB-SH10125060 Socket Cap 10 X 1.25 X 60 (Holds puck to offset). Torque down to 33 to 35 foot lbs.
6. Mount left and right bodywork. Note: Don't forget to connect your turn signal harnesses.



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.