

Installation Manual

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



Congratulations on your purchase of an Arnott® 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 Arnott 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®"



DOWNLOAD YOUR TÜV CERTIFICATE HERE:

WWW.ARNOTTCYCLES.COM/EUROPE/TUV

According to TÜV regulation, an air pressure gauge must be installed together with the Arnott Motorcycle kit. Arnott recommends using their digital pressure gauge K-3114 or K-3115 with motorcycle kits that have been certified for this purpose



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.

Arnott® is committed to the quality of its products. If you have a question or problem with any Arnott product, please contact Arnott 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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KIT # MC-2920, MC-2929
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2014-PRESENT



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	21-13820	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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KIT # MC-2920, MC-2929
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2014-PRESENT



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
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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

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.

- 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. ENSURE THAT ALL ELECTRICAL CONNECTIONS ARE DISCONNECTED IF APPLICABLE. (FIGURES 1, 2, 3, 4)



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4

2. REMOVE THE SEAT AND LEATHER STRAP BRACKET IF APPLICABLE. (FIGURES 5, 6)



FIGURE 5



FIGURE 6

3. REMOVE THE RIGHT FOOT PEG AND THE LOWER RIGHT SIDE COVER. (FIGURES 7, 8)



FIGURE 7



FIGURE 8

4. REMOVE ALL REAR FENDER TRIM ON BOTH SIDES, INCLUDING ANTENNA. (FIGURES 9, 10, 11, 12, 13, 14)



FIGURE 9



FIGURE 10



FIGURE 11

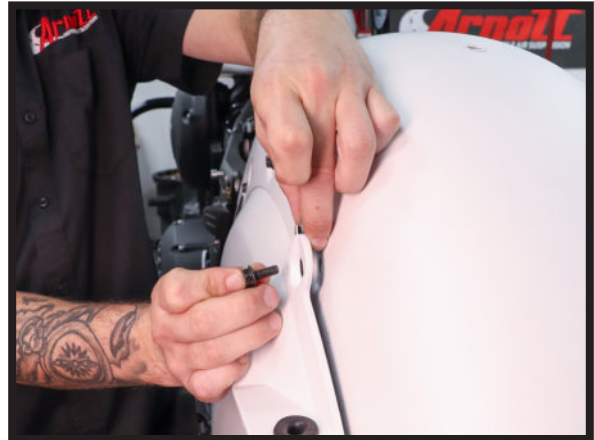


FIGURE 12



FIGURE 13



FIGURE 14

5. REMOVE REAR OUTSIDE FENDER BOLTS AND PLASTIC PINS. (FIGURES 15, 16, 17)



FIGURE 15



FIGURE 16

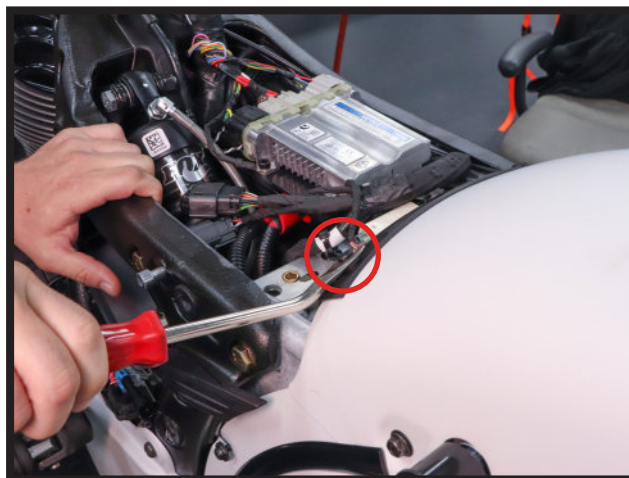


FIGURE 17

6. LOOSEN THE REAR INSIDE 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 18, 19, 20, 21, 22)

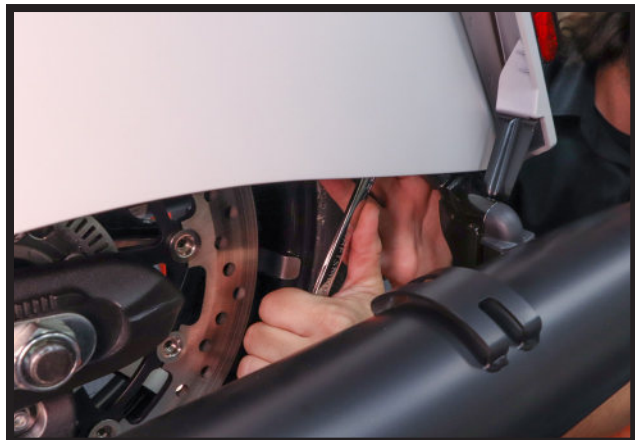


FIGURE 18



FIGURE 19

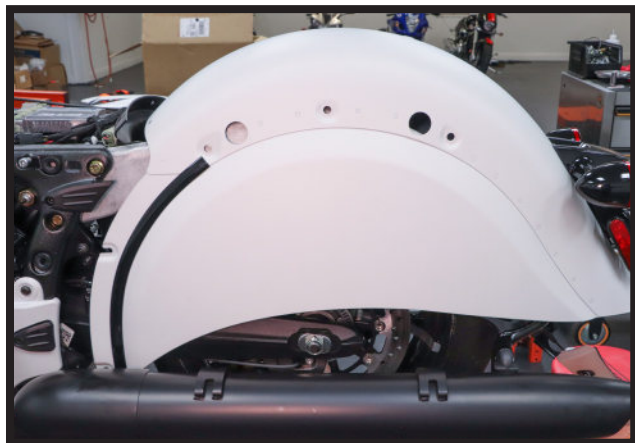


FIGURE 20



FIGURE 21



FIGURE 22

7. SUPPORTING THE MOTORCYCLE UNDER THE MOTOR WITH A JACK, REMOVE THE UPPER AND LOWER SHOCK BOLTS. THEN, REMOVE THE SHOCK. (FIGURES 23, 24, 25)

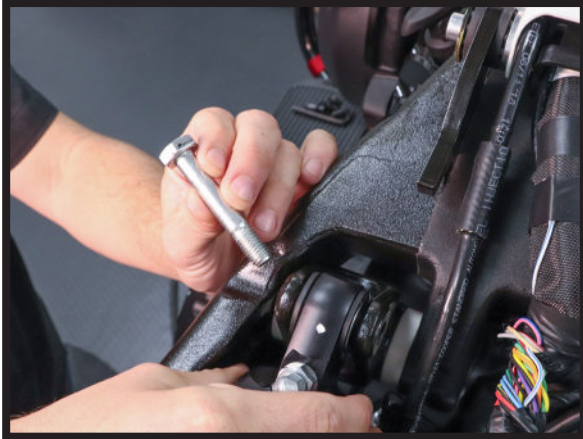


FIGURE 23



FIGURE 24



FIGURE 25

8. RAISE THE REAR TIRE WITH A JACK TO PREPARE FOR COMPRESSOR INSTALLATION. (FIGURE 26)

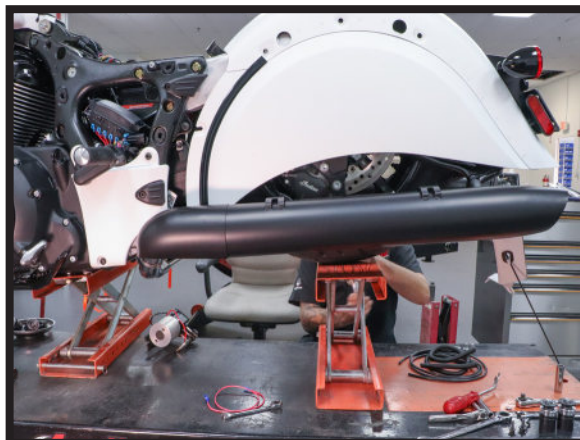


FIGURE 26

9. THE BLACK WIRE ON THE COMPRESSOR WILL BE GROUNDED WITH ONE OF THE PUMP MOUNT BOLTS. (FIGURE 27)



FIGURE 27

10. WITH THE SUPPLIED BOLTS, MOUNT THE PUMP UNDER THE MOTORCYCLE TO THE THREADED HOLES CIRCLED BELOW AND TIGHTEN FIRMLY. (FIGURES 28, 29, 30, 31)

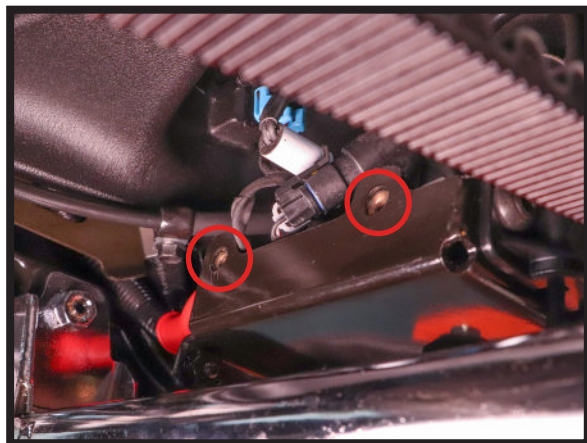


FIGURE 28



FIGURE 29

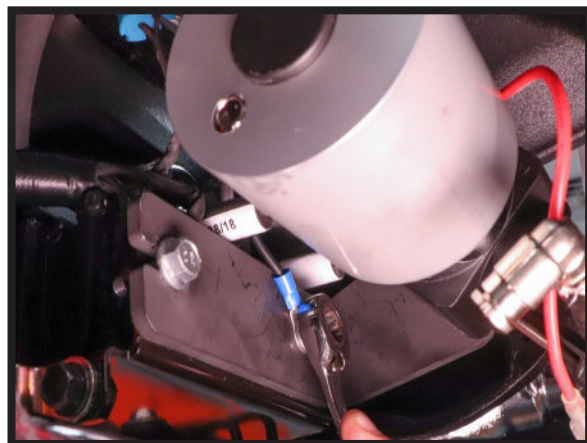


FIGURE 30

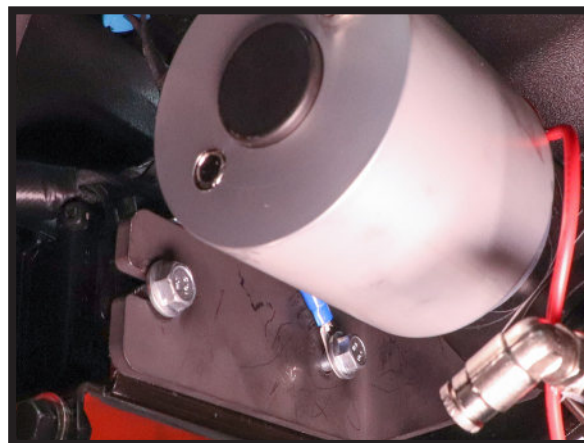


FIGURE 31

11. CONNECT THE SUPPLIED RED WIRE EXTENSION AND 1/4" AIR LINE TO THE COMPRESSOR, THEN BUNDLE THE TWO TOGETHER IN THE SPLIT LOOM. (FIGURES 32, 33)

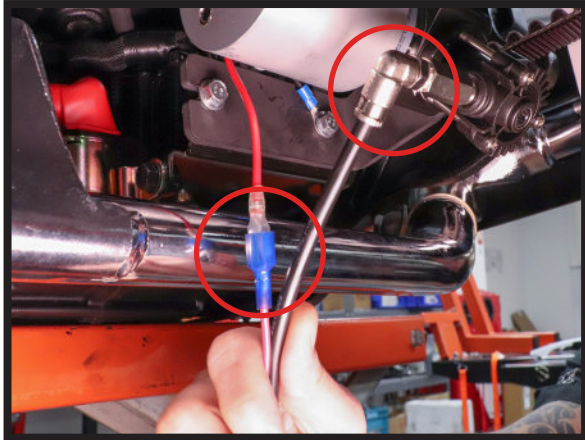


FIGURE 32

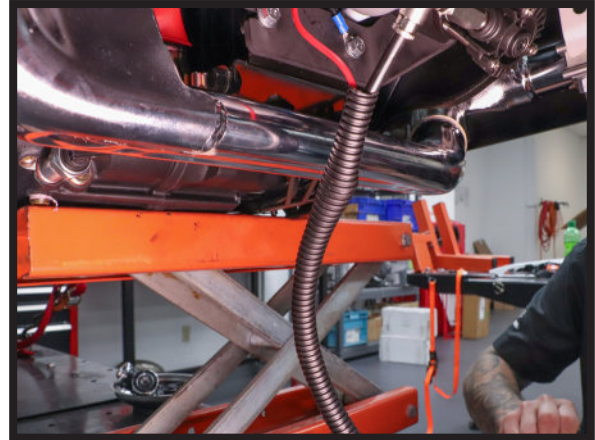


FIGURE 33

12. FEED THE LOOM UP THE FRAME. (FIGURES 34, 35)



FIGURE 34

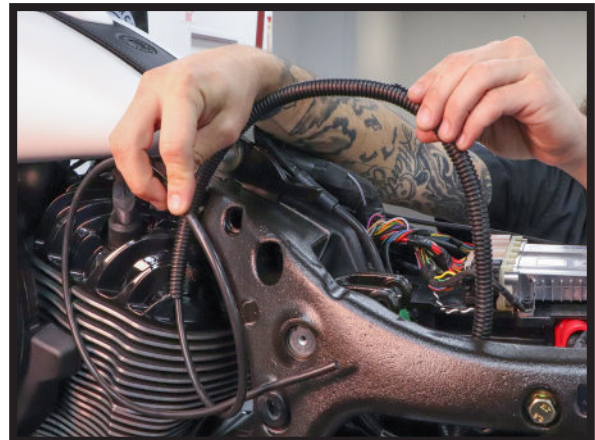


FIGURE 35

NOTE:

For model years 2020 and later only, the shock eyelets need to be replaced with those found in kit # K-3581.

13. FOR MODEL YEARS 2020 AND LATER, REMOVE AND REPLACE SHOCK EYELETS WITH THOSE FOUND IN KIT # K-3581. (FIGURES 36, 37, 38, 39)

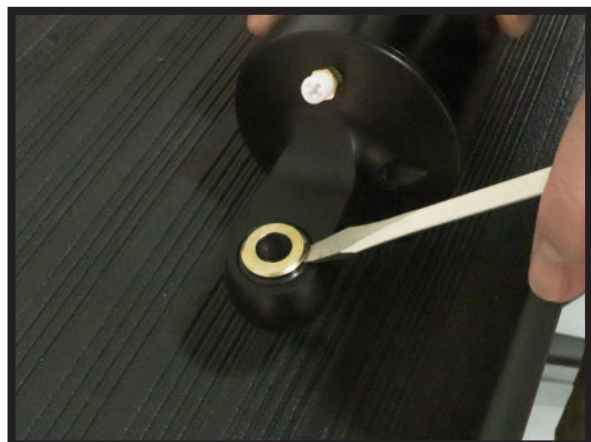


FIGURE 36



FIGURE 37

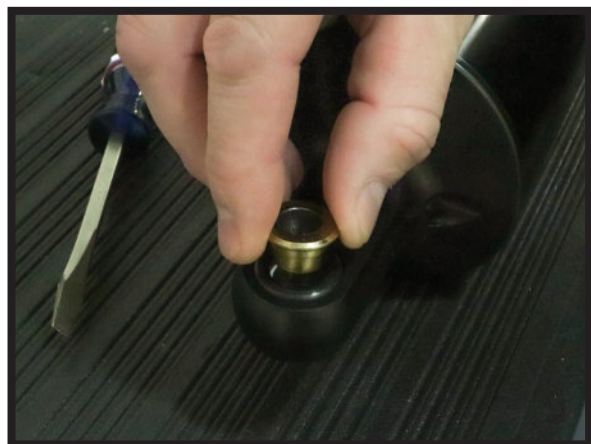


FIGURE 38

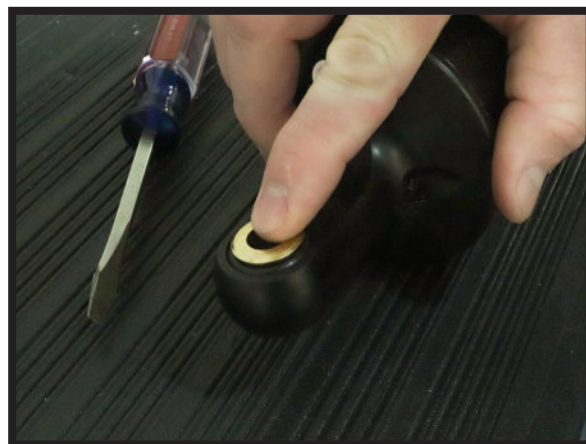


FIGURE 39

14. SCREW A VOSS FITTING INTO THE AIR SHOCK, FINGER TIGHT. THEN, REMOVE THE WHITE SHIPPING 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 TIGHTEN FIRMLY WITH A WRENCH. (FIGURES 40, 41, 42)

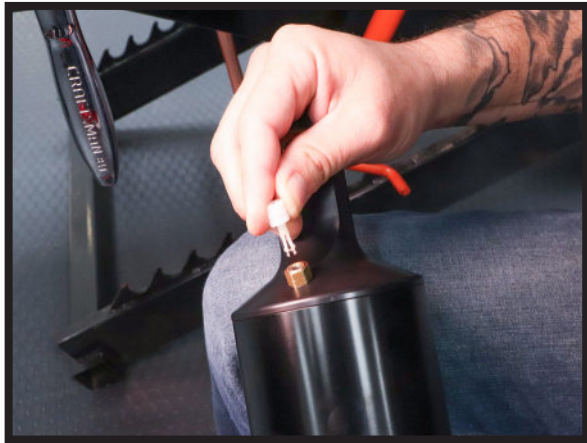


FIGURE 40

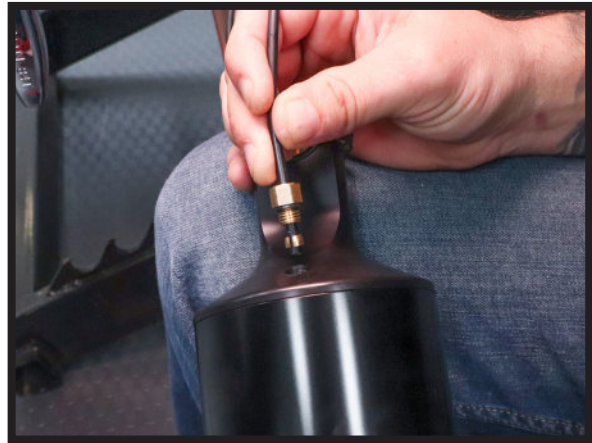


FIGURE 41

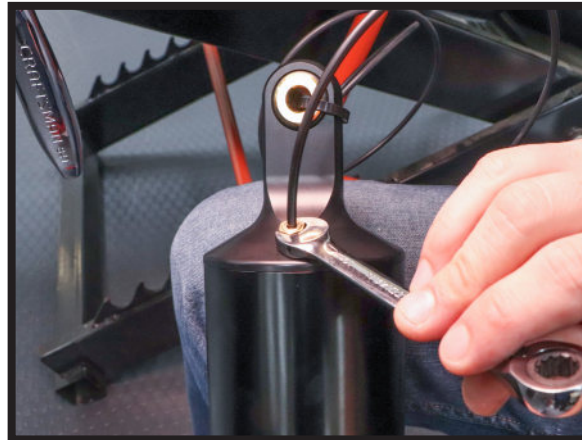


FIGURE 42

15. INSTALL THE SHOCK IN THE MOTORCYCLE WITH THE AIR HOSE FACING THE RIGHT SIDE. TIGHTEN THE UPPER AND LOWER SHOCK BOLTS. (FIGURES 43, 44)



FIGURE 43

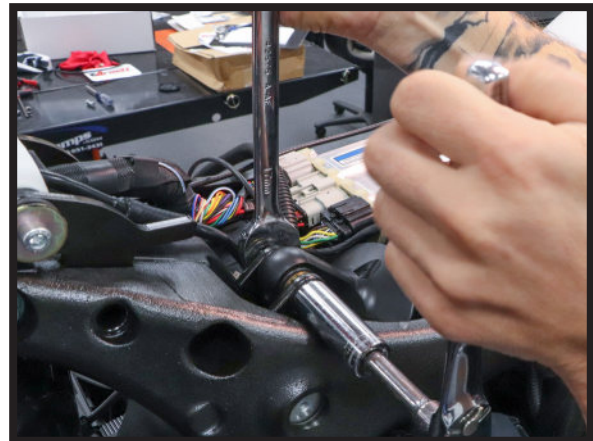


FIGURE 44

16. 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 45, 46, 47)



FIGURE 45



FIGURE 46



FIGURE 47

17. FEED THE 1/4" AIR LINE FROM THE COMPRESSOR LOOM BEHIND THE BATTERY TO THE MANIFOLD. MAKE SURE THAT THE HOSE WILL NOT RUB ON THE DRIVE BELT OR TOUCH THE EXHAUST. TRIM HOSE TO LENGTH AND INSERT INTO MANIFOLD AS SHOWN. (FIGURES 48, 49)

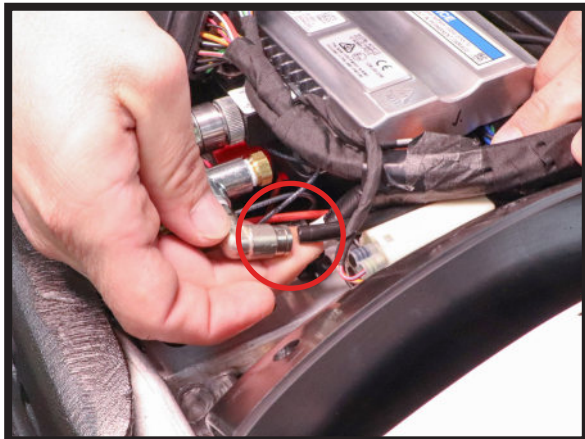


FIGURE 48

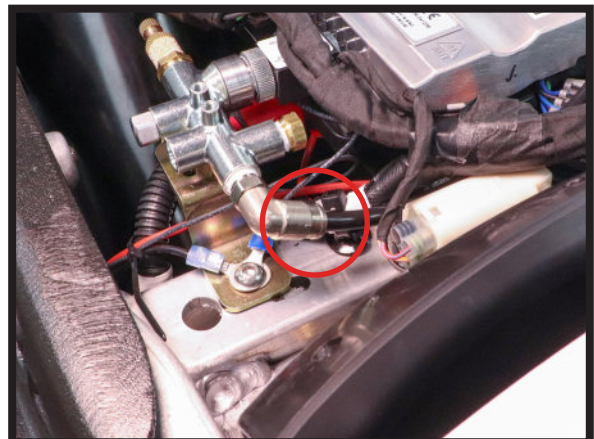


FIGURE 49

18. ROUTE THE 4MM AIR LINE FROM THE SHOCK TOWARD THE MANIFOLD. TRIM THE HOSE TO LENGTH. PLACE A VOSS FITTING ON THE AIR LINE. INSERT FITTING AND COLLET ONTO AIR LINE AS SHOWN. (FIGURES 50, 51)

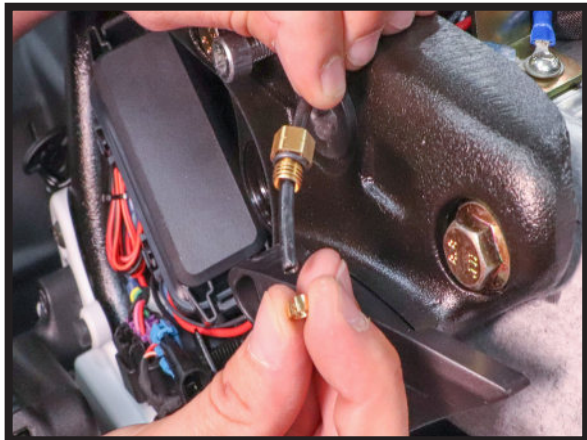


FIGURE 50



FIGURE 51

19. SCREW THE FITTING INTO THE MANIFOLD AS SHOWN AND SNUG TIGHT WITH A WRENCH. (FIGURES 52, 53)



FIGURE 52



FIGURE 53

20. REMOVE THE LOWER CLUTCH PERCH BOLT AND DISCARD. USING THE SUPPLIED BOLT AND SPACER, MOUNT THE HANDLE BAR SWITCH TO THE PERCH. (FIGURES 54, 55)



FIGURE 54



FIGURE 55

21. 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 56, 57, 58, 59)

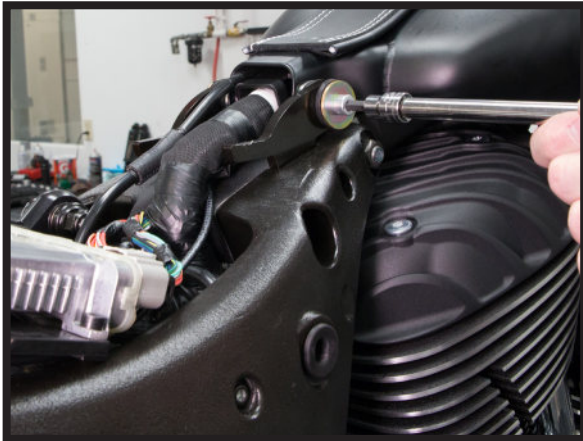


FIGURE 56

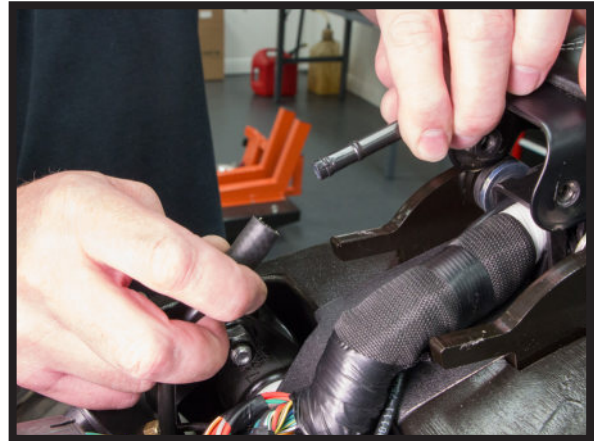


FIGURE 57



FIGURE 58



FIGURE 59

22. REMOVE THE BATTERY COVER THEN, FOLLOWING THE WIRING DIAGRAM IN THE BACK OF THIS MANUAL, COMPLETE THE ELECTRICAL CONNECTIONS. (FIGURES 60, 61)

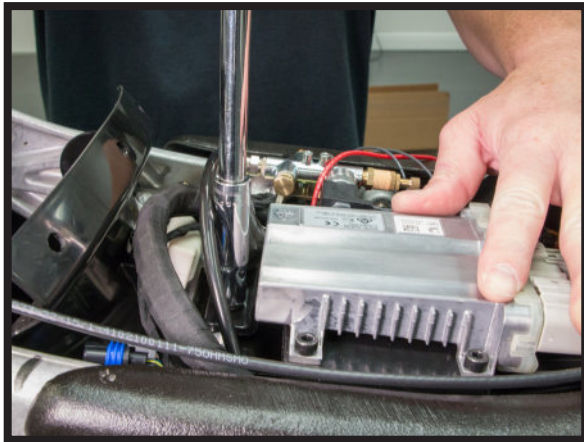


FIGURE 60

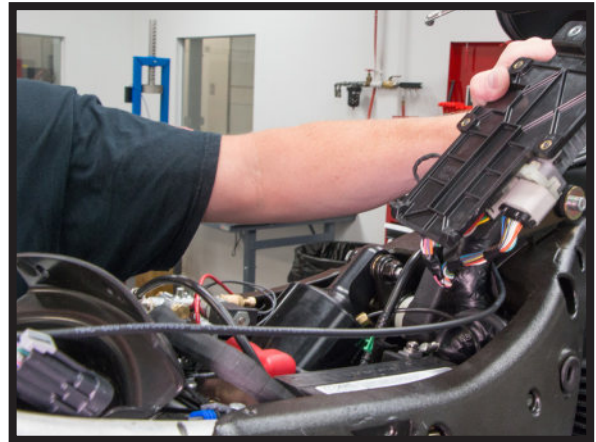


FIGURE 61

23. 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 62, 63)



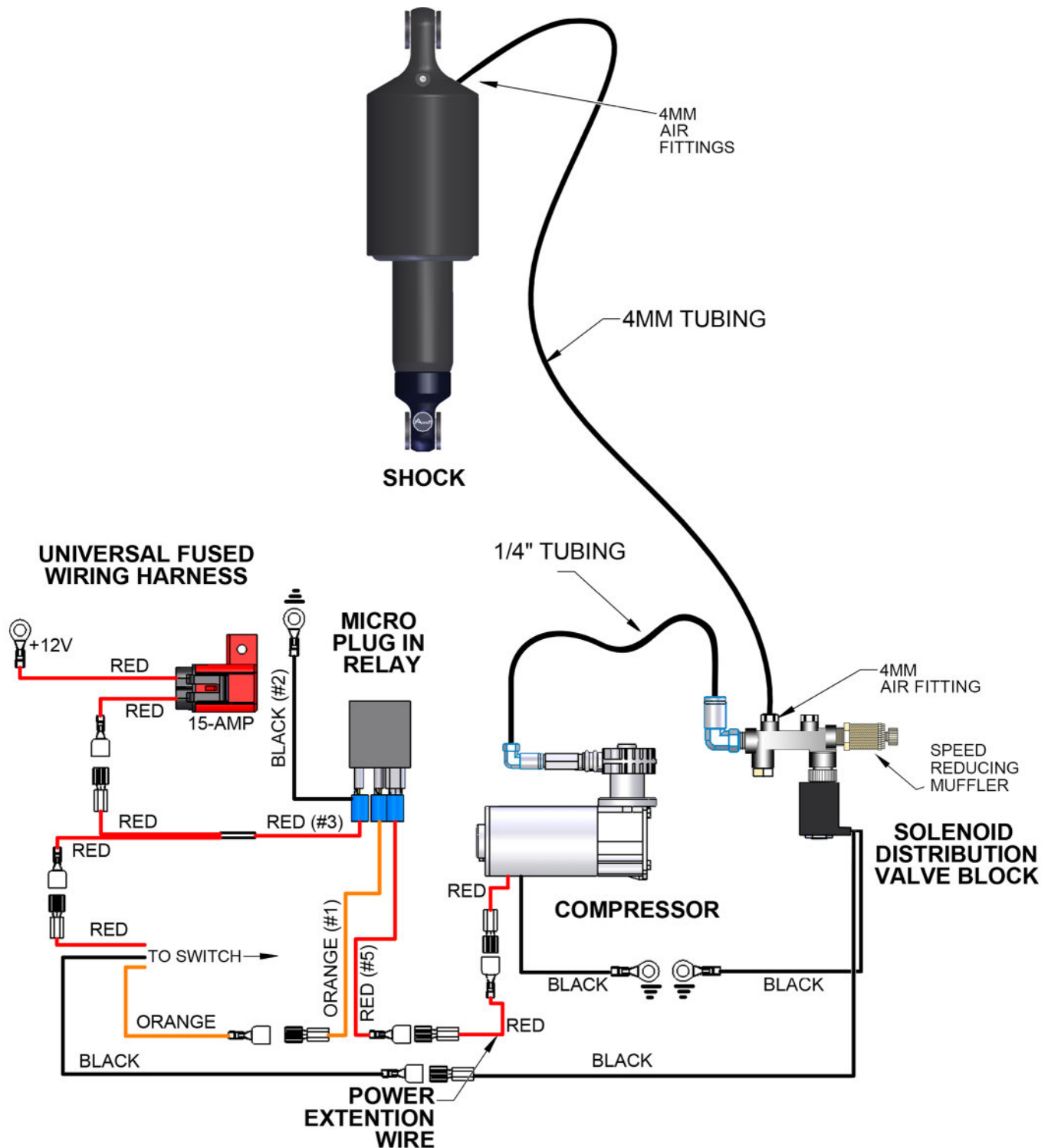
FIGURE 62



FIGURE 63

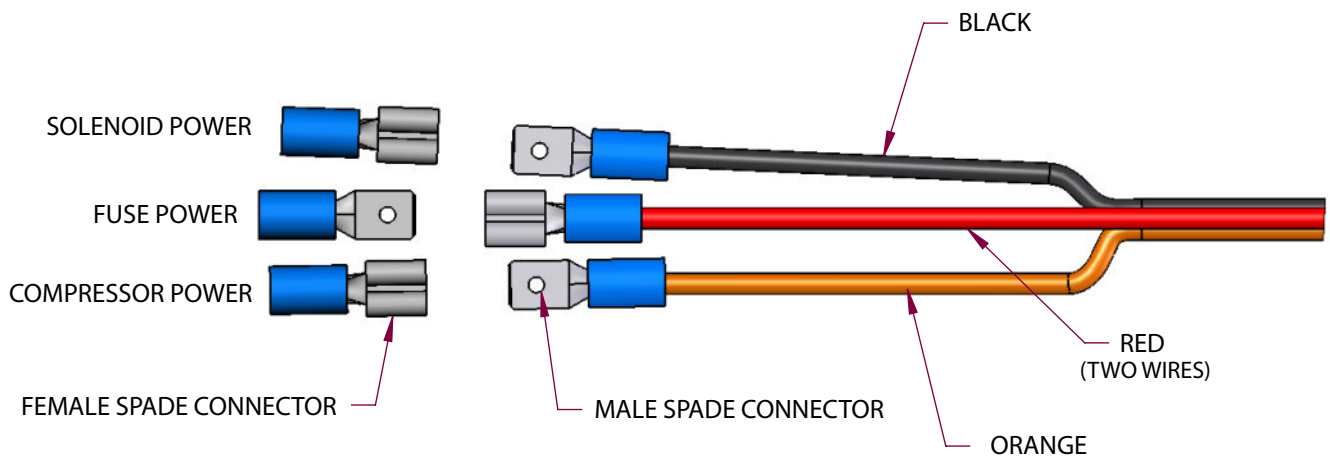
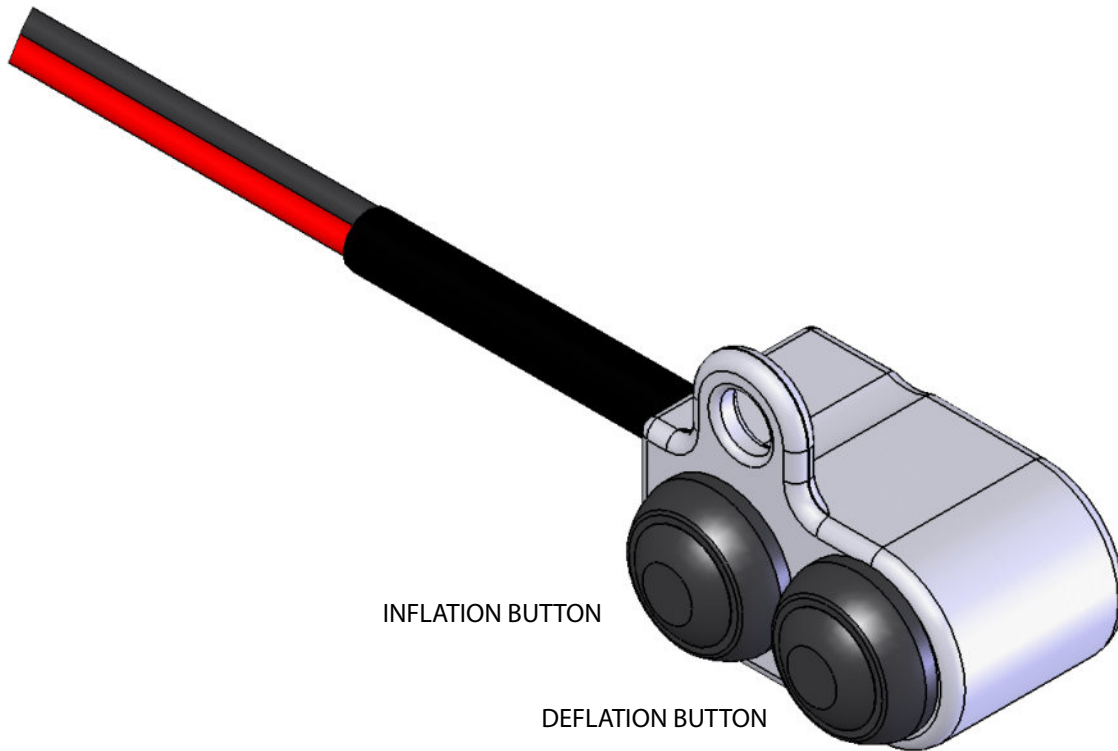
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- AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
 2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
 3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.