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"

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 100 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 during normal business hours or email techassistance@arnottinc.com.
## BILL OF MATERIALS
### MC-2914 - FLT SUSPENSION SYSTEM, 1990-2008, REB, BLACK

### 20-10246 - INFLATION KIT, 1990-2008, FLT

<table>
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<td>COMPRESSOR WIRE EXTENSION ACCESSORY KIT</td>
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<td>1/4&quot; NYLON TUBING ACCESSORY KIT</td>
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### 21-13488-REB-B - SHOCK KIT

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### HANDLE BAR SWITCH

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</table>
# Installation Manual

**KIT # MC-2914, MC-2915, MC-2916, MC-2917**

**FOR 1980-2008**

**HARLEY-DAVIDSON®**

**TOURING SERIES**

## BILL OF MATERIALS

**MC-2915 - FLT SUSPENSION SYSTEM, 1990-2008 , REB, CHROME**

### 20-10246 - INFLATION KIT, 1990-2008, FLT

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### HANDLE BAR SWITCH

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</table>
# Installation Manual

**KIT # MC-2914, MC-2915, MC-2916, MC-2917**

**FOR 1980-2008**

**HARLEY-DAVIDSON® TOURING SERIES**

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## BILL OF MATERIALS

**MC-2916 - FLT SUSPENSION SYSTEM, 1990-2008, BLACK**

### 20-10246 - INFLATION KIT, 1990-2008, FLT

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### 21-13488-B - SHOCK KIT

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### HANDLE BAR SWITCH

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# Installation Manual

## Kit # MC-2914, MC-2915, MC-2916, MC-2917

**For 1980-2008**

**Harley-Davidson® Touring Series**

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## Bill of Materials

**MC-2917 - FLT Suspension System, 1990-2008, Chrome**

### 20-10246 - Inflation Kit, 1990-2008, FLT

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<td>1/4” Nylon Tubing Accessory Kit</td>
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### 21-13488-C - Shock Kit

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### Handle Bar Switch

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<td>Handle Bar Switch, Chrome</td>
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</table>
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.

AIR SHOCKS REMOVAL

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. SUPPORT THE MOTORCYCLE UNDER ITS FRAME, THEN REMOVE BOTH SADDLE BAGS AND BATTERY COVERS. IF THE MOTORCYCLE HAS FACTORY AIR-ASSIST SHOCKS, AS SHOWN BELOW, REMOVE THE HOSES FROM THE PUSH-TO-CONNECT FITTINGS. THESE SHOCKS MUST REMAIN UPRIGHT OR OIL WILL LEAK OUT. (FIGURES 1, 2)
2. REMOVE THE SHOCKS AND THE FACTORY AIR LINES. (FIGURE 3)

3. REMOVE BOTH OF THE FENDER SUPPORT BRACKET BOLTS AS INDICATED BY ARROWS. (FIGURE 4)

4. REUSING THE FACTORY BOLTS PREVIOUSLY REMOVED, FASTEN THE COMPRESSOR TO THE BRACKET, AS SHOWN (FIGURE 5)
5. Attach the compressor power wire extension to the red wire of the compressor. (Figure 6)

6. Run both compressor wires along with the 1/4" hose up towards the fender strut and forward towards the battery box. (Figure 7)

7. Using the supplied wire loom and cable ties, wrap the wires and hose together being sure to keep distance from the brake system. (Figure 8)
8. MOUNT THE AIR MANIFOLD UNDER THE RIGHT SIDE BATTERY COVER. THE IMAGES BELOW SHOW SOME OPTIONS WITH THE INCLUDED HARDWARE. TRIM THE PUMP HOSE AND INSERT IT INTO THE PUSH-TO-CONNECT FITTING ON THE AIR MANIFOLD. WIRE THE PUMP AND RELAY TO THE MOTORCYCLE BATTERY FOLLOWING THE WIRING DIAGRAM IN THE BACK OF THIS MANUAL. (FIGURES 9, 10)

![Image 9](figure9.jpg)

![Image 10](figure10.jpg)


![Image 11](figure11.jpg)

![Image 12](figure12.jpg)
10. Trim the 4mm hose to length. Be mindful to trim it just long/short enough so that it won’t kink or rub on the rear wheel. With the white plug still installed, thread the VoSS fitting into the shock just until the O-ring touches, then remove the plug from the fitting. Insert the air hose and push until you feel it seat into the fitting. Unscrew the fitting from the shock and confirm that the keeper is on the hose properly. Screw the fitting back into the shock and snug it tight. (Figures 13, 14, 15)

11. Put blue Loctite on the supplied ½” cap screws and thread them through the shocks into the frame/swing arm. Torque the screws to the factory recommend torque. (Figure 16)
12. Press the supplied cap screw covers onto the head of the cap screws. You may need to put a little soap/water on the head of the screw so the cap can slide on smoothly. (Figures 17, 18)

![Figure 17](image17.jpg)
![Figure 18](image18.jpg)

13. Remove the lower clutch lever mount bolt. Using the factory screw, mount the handle bar switch. Route the switch wires down the handle bars, under the fuel tank to the manifold and the relay. Then trim the switch wires to the proper length. Using the wiring diagram in the back of this manual, connect the wires to the relay and air manifold solenoid. (Figures 19, 20)

![Figure 19](image19.jpg)
![Figure 20](image20.jpg)
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.

ON REBOUND ADJUSTABLE SHOCKS, THE REBOUND DAMPING FORCE CAN BE INCREASED OR DECREASED TO SUIT THE RIDER’S PREFERENCE. INCREASING THE REBOUND DAMPING WILL SLOW THE SPEED AT WHICH THE SHOCK EXTENDS AFTER IT IS COMPRESSED. THIS IS USUALLY DESIRABLE WHEN RUNNING HIGHER AIR PRESSURES THAN NORMAL FOR A SINGLE RIDER. FOR EXAMPLE, RIDING 1 UP WOULD REQUIRE LOWER AIR PRESSURE AND LESS REBOUND DAMPING THAN RIDING 2 UP WITH A FULLY LOADED MOTORCYCLE. THE INCREASED AIR PRESSURE IS TRYING TO EXTEND THE SHOCK FASTER. THIS CAN LEAD TO AN UNCONTROLLED BOUNCY FEELING IN THE REAR OF THE MOTORCYCLE. INCREASING THE REBOUND DAMPING WILL HELP SLOW DOWN THE EXTENSION AND MAKE A MORE CONTROLLED FEELING.

The terms Harley-Davidson®, Harley®, H-D®, Buell®, Softail®, Dyna®, V-Rod®, Tri-Glide®, and Sportster® are used for reference only. Arnott Air Suspension products are in no way authorized by nor associated with the Harley-Davidson Motor Company. All references to Harley-Davidson terms and models are for reference and identification purposes only. The use and installation of any Arnott Air Suspension product or kit may adversely affect or void your Harley-Davidson® 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.
KIT # MC-2914, MC-2915, MC-2916, MC-2917
FOR 1980-2008
HARLEY-DAVIDSON®
TOURING SERIES

Installation Manual

1/4" TUBING

4MM TUBING

4MM AIR FITTINGS

SHOCK

SHOCK

UNIVERSAL FUSED WIRING HARNESS

+12V

RED

RED 15-AMP RELAY

RED (#3)

BLACK (#2)

MICRO PLUG IN RELAY

1/4" TUBING

4MM AIR FITTINGS

SPEED REDUCING MUFFLER

SOLENOID DISTRIBUTION VALVE BLOCK

COMPRESSOR

POWER EXTENTION WIRE

BLACK

RED

ORANGE

BLACK

TO SWITCH

BLACK

BLACK

REV 4  09/27/2018
11-MC-FLT-2
13

11-MC-FLT-2
REV 4  09/27/2018
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.