



R3 Cut Frame Sliders
07-00922-02/07-00922-41

Frame Slider Instructions

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. PSR 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. 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.
3. 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 a 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. 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.



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4. 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.
5. Remove the bodywork and double check location of spot mark the tool has created.
6. Using a small drill 1/4inch 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. With pilot hole cut and on center, remove body panel to prep for cutting.
7. We put a bolt though the puck and lightly threaded into the bike. A pencil was then used to draw our diameter of desired shaped hole. A flexible hole template can also be used for the same purpose. Place the hole template on center of the pilot hole (or spot tool) and draw your desired diameter.
8. For this application we used a drummel tool with a sanding roll to open up the hole little by little. **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.





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9. Remove right side bolt. Mount right side puck.

Repeat the same step for the left side.



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