

N60-21

Congratulations! You have just purchased a set of **T-Rex Racing** Frame sliders. We are a US company headquarter in Dallas, Texas. These frame sliders have been designed to minimize the damage to your sport bike in the event of a fall or tip over. They are the strongest possible design that we created. They can absorb about 50% more impact than the direct-bolt on sliders since the brackets take most of the impact onto themselves and transfer only a small portion to the frame. Whereas the direct bolt-on sliders transfer the entire impact onto the frame. The brackets are made of aircraft grade 6061-T6 aluminum alloy and anodized using Japanese dies and treatment process. The color are UV-treated and fade-resistant. The slider pucks are made of UHMW-PE, a tough type of plastic used in many industrial ball bearing and conveyor application. They are made solid, not hollowed out in the center like those of competitors. They are machined and shaped to flow with the bike instead of the old-fashioned round puck sticking out from the fairing. The pucks are also wider which in turn allow 30-80% increase in contact surface and strength. The bolts are made of strongest grade 12.9. We carry all the replacement parts for the sliders. Please feel free to email us at customerservice@t-rex-racing.com or call 972-243-7868 if you have any question.

Important: T-Rex Racing requires that this product to be installed by a certified technician. It is important that manufacturer torque specification is applied correctly to all the bolts involving with the installation. Please refer to the service manual for exact number. **Medium strength thread-lock compound** is highly recommended for use on the bolts involved with the installation. All screws, bolts, and nuts need to be checked after driving the first 20 mile (or 30km) to ensure that all are tightened properly. Check for any sign of looseness or irregularity. If found, do not use the system. Contact us promptly. Maintain the speed limit. Note that this online instruction is the most updated version and take precedence over the printed version.

Top Issue with torque wrench. Please Read before install:

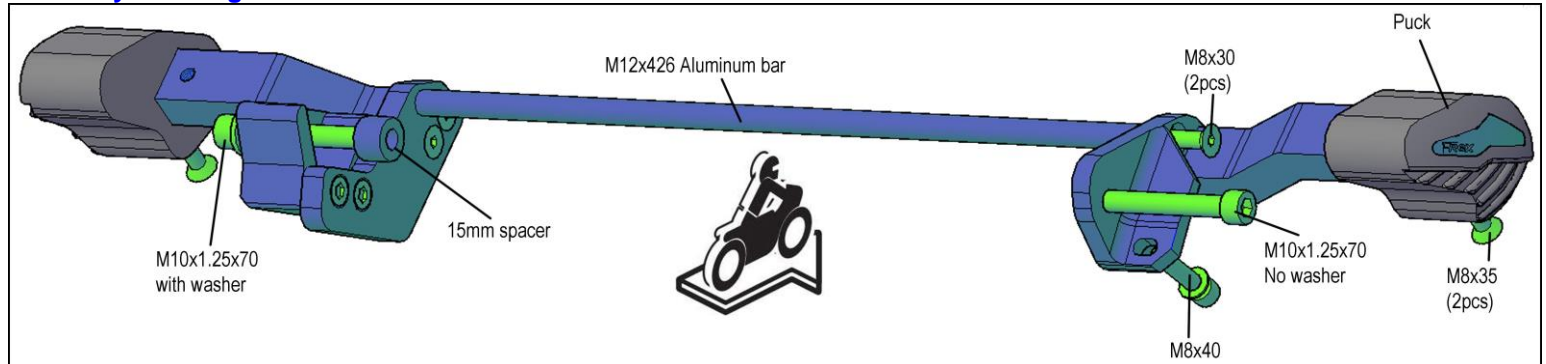
In the case of breakage or thread-stripping of bolts when using torque wrench, majority of the time the reason would be due to the use of incorrect range torque wrench. For instance, if a torque wrench says 10-100 ft/lbs range, trying to torque a 6mm bolt to 10 ft/lbs value would likely result in error or breakage. This is because most major manufacturers of click type torque wrench guarantee accuracy within 20%-100% of their maximum range value which means the aforementioned wrench would only work correctly between 20-100 ft/lbs. Therefore, the appropriate torque wrench range would be 10-50 lbs or ideally 5-30 ft/lbs.

In addition, torque wrench should be calibrated yearly for accuracy. Heavy usage wrench can suffer wear and tear and heavy impact. Under usage can suffer from rust or oxidation. Both of these can affect the accuracy of the wrench.

So to recap everything, choose a torque wrench with a range that the desired torque value would be somewhere in the middle of the range. And make sure the wrench is recently calibrated.

Installation Instructions:

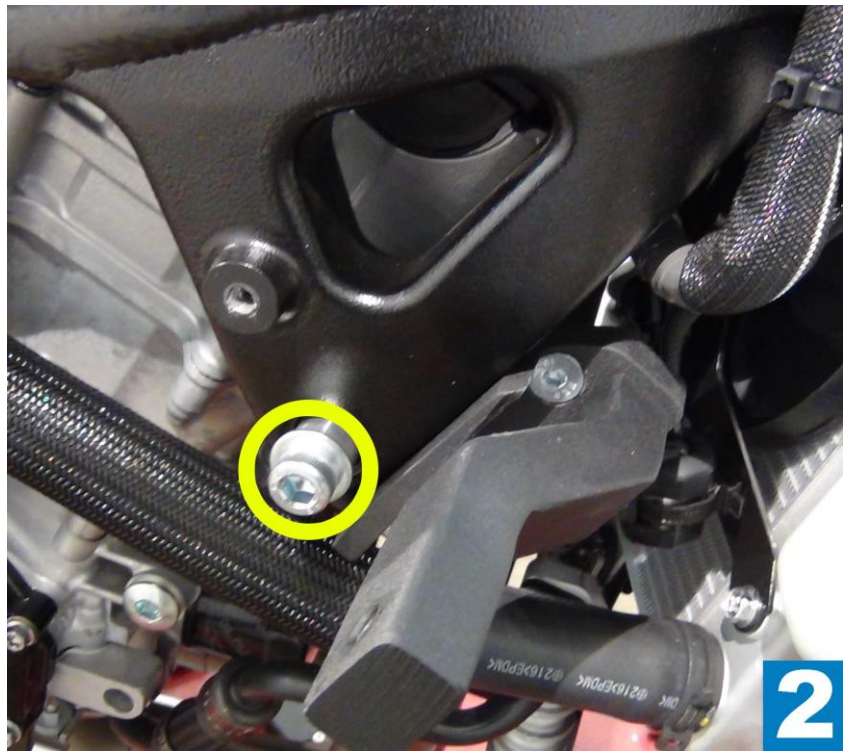
Parts Lay-out Diagram:



Video Installation: <https://youtu.be/Qb1UbZT7mTo>



1. Remove the pucks from the brackets.
2. Remove the fairing on both sides of the bike.
3. Start with the left side. Remove the bolt at circled location in pic 1.
4. Attach the aluminum bar to the left bracket by using the M8x30 bolt.
5. Install the left bracket onto the bike by using the bolt and spacer as shown in the diagram above.
6. Tighten the M10 bolt to about 35ft/lb.
7. Move to the right side and remove the bolts (10mm and 8mm bolts) at circled location in pic 2.
8. Pull out the stock spacer and install the right bracket by using the bolts as shown in diagram above. The bracket will place between the stock spacer and the engine.
9. Attach the aluminum bar to the right bracket by using the M8x30 bolt.
10. Tighten the M8x40 bolt to snug fit only.
11. Tighten the M10 bolt to about 35ft/lb.
12. Retighten the M8x40 bolt to about 15ft/lb.
13. Tighten the bolts on the aluminum bar to about 15ft/lb.
14. Reinstall the fairing.
15. Install the pucks onto the brackets by using the M8x35 bolts.
16. Tighten the M8 bolts to about 15ft/lb.



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We will work with our attorney, The law office of Daniel Swayze, in Plano TX and our eBay account manager to actively enforce our rights. eBay will remove copyrighted products and suspend respective sellers

Disclaimer:

The purchaser and user of this product releases T-Rex Racing, Inc., its distributors and resellers of any liability pertaining to installation and uses of the purchased parts. This liability includes but not limit to personal injury, vehicle and property damages, lost business, direct or indirect expenses accrued or associated with the installation and use. Purchaser recognizes that any alteration or modification to the vehicle may increase the risk of injury, accident or vehicle damage. Follow your bike manufacturer's recommendation and inspect your bike for any sign of looseness or irregularity before each ride. This product does not guarantee that it will protect you or your bike in case of a fall, a tip over or drop. **If you have any suggestion for improvement or an idea for new product please email us at customerservice@t-rex-racing.com or call us at 972-243-7868.**