Installation Manual

KIT # MC-3208, MC-3209
FOR 2018
HARLEY-DAVIDSON®
SOFTAIL SERIES

Arnott® MOTORCYCLE AIR SUSPENSION

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 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 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-3208 - HARLEY-DAVIDSON SOFTAIL, BLACK

20-12241 - INFLATION KIT, HARLEY-DAVIDSON SOFTAIL CONTAINS:

PARTS LIST		
QTY	PART NO.	DESCRIPTION
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7715	4MM VOSS FITTING ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-7272	SPLIT LOOM
1	21-2698	UNIVERSAL FUSE HOLDER ASSEMBLY KIT
1	21-12062	SOFTAIL COMPRESSOR ASSEMBLY
1	20-12211	SOFTAIL MOUNT KIT
1	11-MC-SOFTAIL2	MC-3208 & 3209 - INSTALL MANUAL

21-12243-B - SOFTAIL SHOCK KIT CONTAINS:

PARTS LIST		
QTY	PART NO.	DESCRIPTION
1	21-12056	SHOCK ASSY, BLACK

HANDLE BAR SWITCH KIT CONTAINS:

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

BILL OF MATERIALS
MC-3209 - HARLEY-DAVIDSON SOFTAIL, CHROME

20-12241 - INFLATION KIT, HARLEY-DAVIDSON SOFTAIL CONTAINS:

PARTS LIST		
QTY	**PART NO.**	**DESCRIPTION**
1	21-3110	MICRO RELAY ASSEMBLY W/ HARNESS
1	21-7715	4MM VOSS FITTING ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-7272	SPLIT LOOM
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1	11-MC-SOFTAIL2	MC-3208 & 3209 - INSTALL MANUAL

21-12243-B - SOFTAIL SHOCK KIT CONTAINS:

PARTS LIST		
QTY	**PART NO.**	**DESCRIPTION**
1	21-12056	SHOCK ASSY, BLACK

HANDLE BAR SWITCH KIT CONTAINS:

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

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Arnott MOTORCYCLE AIR SUSPENSION

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 SEAT AND BRACKET OVER LOWER END OF SHOCK. (FIGURES 1, 2)

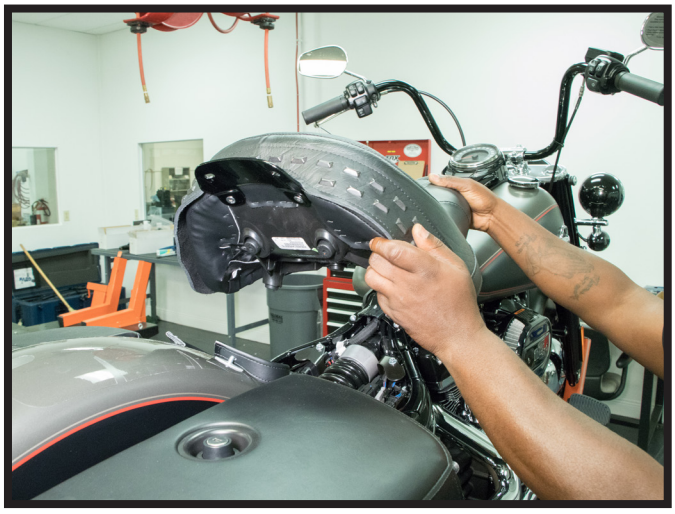

FIGURE 1

FIGURE 2

2. REMOVE RIGHT SIDE COVER AND SADDLE BAGS. (FIGURES 3, 4)

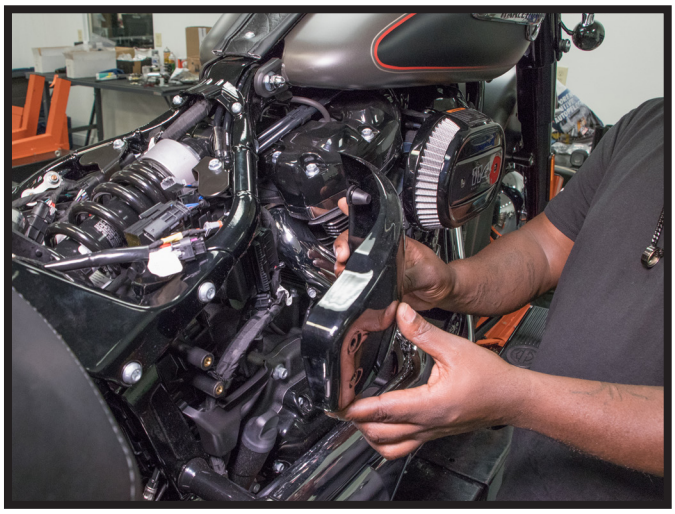

FIGURE 3

FIGURE 4

3. REMOVE REAR SUB-FRAME & FENDER. (FIGURES 5, 6)

FIGURE 5

FIGURE 6

4. LOOSEN PINCH BOLT AND REMOVE LOWER SHOCK BOLT. (FIGURES 7, 8)

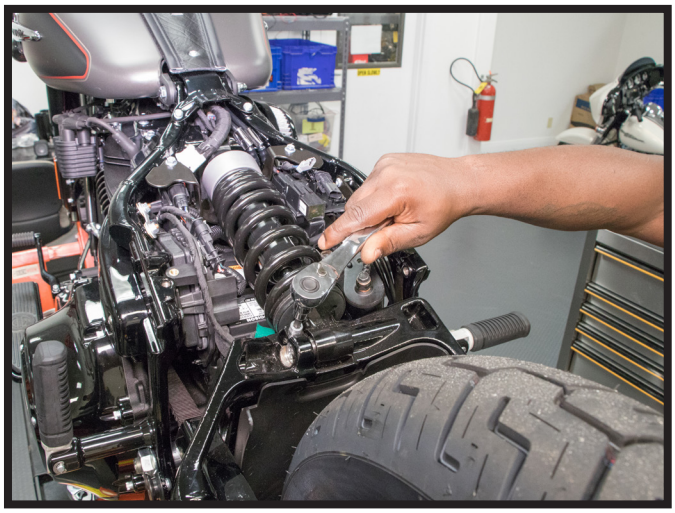

FIGURE 7

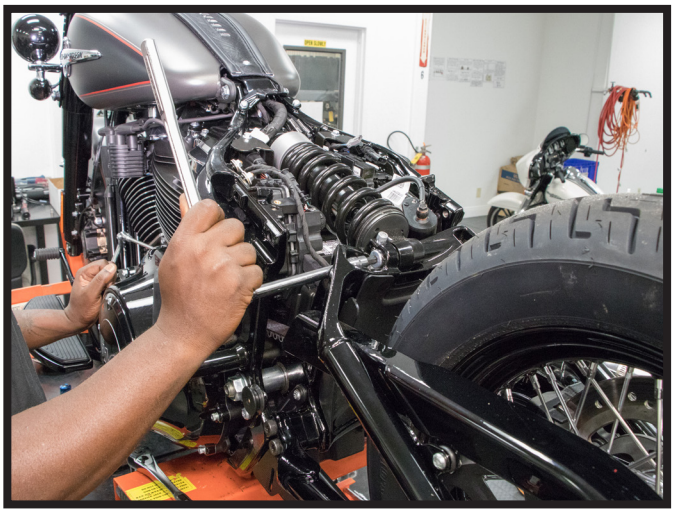

FIGURE 8

5. REMOVE UPPER SHOCK BOLT AND REMOVE SHOCK. (FIGURES 9, 10)

FIGURE 9

FIGURE 10

6. LIFT REAR TIRE UNTIL SWINGARM IS BARLEY TOUCHING FRAME. LOCATE THE TWO THREADED HOLES SHOWN BELOW. (FIGURES 11, 12)

FIGURE 11

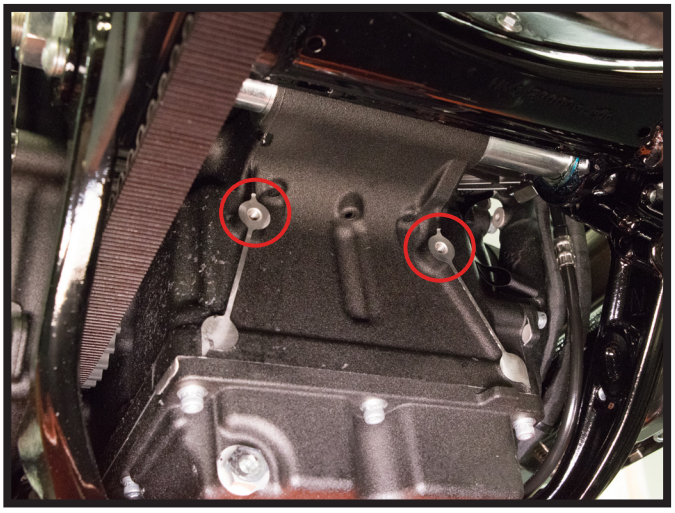

FIGURE 12

7. USING BLUE LOCK TIGHT ON SUPPLIED BOLTS, MOUNT THE COMPRESSOR ASSEMBLY TO THE THREADED HOLES. (FIGURES 13, 14)

FIGURE 13

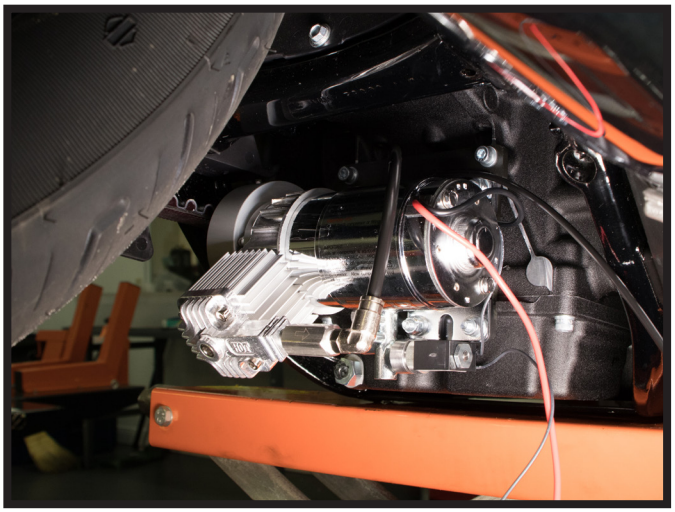

FIGURE 14

8. **NOTE: WHEN MOUNTED ON MOTORCYCLE, AIR FILTER VENT MUST BE POINTING TOWARD THE GROUND.** BUNDLE SPLIT LOOM AROUND RED PUMP WIRE AND BLACK SOLENOID WIRE USING THE INCLUDED ZIP TIES. (FIGURES 15, 16)

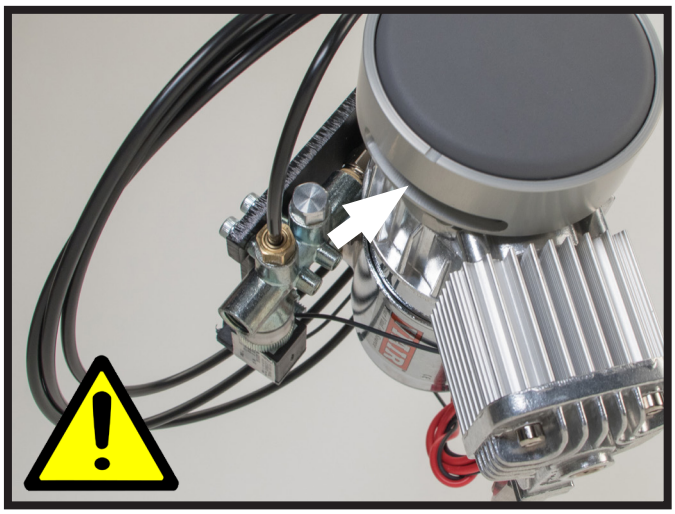

FIGURE 15

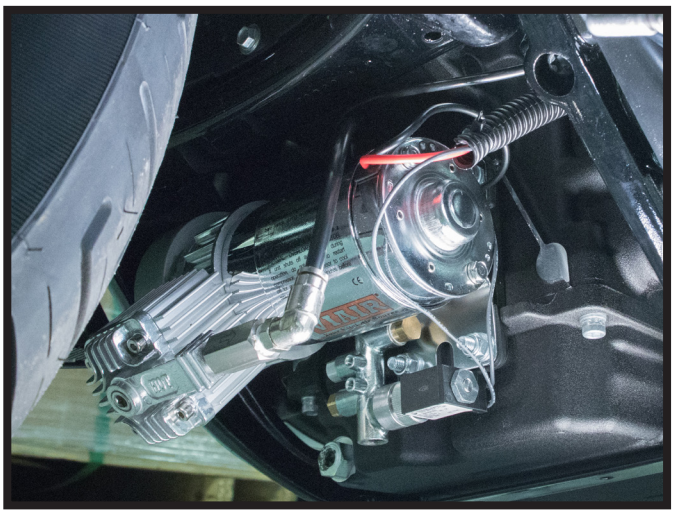

FIGURE 16

9. RUN BUNDLED SPLIT LOOM AND 4MM AIR LINE UP THE RIGHT SIDE OF FRAME. (FIGURE 17)

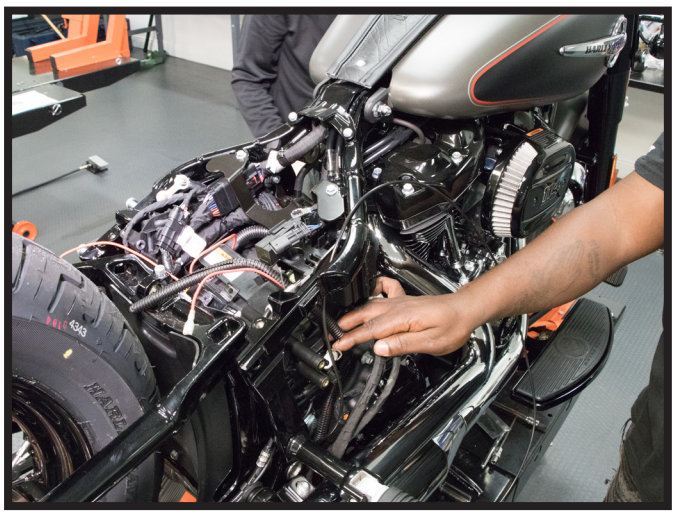

FIGURE 17

10. REMOVE THE LOWER CLUTCH PERCH BOLT. REUSING THE SCREW, ATTACH THE HANDLEBAR SWITCH TO THE PERCH. ROUTE THE WIRES DOWN THE HANDLEBARS OR THE CLUTCH CABLE, UNDER THE FUEL TANK BACK TOWARDS THE BATTERY. FOLLOWING THE WIRING DIAGRAM IN THE BACK OF THIS MANUAL, COMPLETE THE ELECTRICAL CONNECTIONS. BUNDLE & TUCK ELECTRICAL COMPONENTS IN FRONT OF THE BATTERY.(FIGURES 18, 19, 20)

FIGURE 18

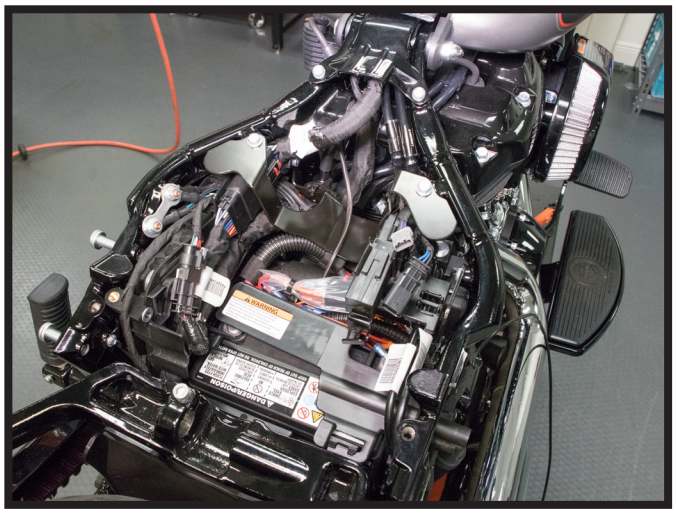

FIGURE 19

FIGURE 20

11. SECURE WIRE LOOM TO WIRE HARNESS USING SUPPLIED ZIP TIES, RUN AIR HOSE TOWARDS UPPER SHOCK MOUNTING BOLT. (FIGURE 21)

FIGURE 21

12. 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 INTO THE SHOCK AND SNUG TIGHT WITH A WRENCH. (FIGURES 22, 23, 24, 25)

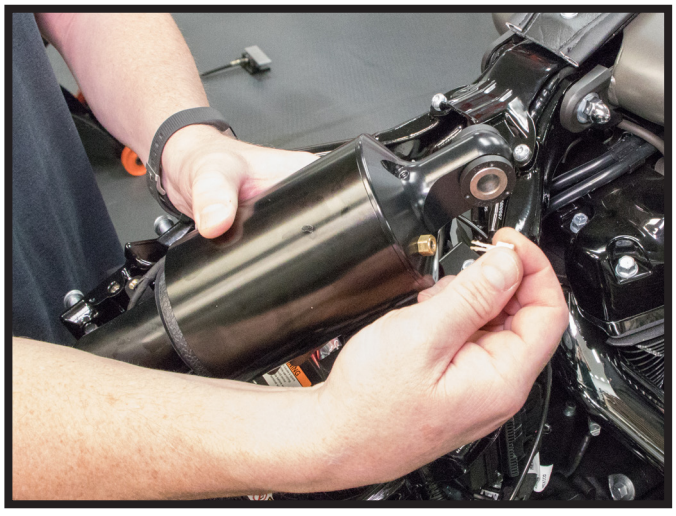

FIGURE 22

FIGURE 23

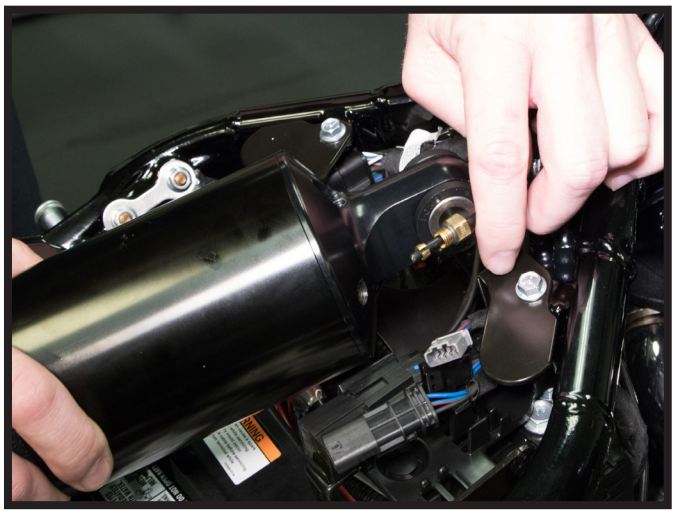

FIGURE 24

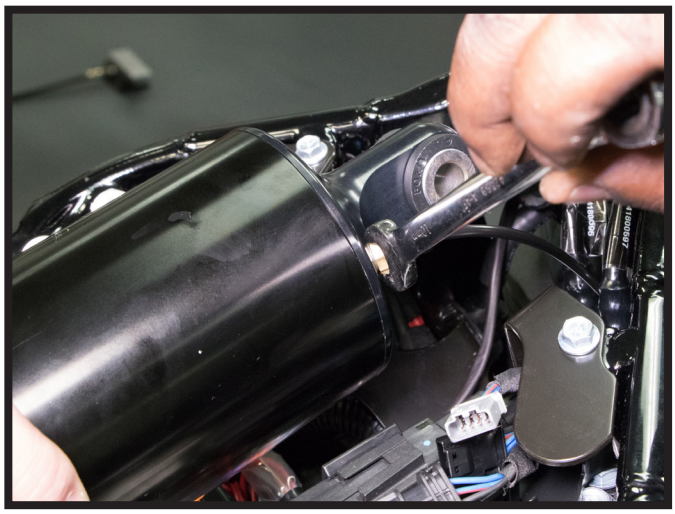

FIGURE 25

13. INSTALL THE SHOCK IN THE MOTORCYCLE WITH THE AIR LINE FACING THE RIGHT SIDE. (FIGURES 26, 27)

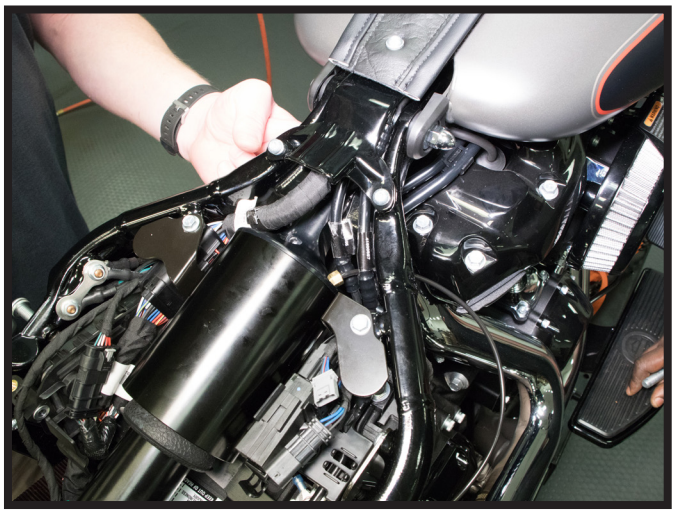

FIGURE 26

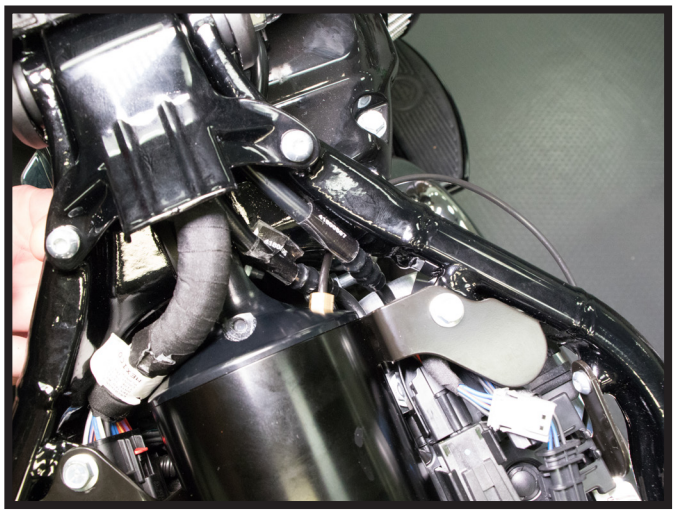

FIGURE 27

14. TIGHTEN THE UPPER AND LOWER SHOCK BOLTS. (FIGURES 28, 29, 30)

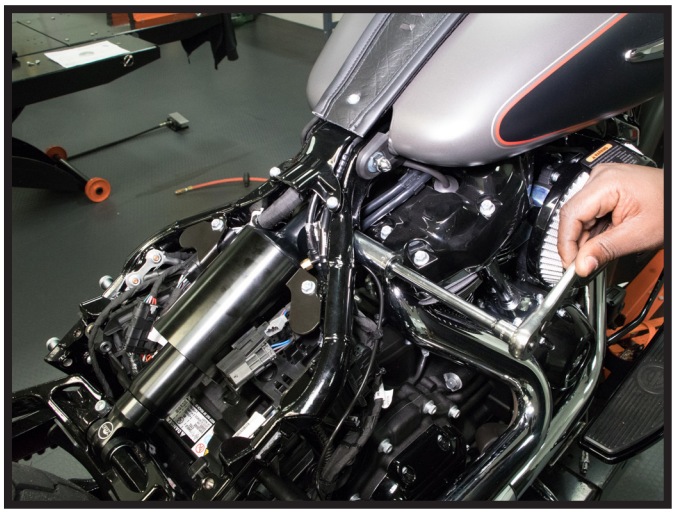

FIGURE 28

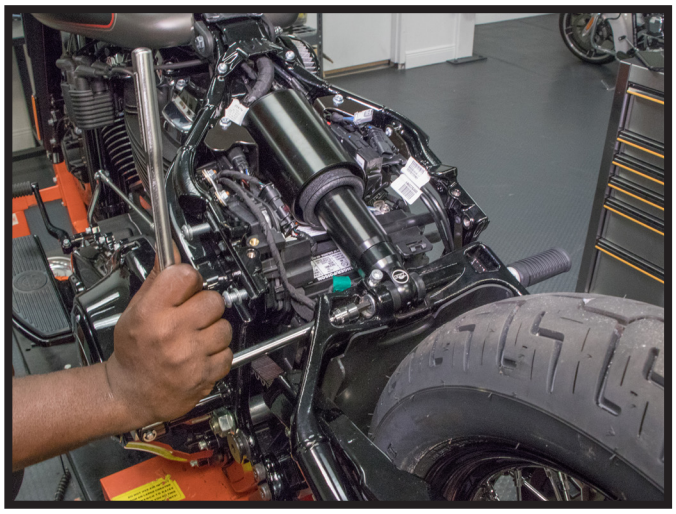

FIGURE 29

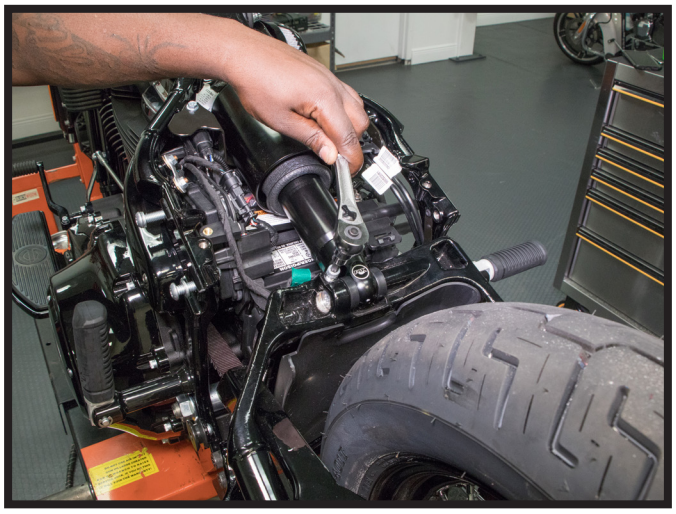

FIGURE 30

15. REINSTALL THE SEAT BRACKET AND REAR SUB-FRAME/FENDER. (FIGURES 31, 32)

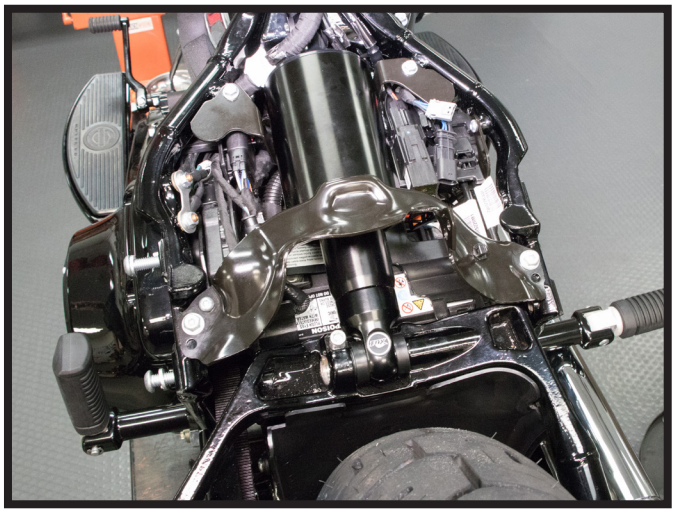

FIGURE 31

FIGURE 32

16. THE CLOCKING OF THE SHOCK EYES CAN BE CHANGED TO SUIT THE OWNER'S PREFERENCE . 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 33, 34)

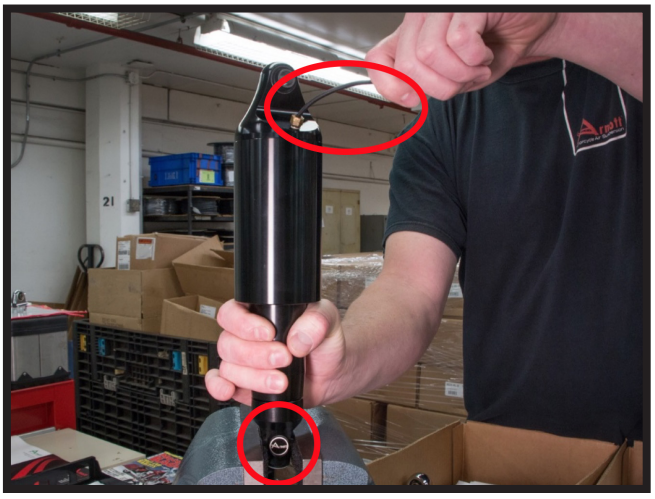

FIGURE 33

FIGURE 34

17. 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 35, 36)

FIGURE 35

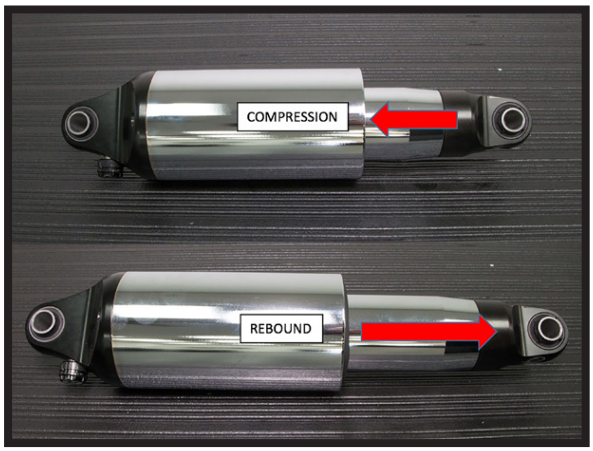

FIGURE 36

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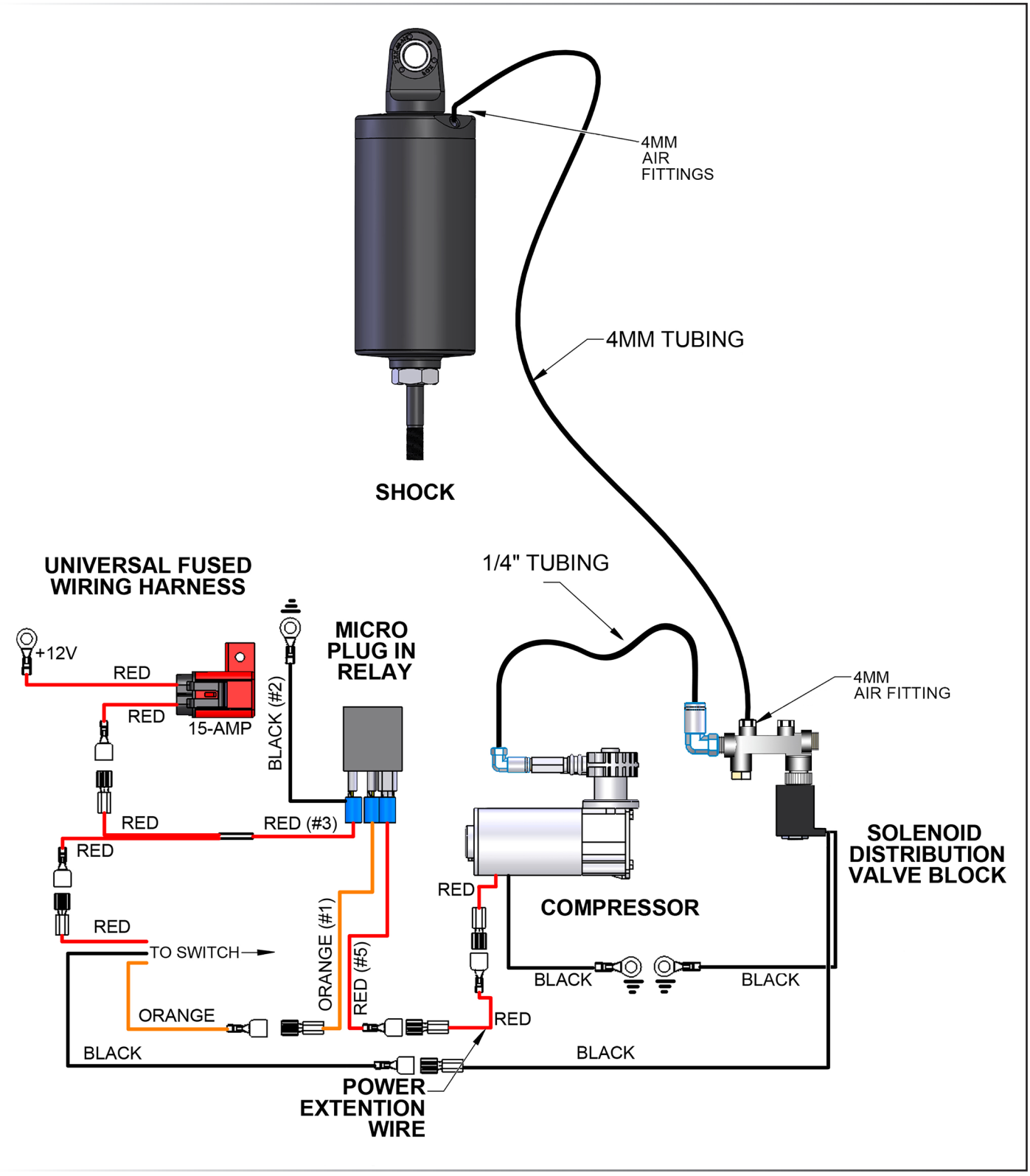

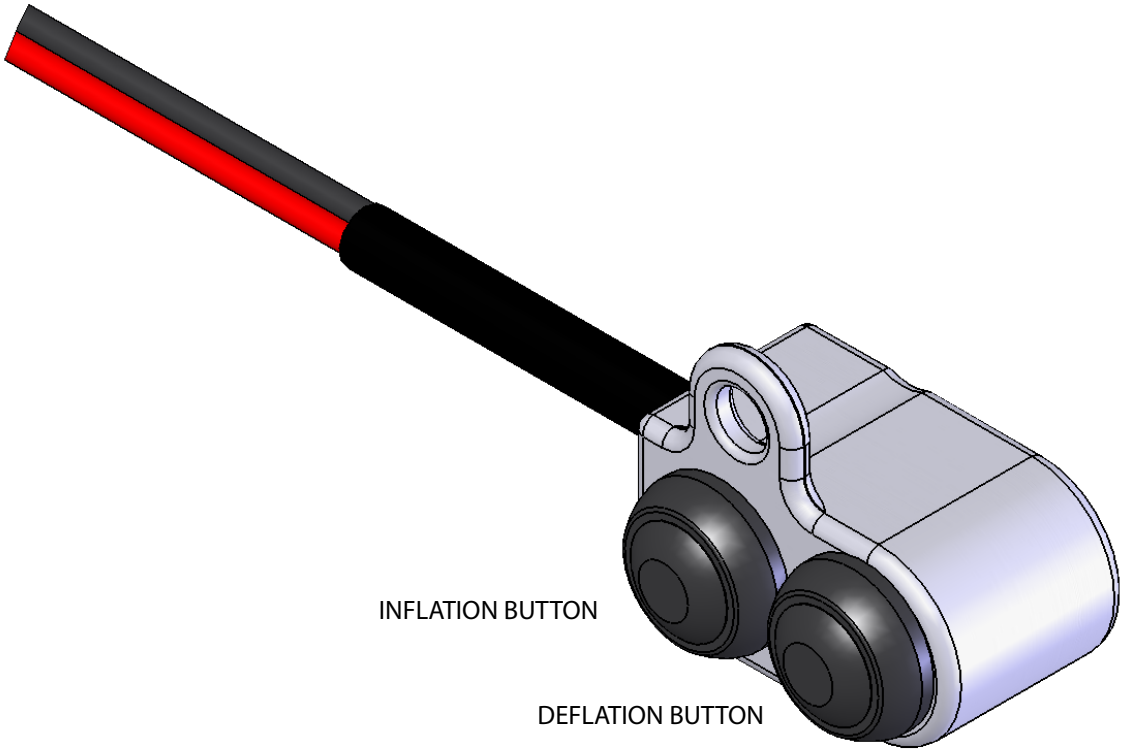

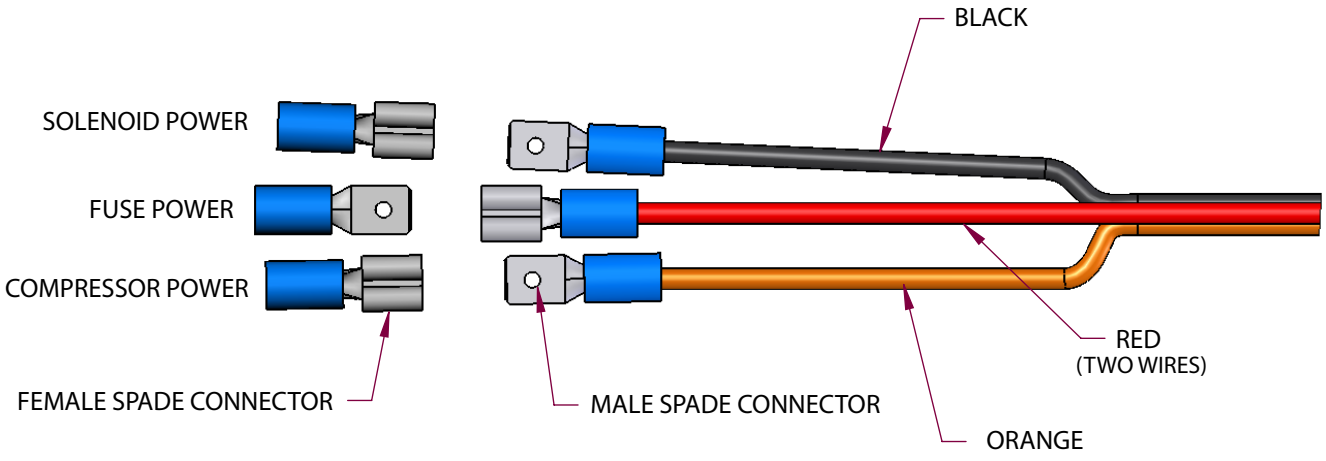

AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.