



**Honda CBR1000RR (06-07) NO CUT Frame Slider
Installation Instructions**
**Part Numbers: 750-3819, 755-3819, 750-3810,
850-3810**

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-750-3809-L	Black Left Side Puck
1	\$20.00	99-FS-750-3800-L	White Left Side Puck
1	\$25.00	99-FS-850-3800-L	Chrome Left Side Puck
1	\$25.00	99-OF-750-3810-L&R	Left Side Offset Black Anodized (Longer)
1	\$2.00	99-SP-750-3810-L&R	Body Spacer ½ OD ½ Long
1	\$1.50	99-HB-BH0610030	Button Head Socket 6 X 1.0 X 30
1	\$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	\$5.50	99-HB-SH12125080	Socket Cap 12 X 1.25 X 80 Main Engine Stud

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

1	\$20.00	99-FS-750-3819-R	Black Left Side Puck
1	\$20.00	99-FS-750-3810-R	White Left Side Puck
1	\$25.00	99-FS-850-3810-R	Chrome Left Side Puck
1	\$25.00	99-OF-750-3810-L&R	Right Side Offset Black Anodized
1	\$2.00	99-SP-750-3810-L&R	Body Spacer ½ OD ½ Long
1	\$1.50	99-HB-BH0610030	Button Head Socket 6 X 1.0 X 30
1	\$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	\$5.50	99-HB-SH12125090	Socket Cap 12 X 1.25 X 90 Main Engine Stud

Frame Sliders: Left frame slider is longer than right.

Offsets: Left and right offsets are the same.

Installation Steps:

1. Remove left and right body panels.

2. Remove the left side engine stud. Mount the left side offset using 99-HB-SH12125080 Socket Cap 12 X 1.25 X 80 Main Engine Stud. Tip: Only tighten enough so you can still move the offset by hand. Loosely mount the left side body panel. Adjust the offset so the frame slider when mounted will clear the bodywork.
3. With the offset in the correct position remove body and torque down to OEM torque specs.
4. Using one drop of blue thread locker mount the left side puck to the offset with 99-HB-SH10150045 Socket Cap 10 X 1.5 X 45 (Holds puck to offset). Torque down to 30 to 32 foot lbs.
5. Remove the right side engine stud. Mount the right side offset using 99-HB-SH12125090 Socket Cap 12 X 1.25 X 90 Main Engine Stud. Tip: Only tighten enough so you can still move the offset by hand. Loosely mount the right side body panel. Adjust the offset so the frame slider when mounted will clear the bodywork.
6. With the offset in the correct position remove body and torque down to OEM torque specs.
7. Using one drop of blue thread locker mount the right side puck to the offset with 99-HB-SH10150045 Socket Cap 10 X 1.5 X 45 (Holds puck to offset). Torque down to 30 to 32 foot lbs.
8. Mount left and right bodywork utilizing on both sides 99-SP-750-3810-L&R Machined Body Spacer ½ OD ½ Long. Spacers mount between bodywork and bracket closest to offset mount using 99-HB-BH0610030 Button Head Socket 6 X 1.0 X 30 screws.



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.