

Installation Manual

KIT # MC-2912, MC-2925
FOR 2000-PRESENT
HONDA® GOLDWING

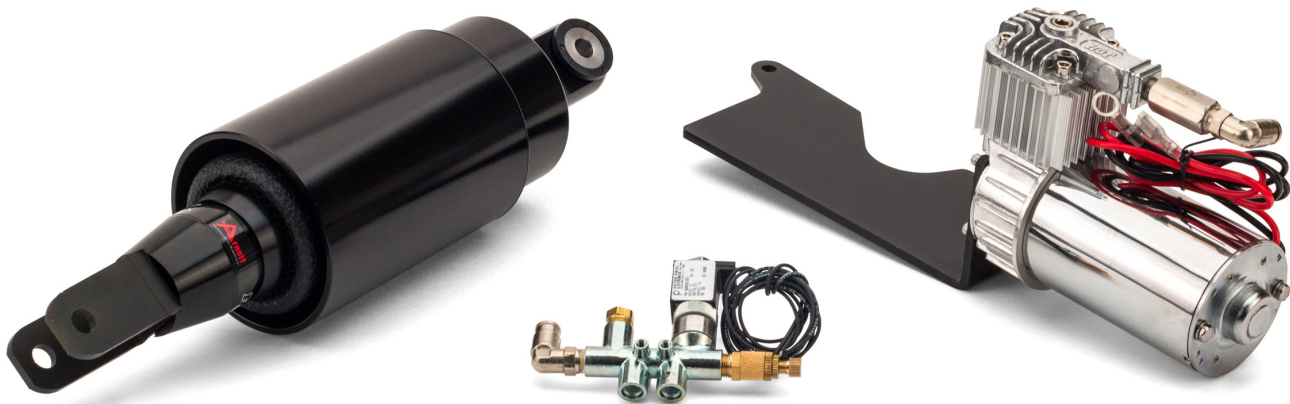


Congratulations on your purchase of an Arnett® Motorcycle Air Suspension system. This system provides you with the ability to maintain your bike at a constant level regardless of load, resulting in enhanced vehicle ride, handling, and performance. We at Arnett Incorporated are proud to offer a high quality 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** 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-2912 - HONDA GOLDWING SUSPENSION SYSTEM, BLACK

20-9787 - INFLATION KIT

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7715	4MM VOSS FITTING 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	21-11617	90 DEGREE PUSH CONNECT MANIFOLD ASSEMBLY, MONO SHOCK
1	21-7267	1/4" NYLON TUBING ACCESSORY KIT
1	21-9742	HONDA GOLDWING PUMP ASSEMBLY
1	11-MC-2912	INSTALLATION MANUAL FOR MC-2912
1	20-9751	MOUNT KIT

21-9788-B - SHOCK KIT

QTY	PART NO.	DESCRIPTION
1	21-9266	AIR SHOCK

HANDLE BAR SWITCH

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

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KIT # MC-2912, MC-2925
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BILL OF MATERIALS MC-2925 - HONDA GOLDWING SUSPENSION SYSTEM, CHROME

20-9787 - INFLATION KIT

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7715	4MM VOSS FITTING 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
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1	20-9751	MOUNT KIT

21-9788-B - SHOCK KIT

QTY	PART NO.	DESCRIPTION
1	21-9266	AIR SHOCK

HANDLE BAR SWITCH

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.

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. REMOVE THE COMPONENTS SHOWN IN IMAGES 1-15 TO GAIN ACCESS TO THE FUEL TANK. SEE HONDA SERVICE MANUAL FOR ADDITIONAL REMOVAL INFORMATION. (FIGURES 1-15)



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4



FIGURE 5



FIGURE 6



FIGURE 7



FIGURE 8

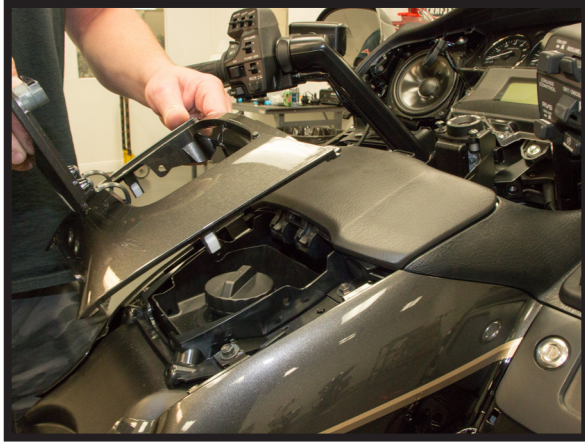


FIGURE 9

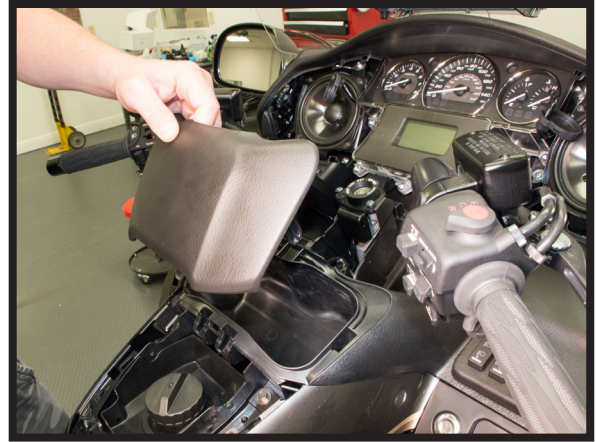


FIGURE 10



FIGURE 11



FIGURE 12

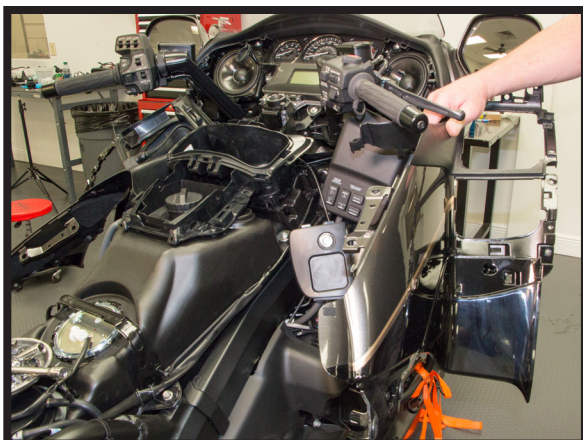


FIGURE 13



FIGURE 14



FIGURE 15

2. DISCONNECT THE FUEL LINES, PLUGS, AND HARDWARE ATTACHING THE FUEL TANK TO THE FRAME. (FIGURES 16, 17, 18)



FIGURE 16

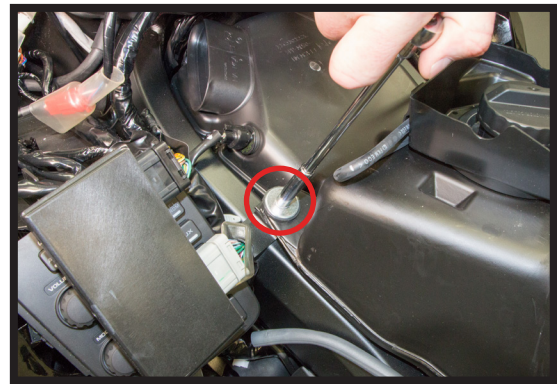


FIGURE 17

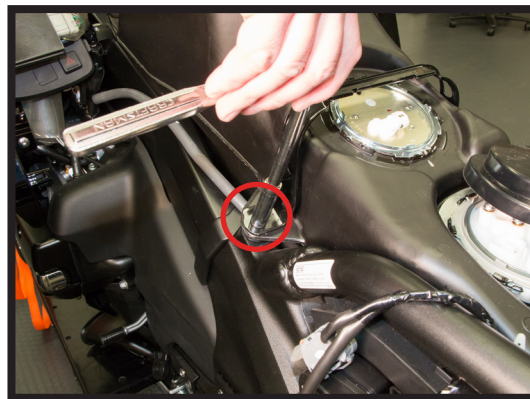


FIGURE 18

3. REMOVE THE BATTERY BOX. THEN REMOVE THE FUEL TANK FROM THE FRAME. (FIGURES 19, 20)



FIGURE 19



FIGURE 20

4. ON GOLDWING MODELS WITH ELECTRONIC PRELOAD ADJUSTER YOU WILL NEED TO REMOVE THE REAR TAIL LIGHT, REAR FENDER AND PULL THE RIGHT SADDLE BAG AWAY FROM THE FRAME TO GAIN ACCESS TO THE ELECTRONIC PRELOAD ADJUSTER. THEN REMOVE THE THREE BOLTS THAT MOUNT THE ADJUSTER TO THE FRAME. (FIGURES 21, 22)



FIGURE 21



FIGURE 22

5. REMOVE THE OE SHOCK. (FIGURES 23, 24)

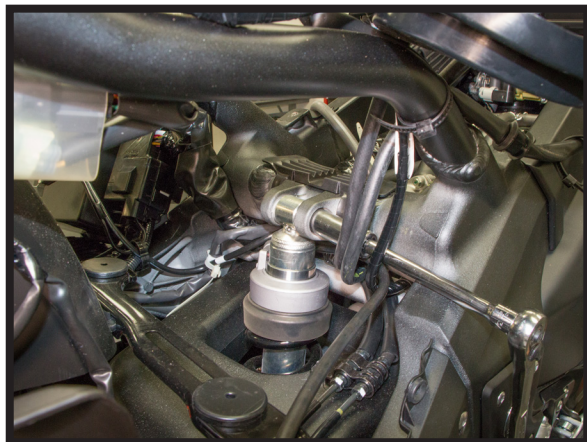


FIGURE 23



FIGURE 24

6. INSTALL THE NEW AIR SHOCK WITH THE AIR FILL PORT ORIENTED TOWARD THE LEFT SIDE OF THE BIKE. MOUNT THE TOP TO THE FRAME FIRST REUSING THE OE BOLT AND NUT. REUSE THE LOWER SHOCK BOLT BUT PUT ONE OF THE INCLUDED WASHERS ON EITHER SIDE OF THE CLEVIS. TORQUE ALL OF THE NUTS TO THE FACTORY RECOMMENDED SPEC. (FIGURES 25, 26, 27)



FIGURE 25



FIGURE 26

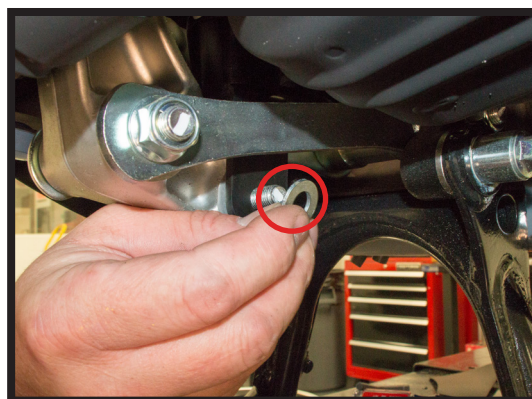


FIGURE 27

7. SCREW A VOSS FITTING INTO THE AIR SHOCK. REMOVE THE WHITE PLUG. PUSH IN THE 4MM AIR LINE UNTIL YOU FEEL IT SEAT. REMOVE THE FITTING FROM THE SHOCK AND CONFIRM THAT THE KEEPER IS ATTACHED TO THE HOSE. SCREW THE FITTING AND HOSE BACK INTO THE SHOCK AND SNUG TIGHT. ROUTE THE HOSE TO THE LEFT SIDE OF THE MOTORCYCLE. REINSTALL THE FUEL TANK IN THE FRAME MAKING SURE NOT BEND, KINK, OR PINCH THE AIR HOSE. (FIGURES 28, 29, 30, 31)



FIGURE 28



FIGURE 29



FIGURE 30



FIGURE 31

8. INSERT THE 1/4" HOSE INTO THE PUMP. USING THE INCLUDED SPLIT LOOM AND ZIP TIES, COVER THE PUMP WIRES AND HOSE AS SHOWN BELOW. (FIGURES 32)

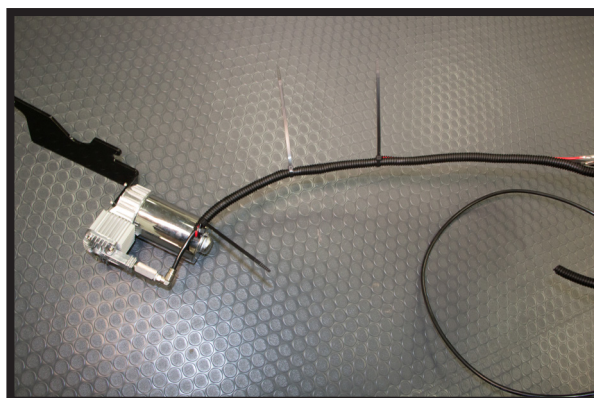


FIGURE 32

9. REMOVE THE BOLT FROM THE FRONT OF THE BATTERY TRAY. (FIGURES 33)

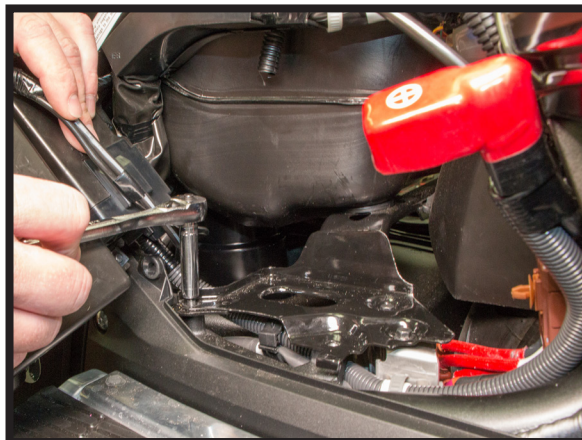


FIGURE 33

10. GUIDE THE SPLIT LOOM, PUMP WIRE, AND 1/4" HOSE FROM THE BOTTOM OF THE MOTORCYCLE TO THE OPENING IN FRONT OF THE LEFT SADDLE BAG. PULL THE PUMP AND BRACKET UP SO THAT THE BRACKET CAN SIT ON THE BATTERY TRAY. MOUNT THE BRACKET TO THE TRAY USING THE BOLT FROM STEP #9. CONFIRM THAT THE WIRES AND HOSES ARE NOT BENT, KINKED OR TOUCHING THE EXHAUST. (FIGURES 34, 35, 36)



FIGURE 34



FIGURE 35



FIGURE 36

11. REINSTALL THE BATTERY BOX OVER THE PUMP BRACKET. STACK THE 3 INCLUDED WASHES BETWEEN THE BATTERY BOX AND THE BATTERY TRAY. USE THE OE BOLT AND T-WASHER TO ATTACH THE BOX TO THE TRAY. (FIGURES 37, 38, 39, 40, 41)



FIGURE 37



FIGURE 38



FIGURE 39

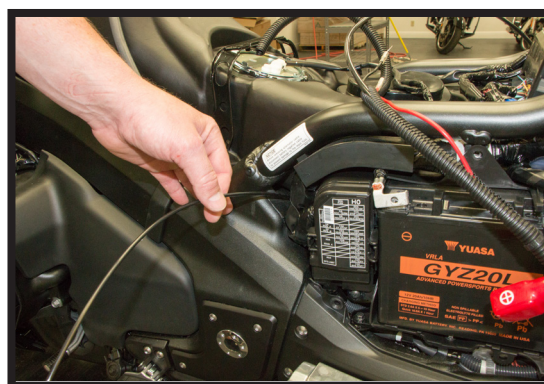


FIGURE 40



FIGURE 41

12. REMOVE THE LOWER CLUTCH PERCH BOLT. USING THE INCLUDED SPACER AND BOLT, MOUNT THE HANDLE BAR SWITCH TO THE PERCH. (FIGURES 42, 43)



FIGURE 42



FIGURE 43

13. ROUTE THE WIRE DOWN THE HANDLE BAR AND BACK TOWARD THE BATTERY. (FIGURES 44)

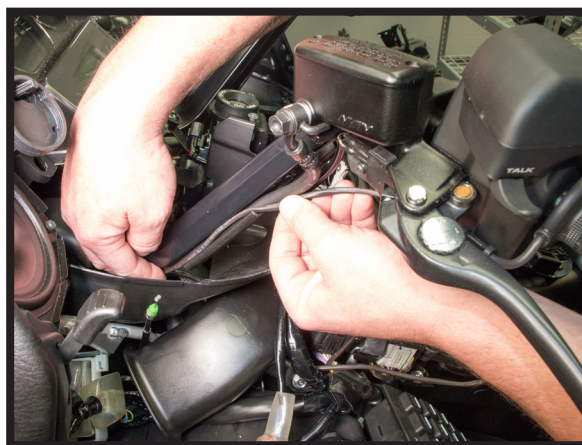


FIGURE 44

14. MOUNT THE AIR MANIFOLD TO THE OE WIRE HARNESS ON TOP OF THE FUEL TANK USING A ZIP TIE. TRIM THE ¼" LINE TO LENGTH AND INSERT IT INTO THE MANIFOLD. SCREW THE INCLUDED PLUG/ORING INTO ONE OF THE VOSS PORTS AND SNUG TIGHT. (FIGURES 45, 46)

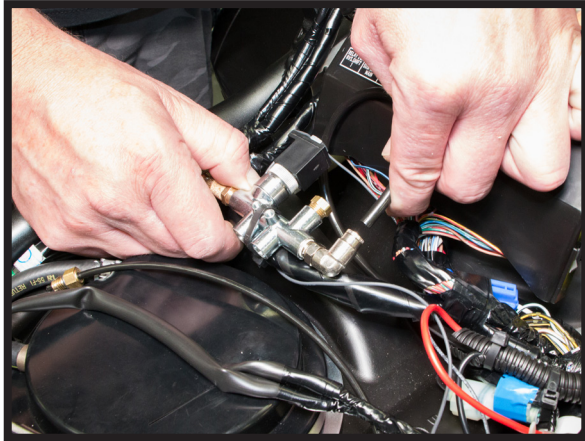


FIGURE 45

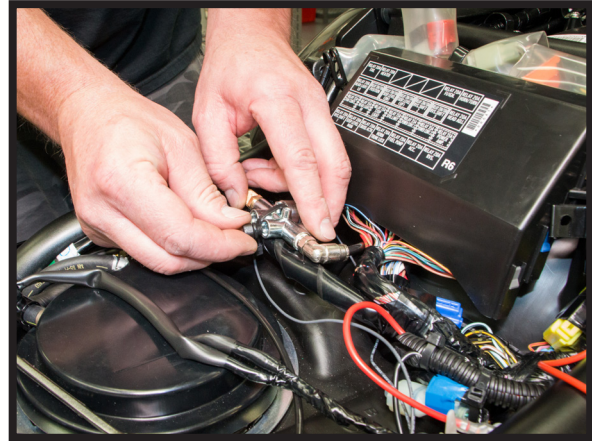


FIGURE 46

15. TRIM THE 4MM LINE TO LENGTH. FOLLOWING THE SAME PROCEDURE AS IN STEP #7 ATTACH A VOSS FITTING TO THE HOSE AND SNUG TIGHT INTO THE AIR MANIFOLD. FOLLOWING THE WIRING DIAGRAMS IN THE BACK OF THIS MANUAL COMPLETE THE WIRE CONNECTIONS. (FIGURES 47)

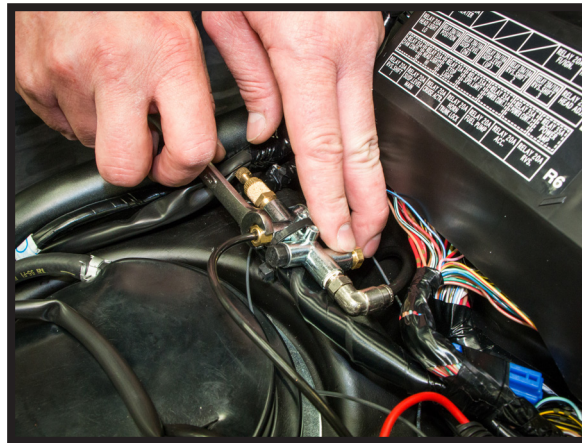
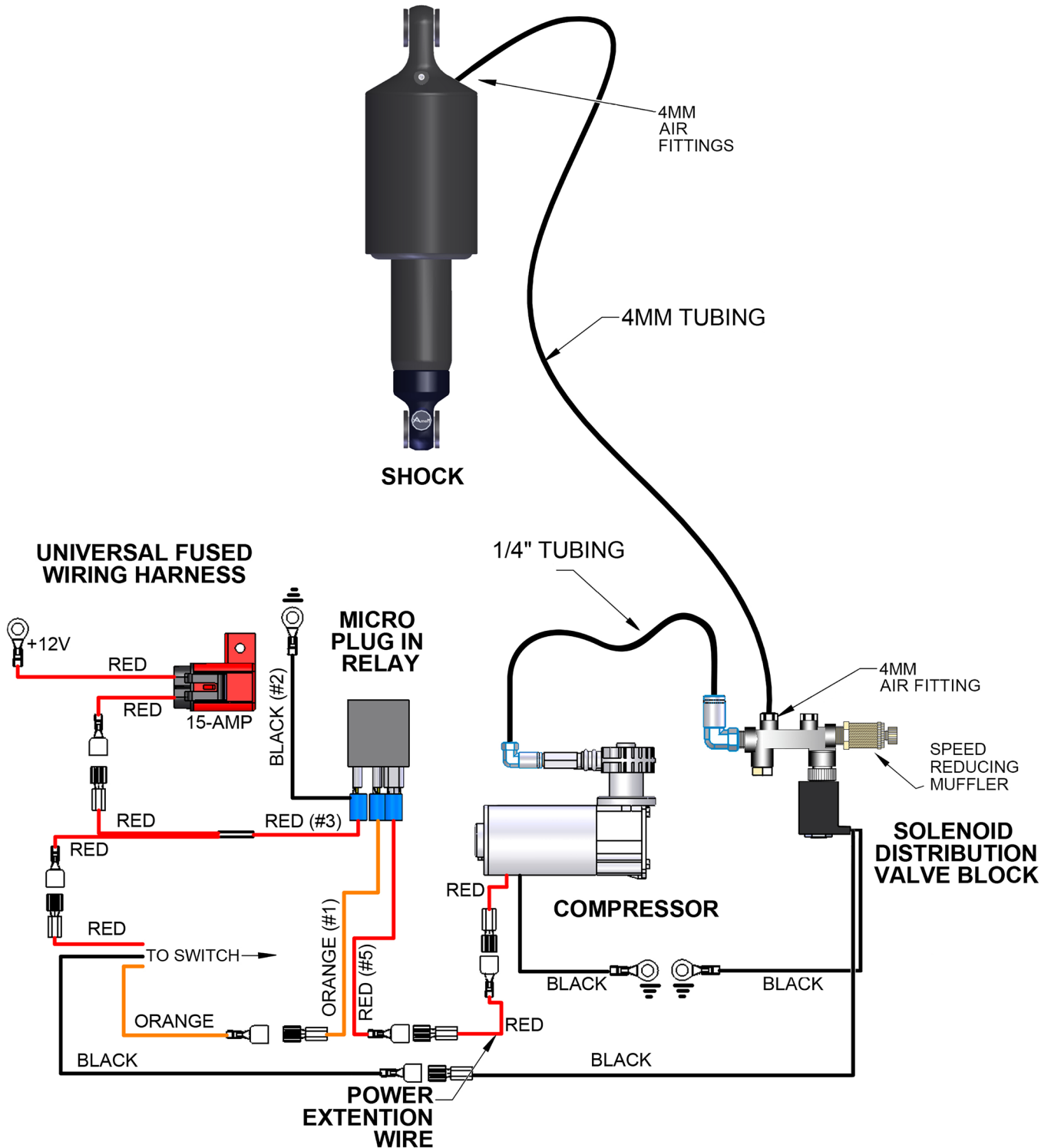


FIGURE 47

The use and installation of any Arnett 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. Arnett Air Suspension products are designed and intended for the experienced on-road motorcyclists only and intended for closed course operation. Arnett 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 Arnett Air suspension kits and components and may void the manufacturer's warranty. These directions are accurate at time of publication. Arnett Inc. reserves the right to revise specifications without notice.

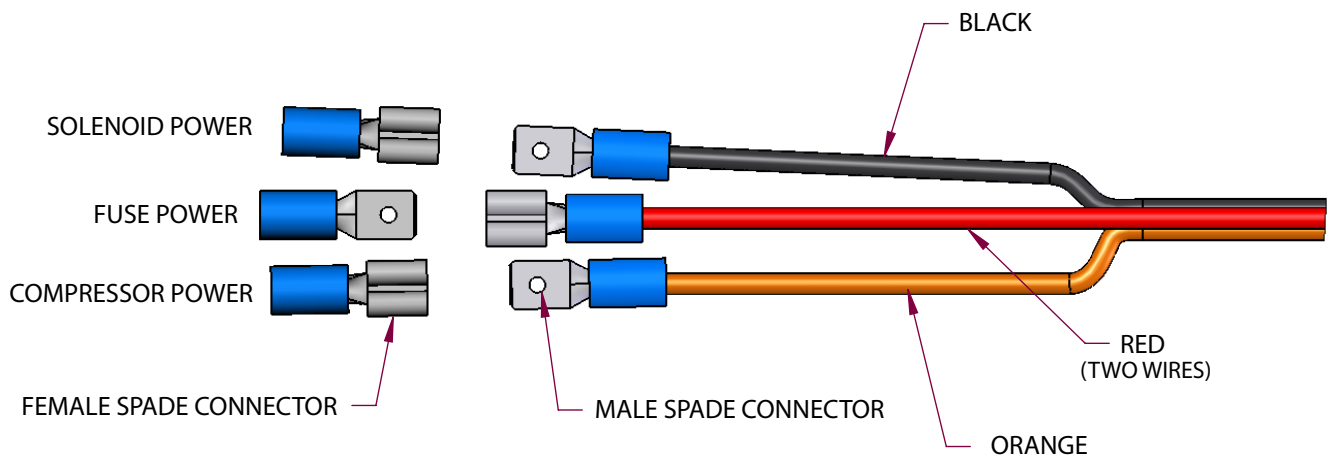
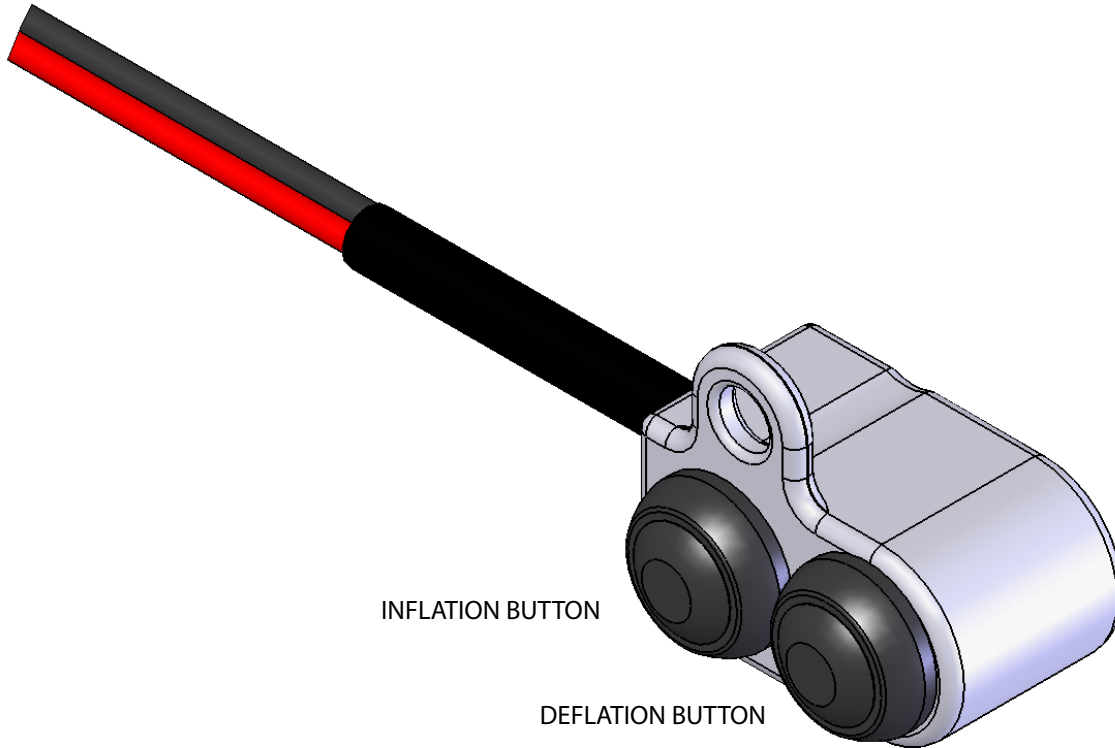
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- AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
 2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
 3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.