



CBR600RR 13-14 NO CUT Frame Slider

Installation Instructions

Part Numbers: 710-3369, 755-3369, 750-3369, 750-3360, 850-3360C

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-750-3369-L	Black Left Side Puck
1	\$20.00	99-FS-750-3360-L	White Left Side Puck
1	\$30.00	99-FS-850-3360C-L	Polished Billet Left Side Puck
1	\$70.00	99-OF-750-3360-L	Left Side Offset Black Anodized
1	\$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 (Holds puck to offset)
1	\$.49	99-HW-M10WASH	10mm Washer

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

1	\$20.00	99-FS-750-3369-R	Black Right Side Puck
1	\$20.00	99-FS-750-3369-R	White Right Side Puck
1	\$30.00	99-FS-850-3360-R	Polished Billet Right Side Puck
1	\$55.00	99-OF-750-3360-R	Right Side Offset Black Anodized
1	\$3.50	99-HB-SH10125070	Socket Cap 10 X 1.25 X 70 (Holds puck to offset)
1	\$.49	99-HW-M10WASH	10mm Washer

Frame Sliders: Left side slider longer than right. Longer offset left.

Installation Steps:

Some photos in this section are used for illustration examples only.

1. Remove lower panel to expose mounting locations.



NOTE: There are tabs that help align the lowers with the mid-section. DO NOT force the lowers to come off this can cause the tabs to break off.

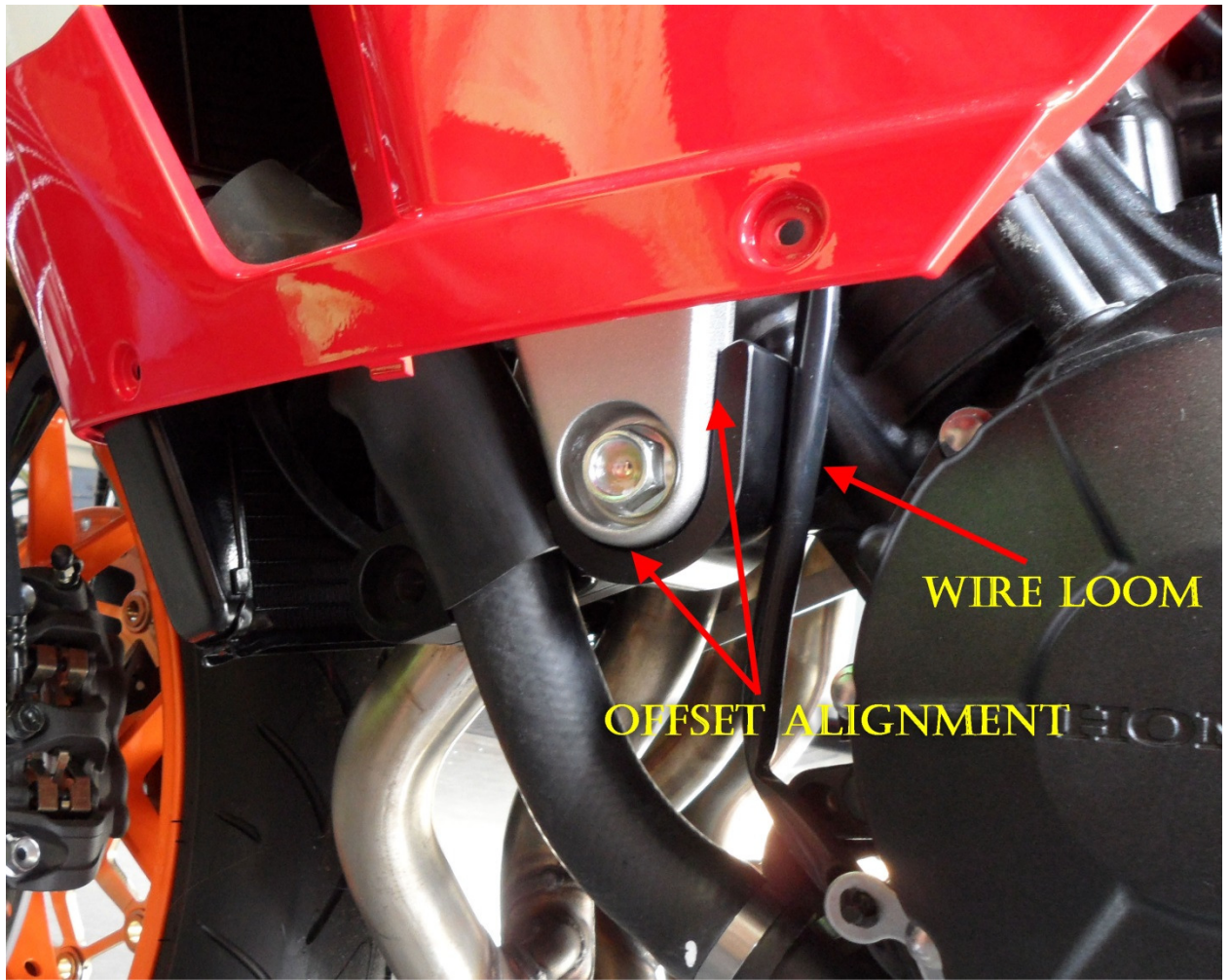


2. Remove left engine stud. There is a spacer that is located between the frame and the engine. Your left side offset will mount in this location.

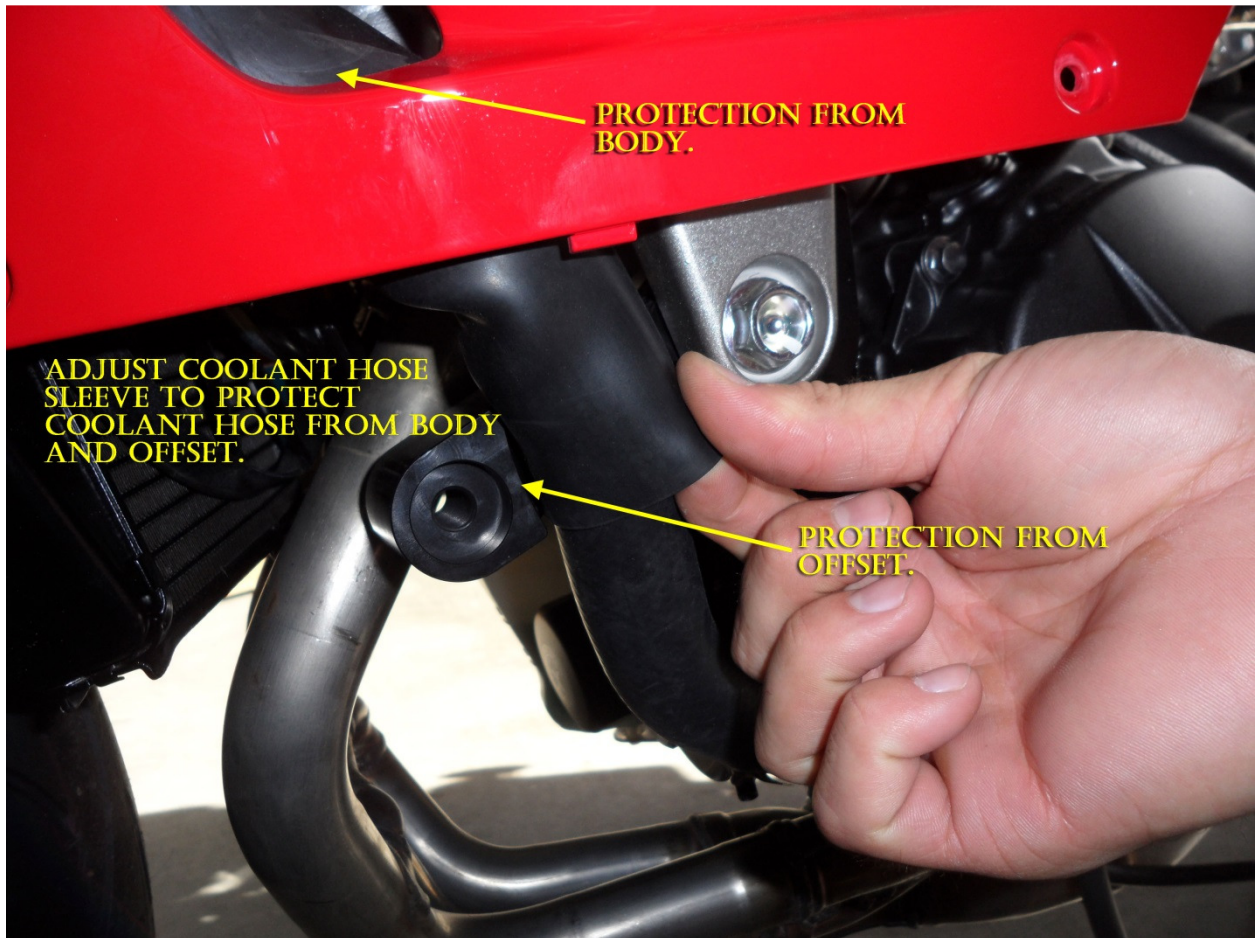


3. Mount the left side offset using the stock OEM 12mm Hex Flange bolt. **Make sure that the wire loom is routed properly and not being pinched by the offset in anyway.** Line up the edge of the offset (wile mounted) with the edge of the frame and torque down to OEM torque specs.

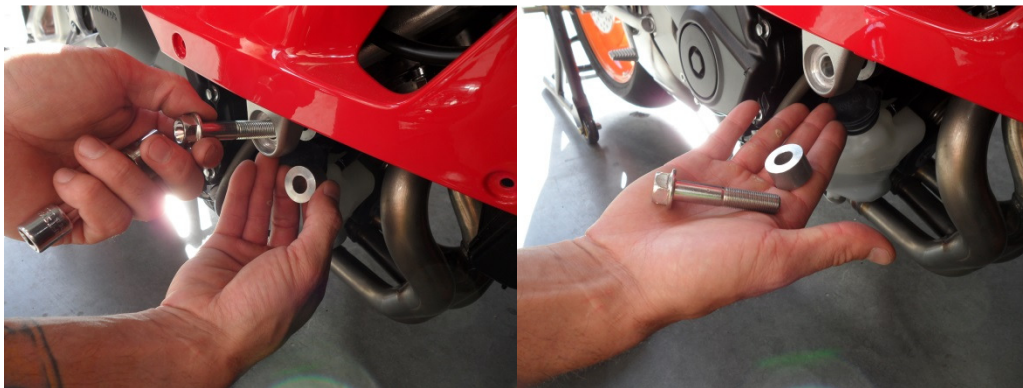




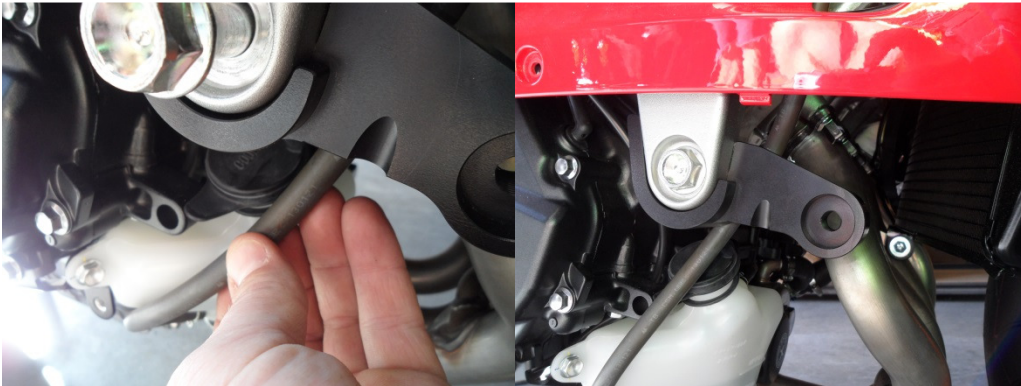
4. With the offset now aligned and torqued down adjust the coolant hose sleeve down enough to cover the coolant hose where bodywork (upper sec.) and offset meet the hose.
NOTE: Adjustment of coolant hose sleeve is very important to help prevent chafing to coolant hose.



5. Remove right engine stud. There is a spacer that is located between the frame and the engine. Your right side offset will mount in this location.



6. Line up the edge of the offset (wile mounted) with the edge of the frame and torque down to OEM torque specs using the stock OEM 12mm Hex Flange bolt. Make sure that the coolant line is secure, routed properly and is not being pinched by the offset or clutch cable in anyway.



7. Remount lowers left and right



8. On the left side use one drop of blue thread locker on the (99-HB-SH10125080) Socket Cap 10 X 1.25 X 80 (Holds puck to offset). Torque down to 30 to 32 foot lbs. On the right side use one drop of blue thread locker on the (99-HB-SH10125070) Socket Cap 10 X 1.25 X 70 (Holds puck to offset). 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 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.