Yamaha FZ6R (09-10) No Cut Frame Slider Installation Instructions
Part Numbers: 750-6369, 750-6360

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-750-6369-L	Black Left Side Puck
1	$20.00	99-FS-750-6360-L	White Left Side Puck
1	$20.00	99-OF-750-6360-L	Left Side Offset Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$3.50	99-HB-SH10125060	Socket Cap 10 X 1.25 X 60 Main Engine Stud

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

1	$20.00	99-FS-750-6369-R	Black Right Side Puck
1	$20.00	99-FS-750-6360-R	White Right Side Puck
1	$20.00	99-OF-750-6360-R	Right Side Offset Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$3.50	99-HB-SH10125045	Socket Cap 10 X 1.25 X 45 Main Engine Stud

Frame Sliders: Left frame slider longer than right

Offsets: Both offsets have a flat side (side that the frame slider mounts to). Lay both on a table the one that is taller (or thicker) is the left side.

NOTE: This kit has TWO 10 X 1.5 X 45 (Coarse Threaded Socket Cap Bolts) and ONE 10 X 1.25 X 45 (Fine Threaded Socket Cap Bolt). THE FINE THREADED BOLT IS THE MAIN ENGINE STUD BOLT FOR THE RIGHT SIDE.

DO NOT TRY TO THREAD IN 10 X 1.5 X 45 COARSE THREADED BOLT INTO ENGINE CASE OR IT WILL CAUSE DAMAGE!!!

Installation Steps:

1. Remove left and right body panels.

2. Remove the left side engine stud. Mount the left side offset using 99-HB-SH10125060 Socket Cap 10 X 1.25 X 60 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. Remove the loosely mounted puck and the body panel. With the offset in the correct position 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-SH10125045 Socket Cap 10 X 1.25 X 45 (Fine Threaded Socket Cap Bolt) 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. Make sure the puck is lined up in the same location the left side is.

6. Remove the loosely mounted puck and the body panel. With the offset in the correct position torque down to OEM torque specs.

7. 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.

8. Mount left and right bodywork.

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.