

# Installation Manual

KIT # MC-2974, MC-2975  
FOR 2008-PRESENT  
SUZUKI HAYABUSA SERIES

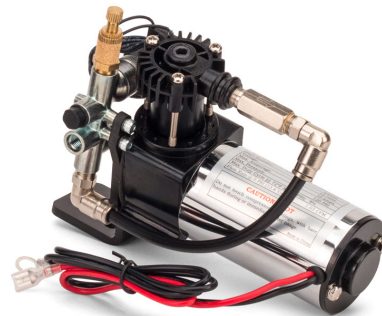


Congratulations on your purchase of an Arnett® Motorcycle Air Suspension system. This system provides you with the ability to maintain your bike at a constant level regardless of load, resulting in enhanced vehicle ride, handling, and performance. We at Arnett Incorporated are proud to offer a high quality 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](mailto:techassistance@arnottinc.com). (In the EU please call +31 (0)73 7850 580 or email [info@arnotteurope.com](mailto:info@arnotteurope.com)).

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## BILL OF MATERIALS MC-2974 - SUZUKI HAYABUSA, 2008-PRESENT, BLACK

### 20-10663 - INFLATION KIT, SUZUKI HAYABUSA, 2008-PRESENT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7715	4MM VOSS FITTING ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-2698	UNIVERSAL FUSE HOLDER ASSEMBLY KIT
1	21-10652	2008-PRESENT SUZUKI GSXR1300 HAYABUSA, PUMP ASSEMBLY
1	20-10661	2008-PRESENT SUZUKI GSXR1300 HAYABUSA, MOUNTING KIT
1	11-MC-GSXR13	INSTALLATION MANUAL FOR MC-2974 & MC-2975

### 21-10658-B - SHOCK KIT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-10656	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-2975 - SUZUKI HAYABUSA, 2008-PRESENT, CHROME

### 20-10663 - INFLATION KIT, SUZUKI HAYABUSA, 2008-PRESENT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7268	4MM AIRLINE X 6FT. ACCESSORY KIT
1	21-7715	4MM VOSS FITTING ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-2698	UNIVERSAL FUSE HOLDER ASSEMBLY KIT
1	21-10652	2008-PRESENT SUZUKI GSXR1300 HAYABUSA, PUMP ASSEMBLY
1	20-10661	2008-PRESENT SUZUKI GSXR1300 HAYABUSA, MOUNTING KIT
1	11-MC-GSXR13	INSTALLATION MANUAL FOR MC-2974 & MC-2975

### 21-10658-B - SHOCK KIT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-10656	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](http://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 REAR SEAT OR COWL, THE RIDER SEAT AND THE BATTERY. (FIGURES 1, 2, 3, 4)



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4

2. REMOVE THE REAR TAIL FAIRING. (FIGURES 5, 6, 7, 8, 9, 10, 11, 12, 13)



FIGURE 5



FIGURE 6



FIGURE 7



FIGURE 8

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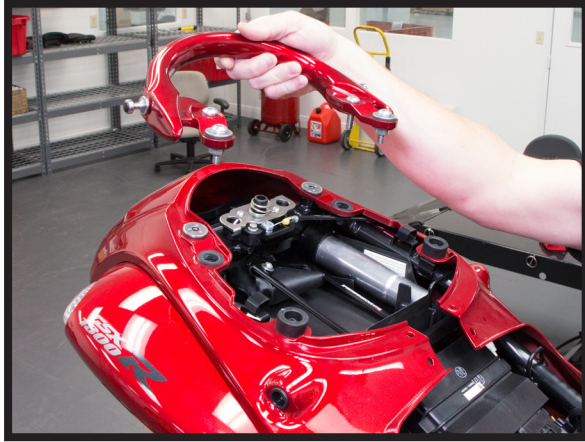


FIGURE 9

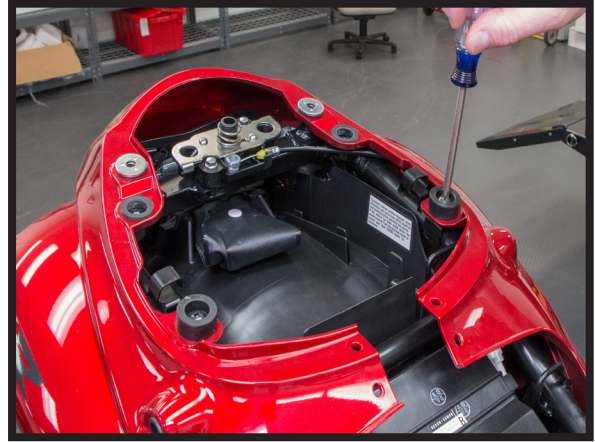


FIGURE 10

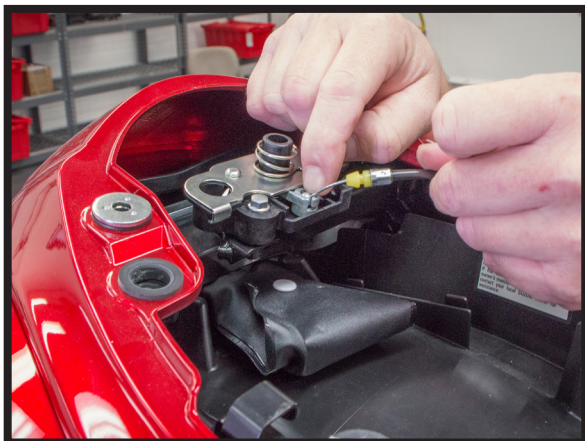


FIGURE 11

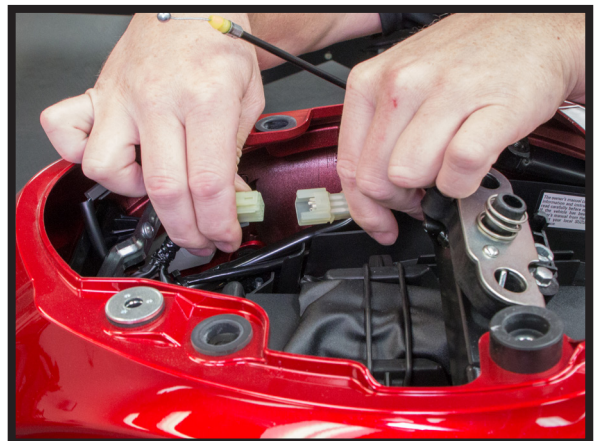


FIGURE 12



FIGURE 13

3. REMOVE THE FUEL TANK AND THE REAR TANK BRACKET. (FIGURES 14, 15, 16, 17, 18, 19, 20, 21)



FIGURE 14



FIGURE 15

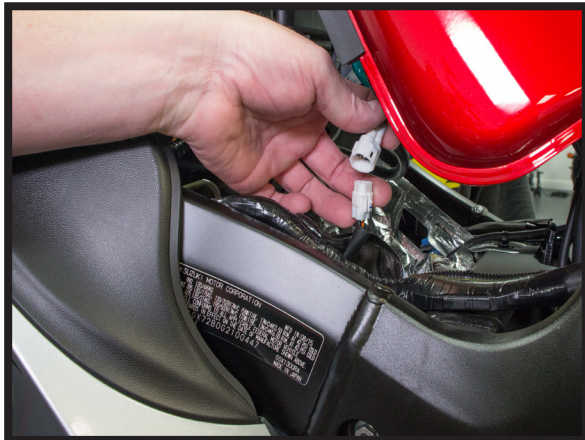


FIGURE 16



FIGURE 17



FIGURE 18

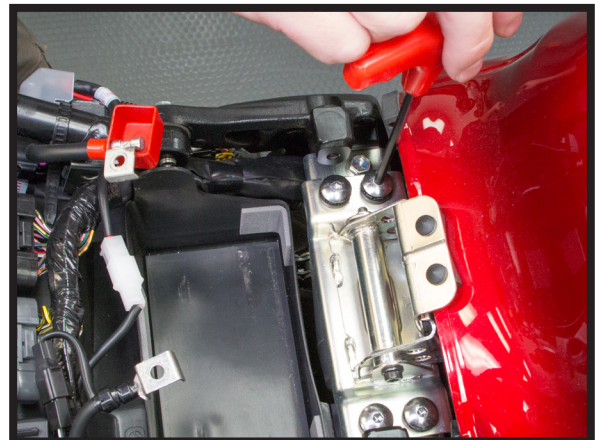


FIGURE 19

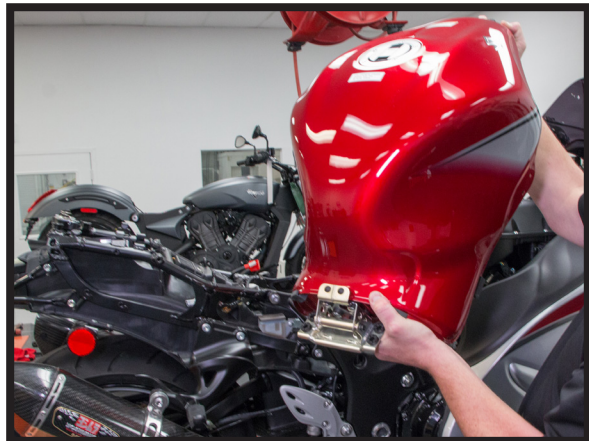


FIGURE 20

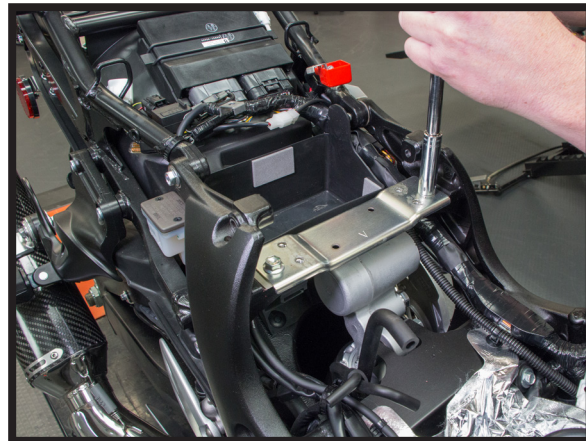


FIGURE 21

4. REMOVE THE LOWER FAIRING AND SUPPORT THE MOTORCYCLE UNDER THE EXHAUST. (FIGURES 22, 23)

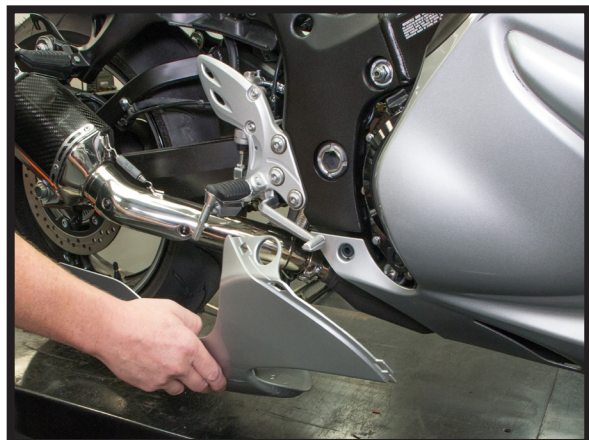


FIGURE 22

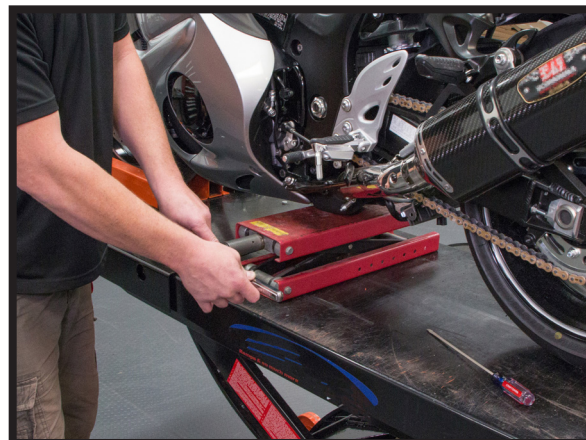


FIGURE 23

5. REMOVE THE 4 BOLTS ATTACHING THE PASSENGER FOOT PEGS TO THE SUB FRAME. (FIGURES 24, 25)

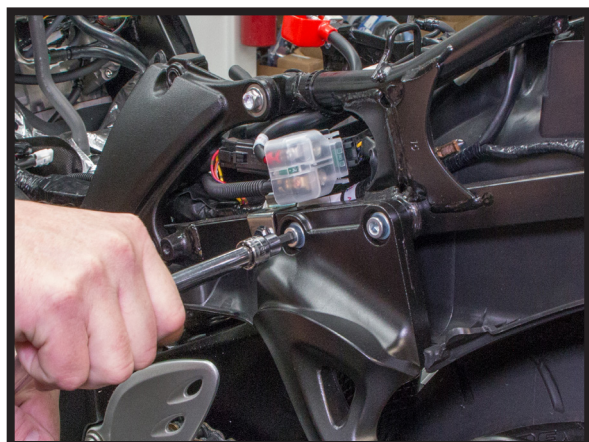


FIGURE 24

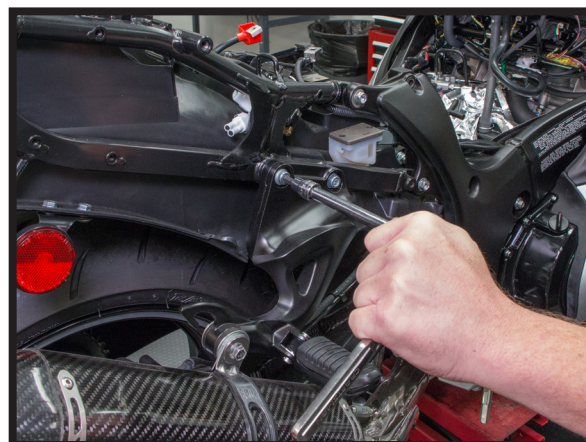


FIGURE 25



6. REMOVE THE 4 BOLTS ATTACHING THE SUB FRAME TO THE MAIN FRAME. THEN ALLOW THE SUB FRAME ASSEMBLY TO REST ON THE REAR WHEEL. (FIGURES 26, 27)

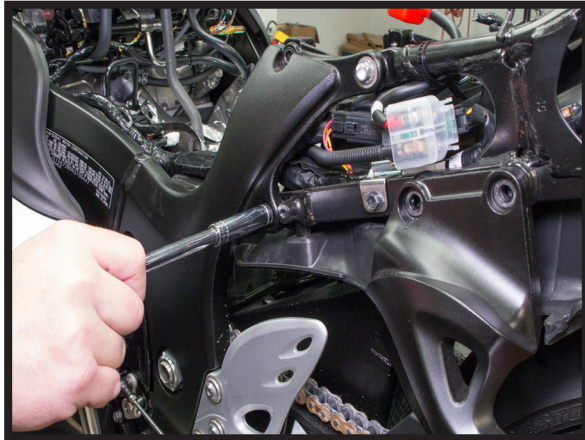


FIGURE 26

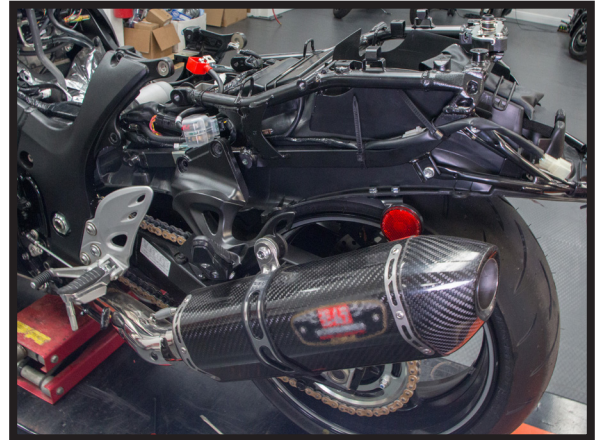


FIGURE 27

7. REMOVE THE UPPER SHOCK BOLT. THEN JACK UP THE BIKE UNTIL YOU CAN ACCESS THE LOWER SHOCK BOLT AND REMOVE IT AS WELL. PULL THE SHOCK OUT THROUGH THE TOP OF THE FRAME. (FIGURES 28, 29)

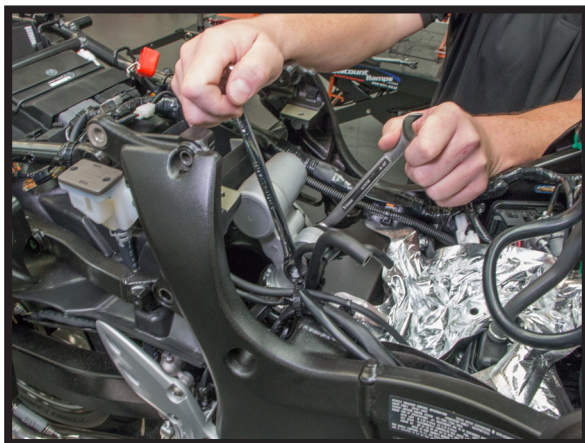


FIGURE 28



FIGURE 29

8. SCREW A VOSS FITTING INTO THE AIR SHOCK. PULL OUT THE WHITE PLUG. INSERT THE 4MM AIR LINE INTO THE FITTING UNTIL YOU FEEL IT SEAT. REMOVE THE FITTING FROM THE SHOCK AND CONFIRM THAT THE KEEPER IS ATTACHED TO THE AIR LINE. SCREW THE FITTING INTO THE SHOCK AND SNUG TIGHT WITH A 10MM WRENCH. (FIGURED 30, 31, 32, 33)



FIGURE 30



FIGURE 31



FIGURE 32



FIGURE 33

9. INSERT THE AIR SHOCK INTO THE FRAME WITH THE VOSS FITTING POINTING TO LEFT SIDE OF THE MOTORCYCLE. INSERT AND TIGHTEN THE LOWER SHOCK BOLT AND NUT. LOWER THE MOTORCYCLE UNTIL YOU CAN INSERT AND TIGHTEN THE UPPER BOLT AND NUT. (FIGURES 34, 35, 36)



FIGURE 34



FIGURE 35

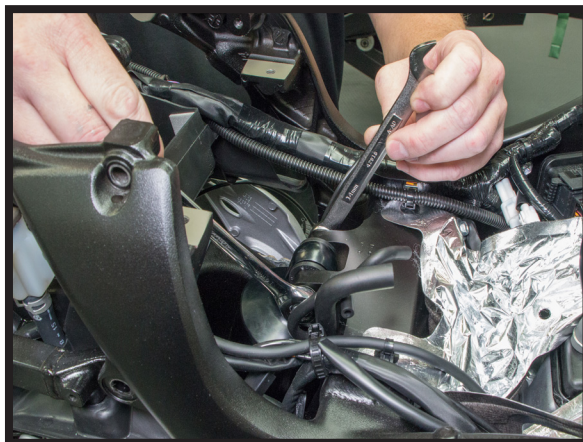


FIGURE 36

10. REMOVE AND DISCARD THE UPPER CLUTCH PERCH BOLT. MOUNT THE HANDLE BAR SWITCH TO THE PERCH USING THE SUPPLIED SPACER AND BOLT. ROUTE THE WIRE UNDER THE TRIPLE CLAMPS AND BETWEEN THE LEFT FORK AND THE FRAME, THEN BETWEEN THE AIR BOX AND THE FRAME TOWARD THE BATTERY. (FIGURES 37, 38, 39)



FIGURE 37



FIGURE 38



FIGURE 39

11. USING THE OE BOLT, MOUNT THE PUMP ASSEMBLY AS SHOWN BELOW TO THE FRAME. MAKE SURE THAT THE PUMP AND BRACKET ARE SQUARE TO THE FRAME AND SNUG TIGHT THE BOLT. THE PUMP WILL BE TOUCHING THE TILT SENSOR; THIS IS NORMAL. DO NOT RELOCATE THIS SENSOR. IT MUST BE UPRIGHT FOR THE MOTORCYCLE TO START. (FIGURES 40, 41)

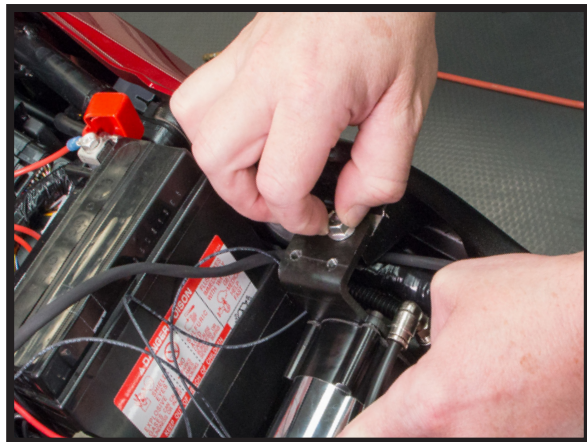


FIGURE 40

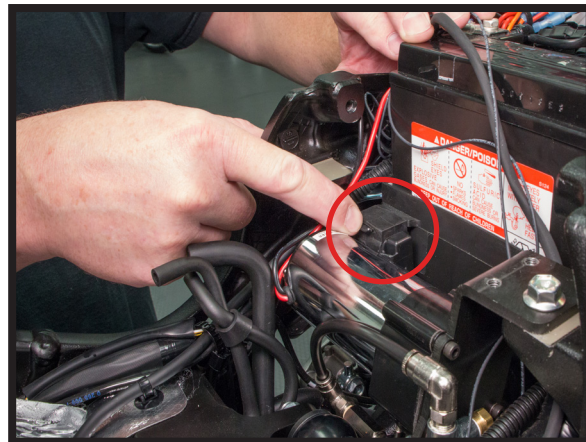


FIGURE 41

12. USING THE OTHER OE TANK BRACKET BOLT, MOUNT THE SMALL SQUARE TANK MOUNT PLATE TO THE FRAME IN THE ORIENTATION SHOWN BELOW. MAKE SURE IT IS SQUARE TO THE FRAME AND SNUG THE BOLT TIGHT. (FIGURES 42)

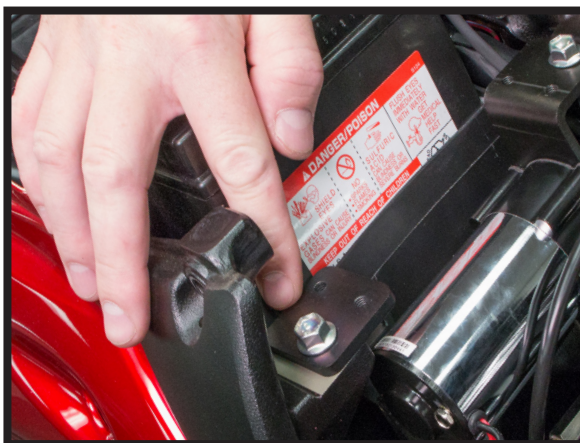


FIGURE 42

13. FOLLOWING THE SAME VOSS FITTING PROCEDURE AS IN STEP 8, CUT THE 4MM SHOCK AIR LINE TO LENGTH AND ATTACH IT TO THE AIR MANIFOLD. (FIGURE 43)



FIGURE 43

14. PUT THE FUEL TANK BACK ON THE MOTORCYCLE AND SCREW THE FUEL TANK BRACKET TO THE PUMP AND TANK MOUNT PLATE. FOLLOWING THE WIRING DIAGRAMS IN THE BACK OF THIS MANUAL, COMPLETE THE ELECTRICAL CONNECTIONS. (FIGURE 44)

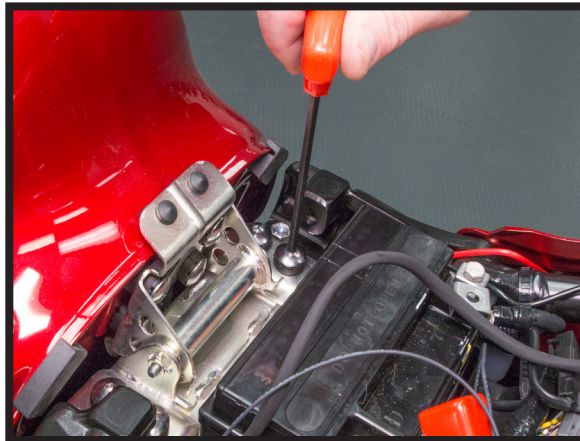


FIGURE 44

15. 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 45, 46)



FIGURE 45



FIGURE 46

16. 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. (FIGURES 47, 48)



FIGURE 47



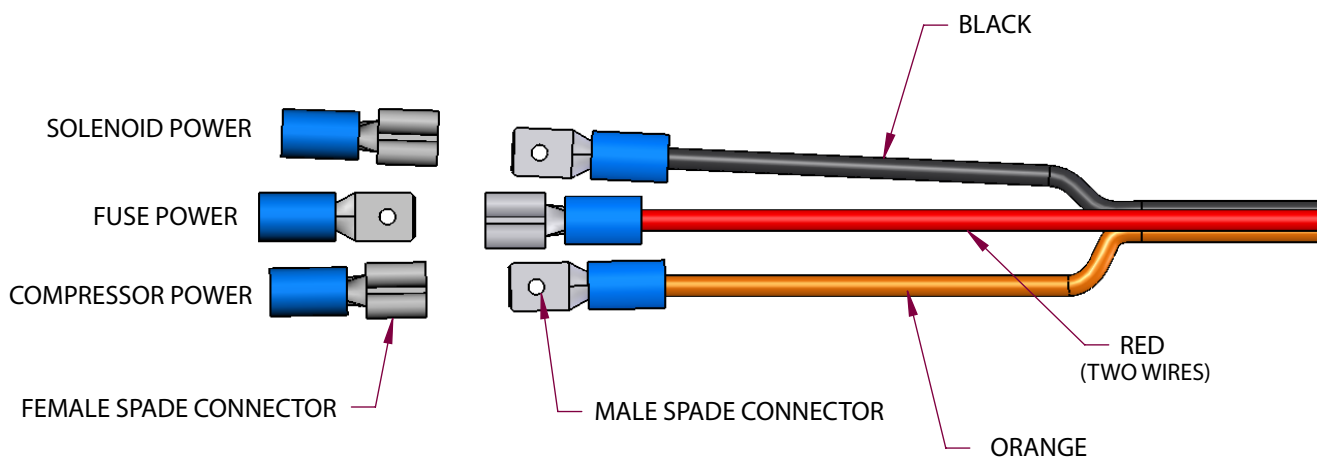
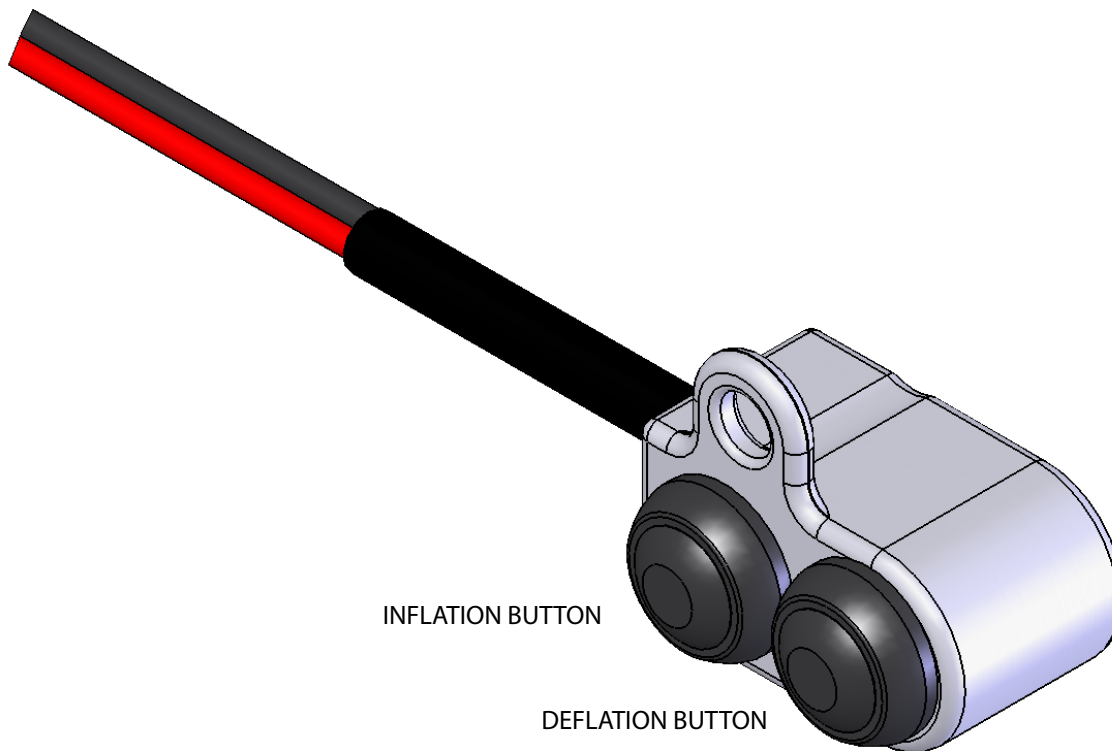
FIGURE 48

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.