

Installation Manual

KIT # MC-2920, MC-2929
INDIAN TOURING SERIES
2014-PRESENT



Congratulations on your purchase of an Arnett® Motorcycle Air Suspension system. This system provides you with the ability to maintain your bike at a constant level regardless of load, resulting in enhanced vehicle ride, handling, and performance. We at Arnett Incorporated are proud to offer a high quality product at the industry's most competitive pricing. Thank you for your confidence in us and our product.

Proper installation is essential to experience and appreciate the benefits of this system. Please take a moment to review these installation instructions before you begin to install these components on your motorcycle. The removal and installation of air suspension products should only be performed by a fully qualified, ASE Certified, professional.

It is equally important to be aware of all necessary safety measures while installing your new Air Suspension System. This includes proper lifting and immobilizing of the motorcycle and isolation of any stored energy to prevent personal injury or property damage.

"Elevate Your Ride"



WARNING: *DO NOT* inflate the air suspension system until it is installed. Inflation of the air suspension system before both ends are supported by the motorcycle's frame and/or appropriate suspension components may result in serious personal injury and/or damage to the air suspension system. The maximum recommended air spring inflation pressure is 200 psi.

Arnett® is committed to the quality of its products. If you have a question or problem with any Arnett product, please contact Arnett by calling [800-251-8993](tel:800-251-8993) during normal business hours or email techassistance@arnottinc.com. (In the EU please call +31 (0)73 7850 580 or email info@arnotteurope.com).

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BILL OF MATERIALS MC-2920 - INDIAN TOURING SERIES, 2014-PRESENT, BLACK

20-10373 - INFLATION KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-7272	SPLIT LOOM- 1 FT LENGTHS ACCESSORY KIT
1	21-2698	UNIVERSAL FUSE HOLDER ASSEMBLY KIT
1	21-7262	MANIFOLD BRACKET W/ FASTENER ACCESSORY KIT
1	21-7282	COMPRESSOR WIRE EXTENSION ACCESSORY KIT
1	21-11617	90 DEGREE PUSH CONNECT MANIFOLD ASSEMBLY, MONO SHOCK
1	21-7267	1/4" NYLON TUBING ACCESSORY KIT
1	11-MC-IND1	11-MC-2920 & MC-2929- INSTALL MANUAL
1	21-10367	2014- PRESENT INDIAN TOURING, PUMP ASSEMBLY
1	21-7715	4MM VOSS FITTING ACCESSORY KIT
1	20-10370	INDIAN MOUNTING KIT

21-10372-B - SHOCK KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-9262	SHOCK ASSY, BLACK

HANDLE BAR SWITCH

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	29-9749	HANDLE BAR SWITCH, BLACK

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BILL OF MATERIALS MC-2929 - INDIAN TOURING SERIES, 2014-PRESENT, CHROME

20-10373 - INFLATION KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-7272	SPLIT LOOM- 1 FT LENGTHS ACCESSORY KIT
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1	20-10370	INDIAN MOUNTING KIT

21-10372-B - SHOCK KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-9262	SHOCK ASSY, BLACK

HANDLE BAR SWITCH

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	29-9750	HANDLE BAR SWITCH, CHROME

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GENERAL INFORMATION:

Reading this manual signifies your agreement to the terms of the general release, waiver of liability, and hold harmless agreement, the full text of which is available at www.arnottcycles.com.

- Not to be stored below 5°F (-15°C) or above 122°F (50°C).
- Avoid damage to air lines and electrical components.
- Removal and installation is only to be performed by fully qualified personnel.

CAUTION: Damage to the motorcycle and air suspension system can be incurred if work is carried out in a manner other than specified in the instructions or in a different sequence.

Each owner or installer is unique, therefore installation of this system can be done many different ways. The mounting locations of the compressor and inflation switch are suggestions by our engineers. If proper wiring guidelines and instructions are followed, relocation of the compressor or switch will neither affect the system operation nor void your warranty.

Adjust air shock pressure as required for desired ride quality to maximize the benefits of your system. Excess pressure will result in a firmer ride, too little pressure will allow the suspension to bottom out.



To avoid the possibility of short circuits while working with electric components consult your owner's manual on how to disconnect your battery.



Refer to the Owner's Manual for the bike and instructions for the motorcycle lift for all correct lifting procedures. It is also recommended that you protect any chrome or painted surfaces that may be damaged during lifting, removal or installation process.

Use a solid, level surface to position the bike on a motorcycle lift and use all recommended safety techniques. Lift the bike so the rear wheel is just slightly off the ground.

1. REMOVE THE LEFT AND RIGHT SIDE COVERS, THEN REMOVE BOTH SADDLE BAGS. (FIGURES 1, 2, 3, 4)



FIGURE 1

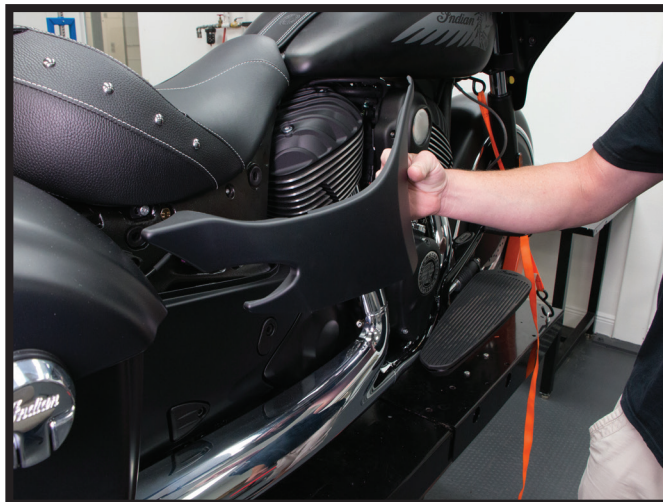


FIGURE 2



FIGURE 3



FIGURE 4

2. REMOVE THE SEAT. (FIGURES 5, 6)

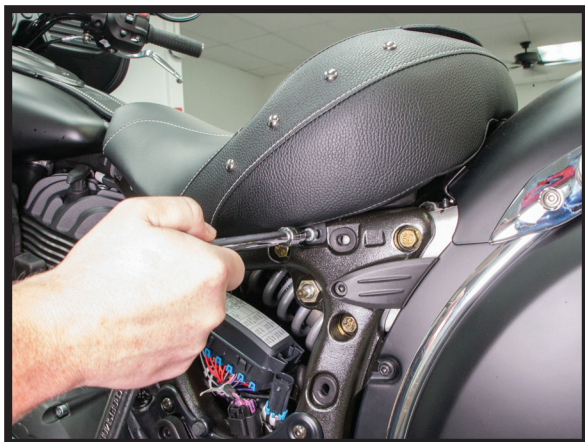


FIGURE 5



FIGURE 6

3. REMOVE LOWER RIGHT SIDE COVER AND FENDER COVERS FROM BOTH SIDES. (FIGURES 7, 8)

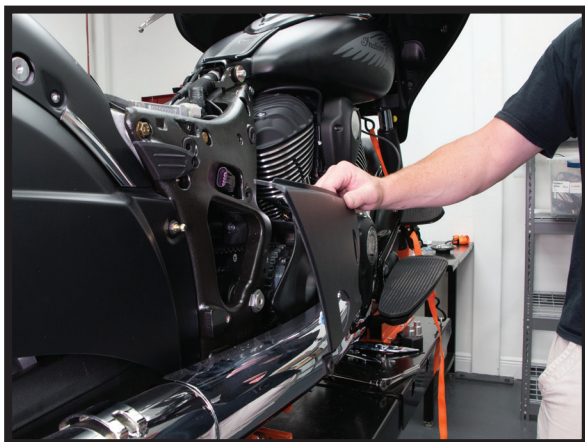


FIGURE 7



FIGURE 8

4. REMOVE FRONT FENDER BOLTS AND PLASTIC PINS. (FIGURES 9, 10, 11, 12)



FIGURE 9

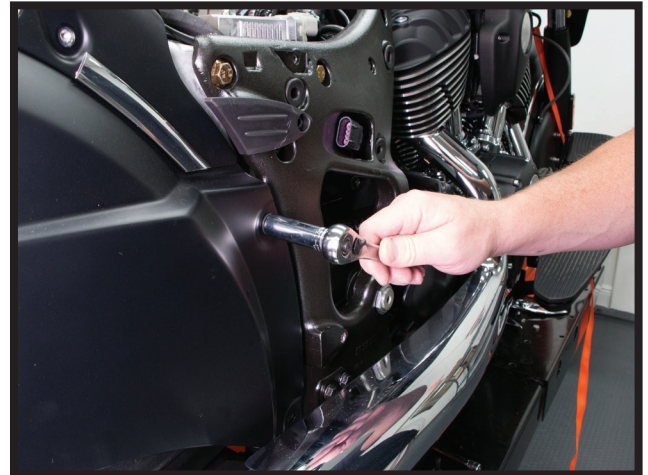


FIGURE 10



FIGURE 11

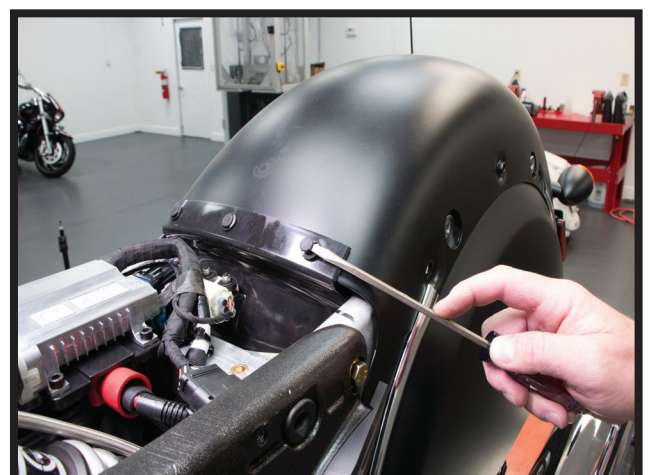


FIGURE 12

5. LOOSEN THE REAR FENDER BOLTS ON BOTH SIDES UNTIL THEY ARE ABOUT HALF-WAY OUT. THEN, LIFT THE REAR OF THE FENDER AND SLIDE IT BACK TO EXPOSE THE LOWER SHOCK BOLT. REMOVE THE SHOCK AIR FILL NUT. (FIGURES 13, 14)



FIGURE 13



FIGURE 14

6. SUPPORTING THE MOTORCYCLE UNDER THE MOTOR WITH A JACK, REMOVE THE UPPER AND LOWER SHOCK BOLTS. THEN, REMOVE THE SHOCK. (FIGURES 15, 16, 17)



FIGURE 15



FIGURE 16



FIGURE 17

7. SCREW A VOSS FITTING INTO THE AIR SHOCK, FINGER TIGHT. THEN, REMOVE THE WHITE PIN. INSERT THE 4MM AIR HOSE INTO THE FITTING UNTIL YOU FEEL IT SEAT. REMOVE THE FITTING FROM THE SHOCK AND CONFIRM THE KEEPER IS ON THE HOSE. REINSERT THE FITTING TO THE SHOCK AND SNUG TIGHT WITH A WRENCH. (FIGURES 18, 19)



FIGURE 18



FIGURE 19

8. INSTALL THE SHOCK IN THE MOTORCYCLE WITH THE AIR HOSE FACING THE RIGHT SIDE. TIGHTEN THE UPPER AND LOWER SHOCK BOLTS. (FIGURES 20, 21)

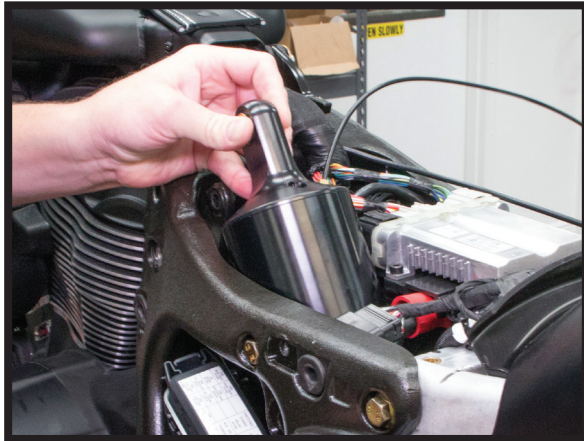


FIGURE 20

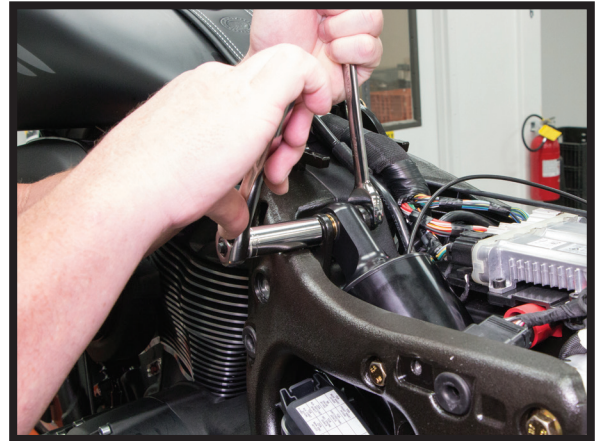


FIGURE 21

9. MOUNT THE MANIFOLD BRACKET TO THE MANIFOLD IN THE ORIENTATION SHOWN BELOW. THEN, USING THE SUPPLIED WASHER AND SCREW, MOUNT THE MANIFOLD TO THE NUT INSERT IN THE FRAME. (FIGURES 22, 23, 24)

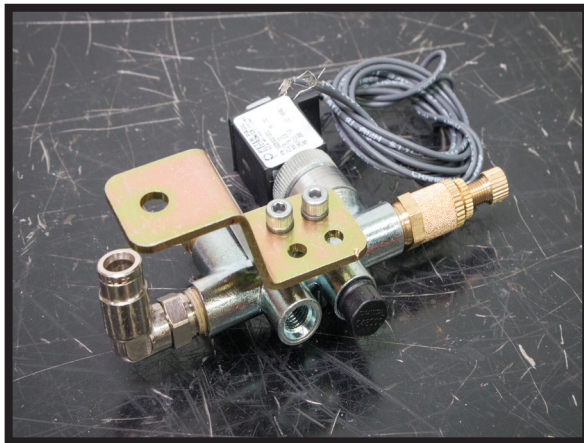


FIGURE 22

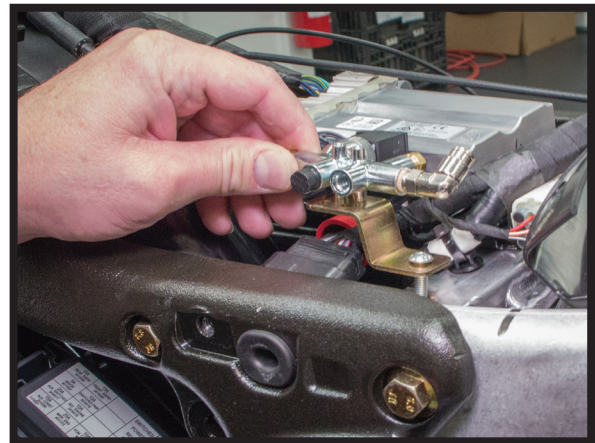


FIGURE 23

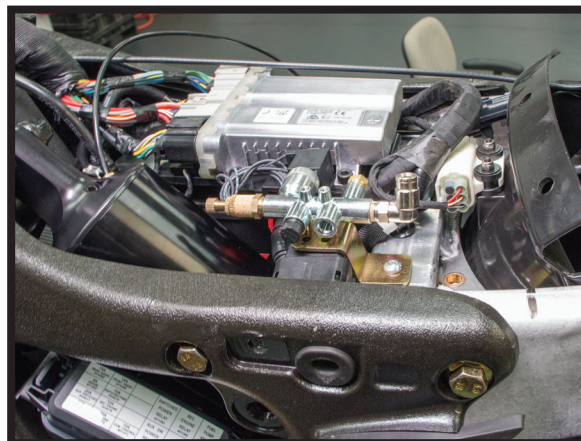


FIGURE 24

10. ROUTE THE 4MM AIR LINE AROUND THE BATTERY TOWARD THE MANIFOLD. TRIM THE HOSE TO LENGTH AND FOLLOWING THE SAME PROCESS AS STEP #7, INSERT THE VOSS FITTING TO THE MANIFOLD. CONFIRM THAT THE BLACK MANIFOLD PLUG IS ALSO TIGHT AND THE O-RING IS COMPRESSED (FIGURE 25)



FIGURE 25

11. FEED THE 1/4" AIR HOSE FROM THE TOP OF THE MOTORCYCLE BEHIND THE BATTERY TO THE BOTTOM IN FRONT OF THE SWINGARM. MAKE SURE THAT THE HOSE WILL NOT RUB ON THE DRIVE BELT OR TOUCH THE EXHAUST. (FIGURES 26, 27)

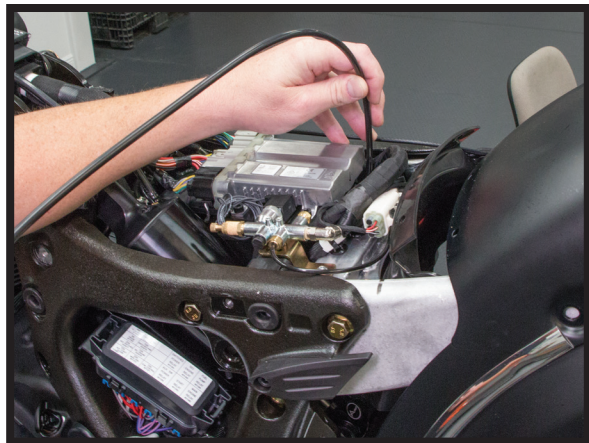


FIGURE 26

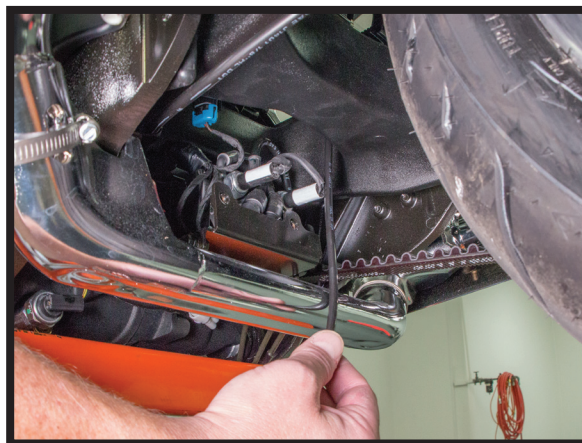


FIGURE 27

12. BUNDLE THE BLACK WIRE WITH ONE OF THE INCLUDED ZIP TIES AS SHOWN BELOW. THIS WIRE WILL BE GROUNDED WITH ONE OF THE PUMP MOUNT BOLTS. (FIGURE 28)



FIGURE 28

13. WITH THE SUPPLIED BOLTS, MOUNT THE THE PUMP UNDER THE MOTORCYCLE TO THE THREADED HOLES CIRCLED BELOW. (FIGURES 29, 30)

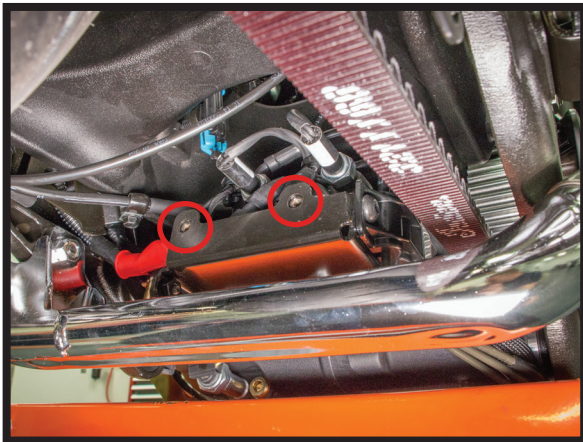


FIGURE 29



FIGURE 30

14. FEED THE RED PUMP WIRE EXTENSION LIKE THE 1/4" AIR LINE DOWN TO THE PUMP AND CONNECT IT TO THE PUMP WIRE. (FIGURES 31, 32)

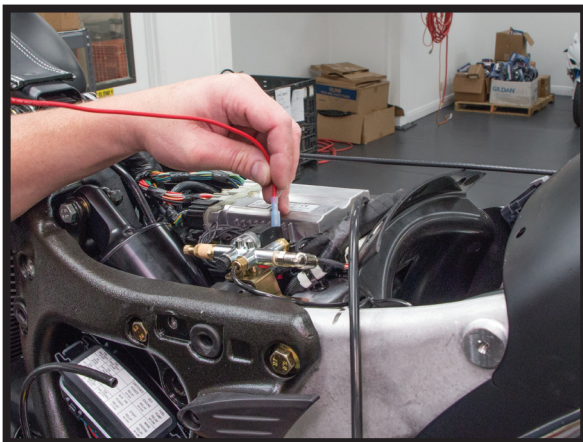


FIGURE 31



FIGURE 32

15. INSERT THE 1/4" AIR LINE INTO THE PUMP. TRIM THE LINE TO LENGTH AND INSERT IT INTO THE MANIFOLD. (FIGURES 33, 34)



FIGURE 33

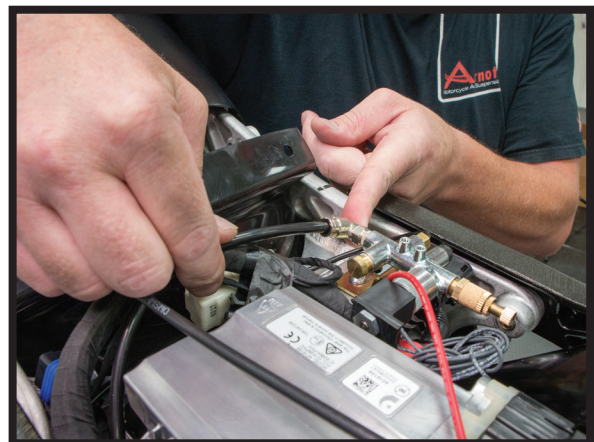


FIGURE 34

16. REMOVE THE LOWER CLUTCH PERCH BOLT AND DISCARD. USING THE SUPPLIED BOLT AND SPACER, MOUNT THE HANDLE BAR SWITCH TO THE PERCH. (FIGURES 35, 36)



FIGURE 35



FIGURE 36

17. REMOVE THE TWO REAR FUEL TANK MOUNT BOLTS AND DISCONNECT THE VENT HOSE. THIS WILL ALLOW YOU TO MOVE THE TANK ENOUGH TO FISH THE HANDLE BAR SWITCH WIRE DOWN THE FRAME UNDER THE TANK. (FIGURES 37, 38, 39, 40)



FIGURE 37

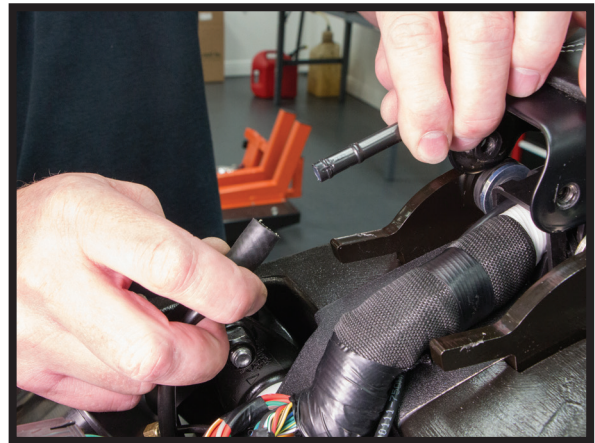


FIGURE 38



FIGURE 39



FIGURE 40

18. REMOVE THE BATTERY COVER THEN, FOLLOWING THE WIRING DIAGRAM IN THE BACK OF THIS MANUAL, COMPLETE THE ELECTRICAL CONNECTIONS. (FIGURES 41, 42)

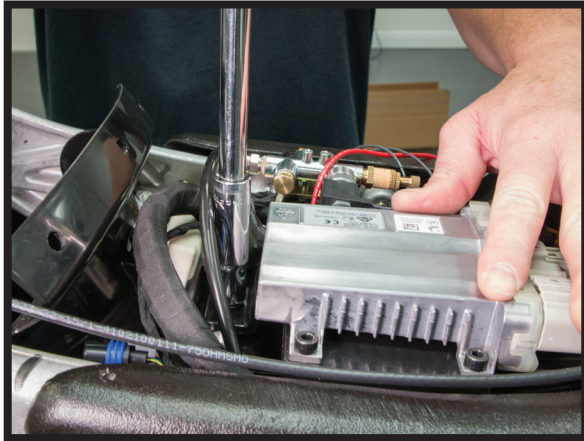


FIGURE 41

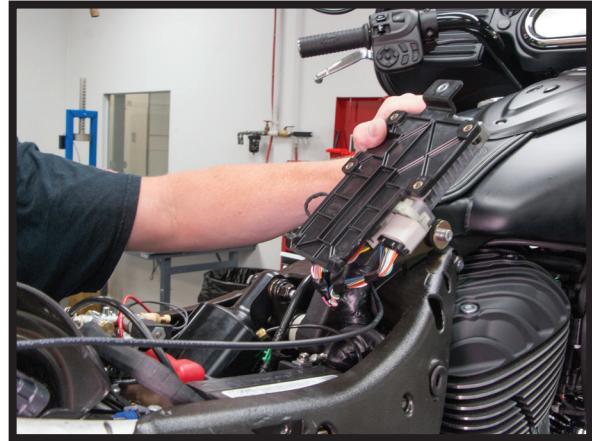


FIGURE 42

19. THE CLOCKING OF THE SHOCK EYES CAN BE CHANGED TO SUIT THE OWNER'S TASTES. SIMPLY FIX THE LOWER EYE IN A VISE TO KEEP IT FROM MOVING. THEN GRASP THE DAMPER SLEEVE AS SHOWN BELOW. TWIST THE SLEEVE ON THE SHOCK BODY. (FIGURES 43, 44)



FIGURE 43

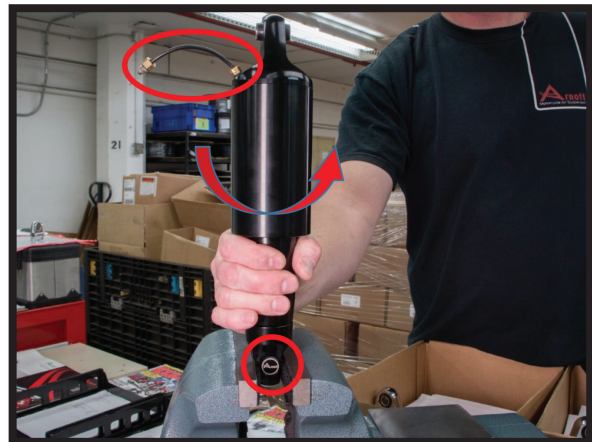
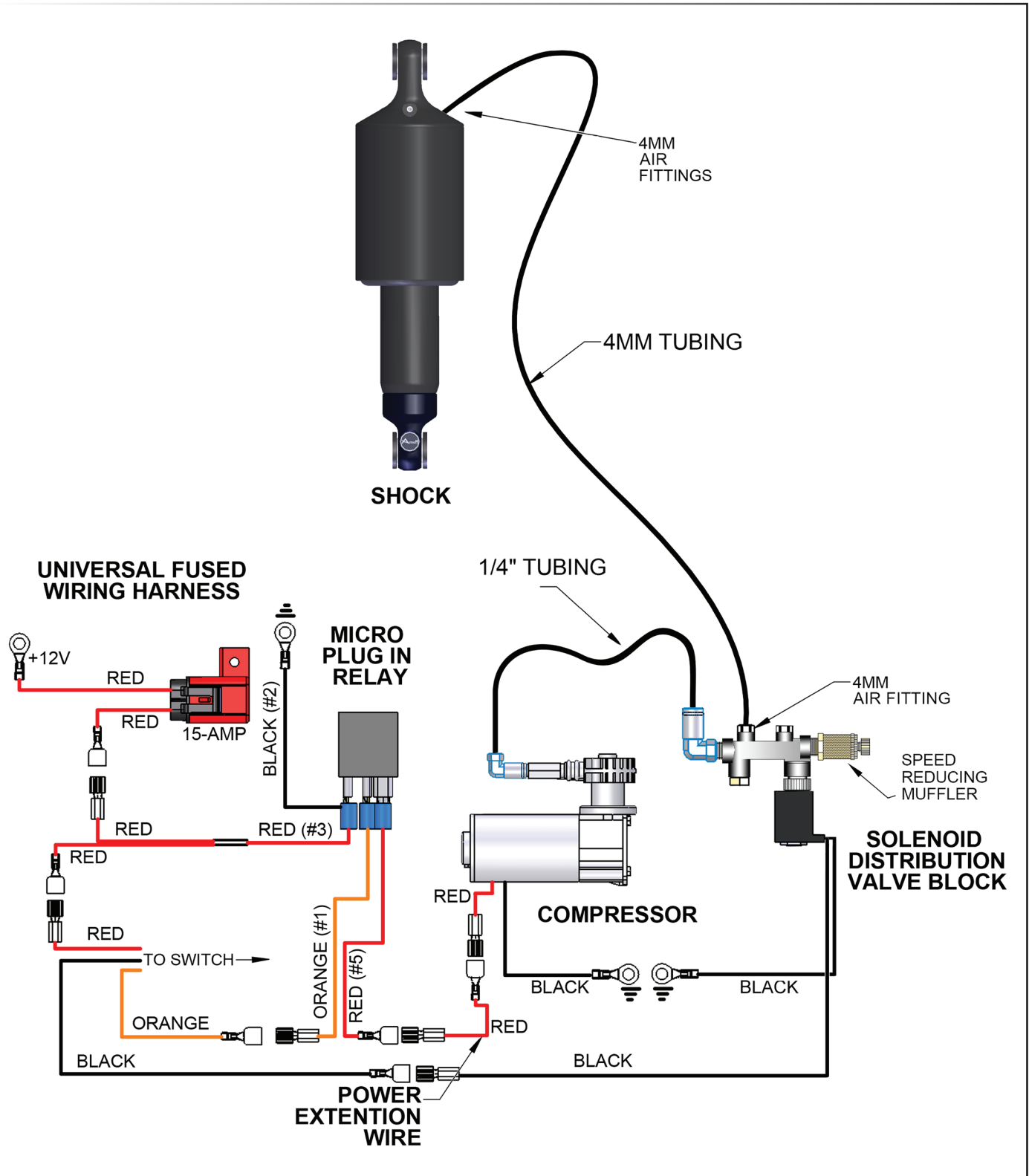


FIGURE 44

The use and installation of any Arnott Air Suspension product or kit may adversely affect or void your factory warranty. It is the responsibility of the motorcycle owner to check federal, state and local laws and ordinances before modifying or customizing his or her motorcycle. It is the exclusive and total responsibility of the motorcycle owner to determine the suitability of this product for his or her use. The user shall assume all legal obligations, personal injury risk and all liability duties and risk associated with the use of this product. Arnott Air Suspension products are designed and intended for the experienced on-road motorcyclists only and intended for closed course operation. Arnott Air Suspension products and kits are designed exclusively for OEM manufactured and equipped motorcycles with no modifications. Any installation of aftermarket or customized components may adversely affect the operation and performance of Arnott Air suspension kits and components and may void the manufacturer's warranty. These directions are accurate at time of publication. Arnott Inc. reserves the right to revise specifications without notice.

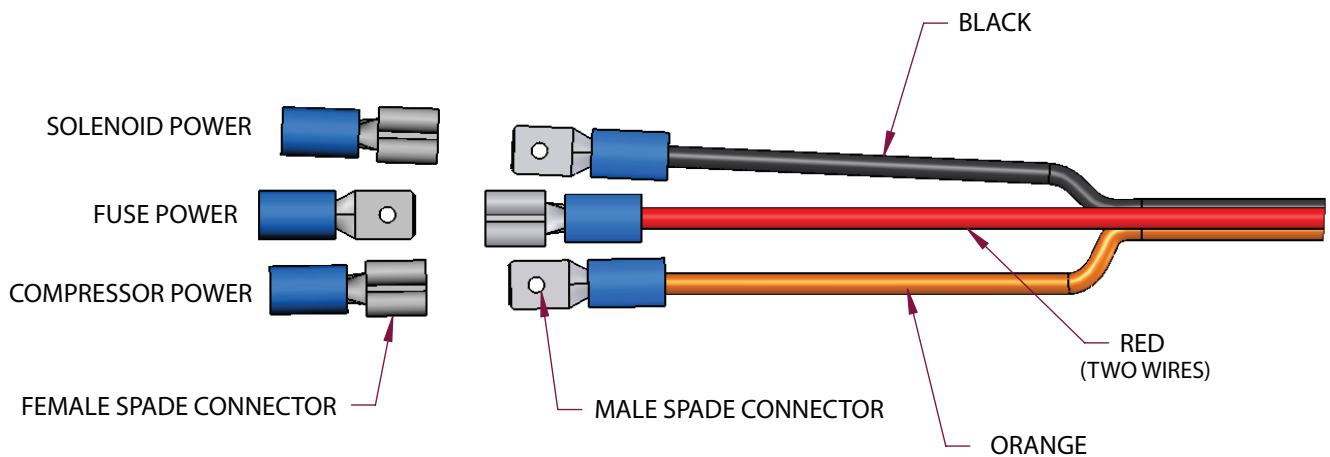
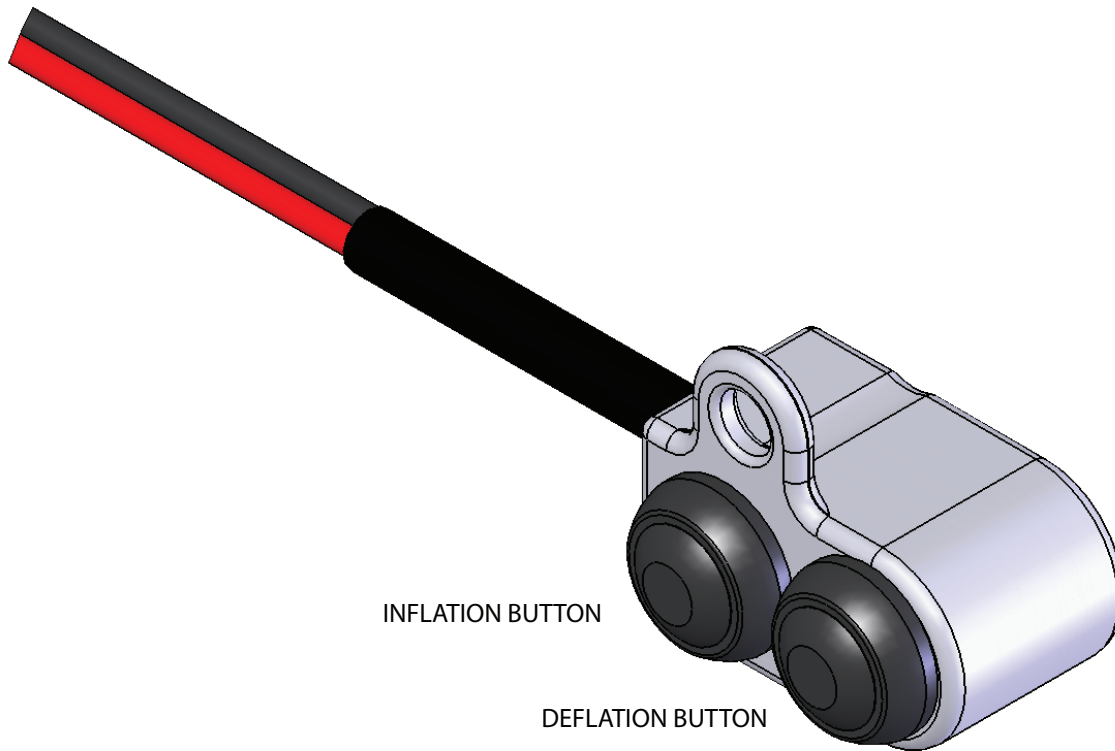
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- AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
 2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
 3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.