



**Suzuki GSXR600/750 2008 Frame Slider  
Installation Instructions  
Part Numbers: 750-5449, 755-5449, 750-5440**

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**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-750-5449-L	Black Left Side Puck
1	\$20.00	99-FS-750-5440-L	White Left Side Puck
1	\$3.50	99-HB-SH101250110	Socket Cap 10 X 1.25 X 110 Main Engine Stud

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

1	\$20.00	99-FS-750-5449-R	Black Right Side Puck
1	\$20.00	99-FS-750-5440-R	White Right Side Puck
1	\$3.50	99-HB-SH10125080	Socket Cap 10 X 1.25 X 80 Main Engine Stud

Frame Sliders: Right shorter than Left

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

Installation Steps:

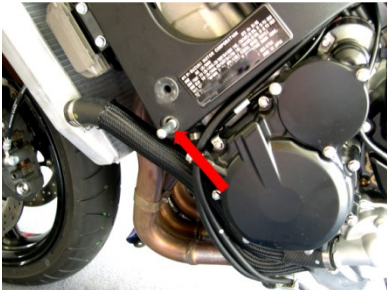
1. There is an existing 1 inch hole in the right body panel, remove right side bolt. Mount right side puck (shorter slider) with (99-HB-SH10125080) Socket Cap 10 X 1.25 X 80 Main Engine Stud and torque down.



2. Remove left side panel.



3. Locate the left side engine stud and remove bolt. (arrow below is pointing to bolt location)



4. Some photos in this section are used for illustration examples only. It is up to you how you decide to cut your motorcycle's 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.**

5. Body Prep. Use masking tape to completely mask off the area on the body where you will be working. We usually will tape off approximately 6 to 8 inches around the though hole area and any other edges that could get bumped or scratched while working. Tip: In some locations you may want to double up the thickness of the masking take to give extra protection.



6. Locating and cutting the body. This is a simple illustration of how most of us install the product here. It takes a bit longer but our end results have been more consistent with a better overall fit and finish. We start with (99-SPOT-1012560) Shogun Spot tool. It's nothing special just a 10mm socket cap bolt with a 1.25 pitch that we cut the head off of and sharpen to a point. You can purchase the tool for \$12.99 or go to your local hardware store and make your own. Keep in mind Metric 10 or 12mm X 1.25 pitch bolts (most common sportbike engine studs) are fairly hard to find. Make sure you know the size and that the bolt you're buying is a 1.25 pitch bolt.



With the body removed, thread in by hand your spot tool. Make sure you have the spot tool screwed in enough to clear the body on the inside.

- Loosely mount your bodywork and adjust the spot tool out to lightly touch the inside of the body. **Make sure you have at least 15mm of thread engagement, without that the spot tool will tend to sag down giving you a false location.** With the body mounted in the correct location use a soft micro fiber cloth over the spot tool location and softly tap to leave a spot mark on the inside of the body. Be careful not to scratch or chip the body.



- Remove the bodywork and double check location of spot mark the tool has created.



- Using a small drill  $\frac{1}{4}$  inch or so drill a pilot hole in the body from the inside out. Remount bodywork and double check the hole location with the spot tool still inserted (arrow in picture below is pointing to spot tool). With pilot hole cut and on center, remove body and disassemble panel to prep for cutting.



10. Measure the back of the puck (about 1 inch) for this application we used a drummel tool with a sanding roll to open up the hole little by little. After you cut the main panel you will then have to lie over the other panel and cut a half moon to clear puck. **MAKE SURE YOU WEAR PROTECTIVE GOGGLES AND GLOVES** As you cut and open the hole to your scribe marks keep checking that the hole is lining up with your puck dimensions or the spot tool. If for some reason you cut too big 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.



11. Reassemble left panel and mount.
12. Mount left side puck with 99-HB-SH101250110 Socket Cap 10 X 1.25 X 110 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 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.**