



Installation Instructions

Part Numbers: 750-3959, 755-3959, 750-3950, 710-3959, 715-3959

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	\$25.00	99-FS-750-3959-L	Black Left Side Puck
1	\$25.00	99-FS-750-3950-L	White Left Side Puck
1	\$30.00	99-FS-715-3959-L	PA2 Left Side Puck
1	\$45.00	99-FS-710-3959-L	Carbon Left Side Slider and Cap
1	\$5.50	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	\$25.00	99-FS-750-3959-R	Black Right Side Puck
1	\$25.00	99-FS-750-3950-R	White Right Side Puck
1	\$30.00	99-FS-715-3959-R	PA2 Right Side Puck
1	\$45.00	99-FS-710-3959-R	Carbon Right Side Slider and Cap
1	\$5.50	99-HB-SH12125090	Socket Cap 12 X 1.25 X 90 Main Engine Stud

Frame Sliders: Left and Right frame sliders are the SAME length.

The way you can tell Left from Right is the bolt on the Right side slider sticks out an additional ¼ inch vs. the Left. Hold both sliders in hand, drop 12 X 1.25 X 90 bolts into them to gauge length.

Installation Steps:

1. Some photos in this section are used for **illustration** examples only. It is up to you how you decide to cut your motorcycles bodywork to accept the frame slider there are many different ways customers go through this process. **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. **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.**
2. Remove the OEM lower and mid cowl panels.
Note: It's a good idea to have two part trays one for each side of the bike. During the body removal process sometimes it is difficult in the end to determine what screw, plastic clip or bolt came from where, left and right side part trays and smart phone photos can be a big aid when you go to assemble the bike again.



3. Body Prep Left and Right. Use masking tape to completely mask off the area on the body where you will be working. We usually tape off a substantial area around the though hole and any other edges that could get bumped or scratched while working. Drill a small pilot hole first to ensure the location of the pilot hole is in line with the main engine stud bolt hole. Loosely mount bodywork and make sure the pilot hole matches the main engine stud bolt hole.



4. **Note: MAKE SURE YOU WEAR PROTECTIVE GOGGLES AND GLOVES.** For this application we used a Dremel tool with a sanding roll to open up the pilot hole little by little. As you cut and open the pilot hole to your scribe marks keep checking that the hole is lining up with your puck dimensions. If for some reason you cut too large and you want to close the gap around the puck we use windscreen trim or window seal with 3M adhesive. Trim the seal to fit the hole and get the seam to meet under the puck so it is less visible.



5. With the smaller cowl panel hole cut mate the small cowl with the larger mid cowl. With both panels assembled together scribe a line with a pencil on the inside of the larger mid cowl. With that done disassemble the panels and notch the mid panel along your scribe line.

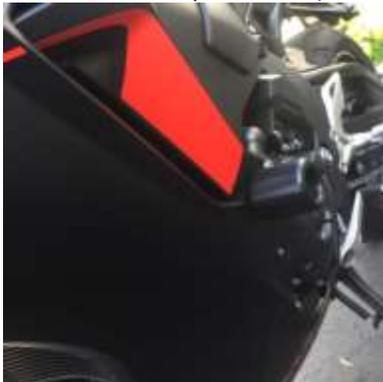


6. Reassemble body cowls and mount them.

7. Mount right side puck with (99-HB-SH12125090) Socket Cap 12 X 1.25 X 90 Main Engine Stud and torque down to OEM torque specs. **NOTE: Make sure the OEM engine spacer is in place between the frame and engine.**



8. Mount left side puck with (99-HB-SH12125090) Socket Cap 12 X 1.25 X 90 Main Engine Stud and torque down.



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.