

Installation Manual

KIT # MC-2913, MC-2927
FOR 2010-2017
VICTORY® TOURING
SERIES



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:
ARNOTTCYCLES.EU/PAGES/TUV-CERTIFICATES

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 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-2913 - VICTORY CROSS COUNTRY/CROSS ROADS SUSPENSION SYSTEM

20-10222 - 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	21-7715	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	21-10142	VICTORY CROSS COUNTRY & CROSS ROADS, PUMP ASSY.
1	11-MC-VICT1	INSTALLATION MANUAL FOR MC-2913, MC-2927
1	20-10217	VICTORY CROSS COUNTRY & CROSS ROADS, MOUNTING KIT

21-10208-B - SHOCK KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-9263	AIR SHOCK

HANDLE BAR SWITCH

PARTS LIST

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

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PARTS LIST

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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.

- 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 BOTH SADDLE BAGS AND SIDE COVERS. (FIGURES 1, 2)



FIGURE 1



FIGURE 2

2. REMOVE THE SEAT AND THE SHOCK AIR FILL VALVE NUT. (FIGURES 3, 4)



FIGURE 3

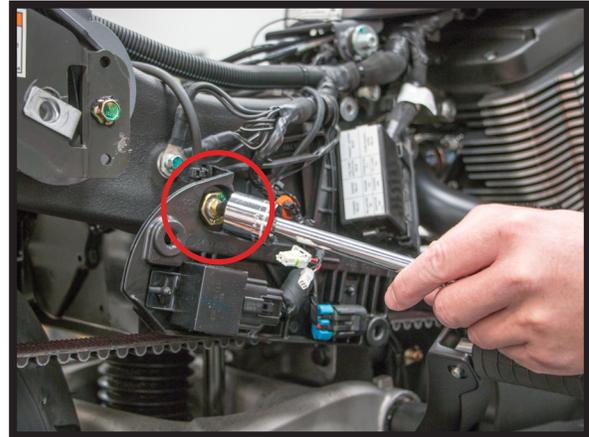


FIGURE 4

3. REMOVE THE THREE SCREWS ATTACHING THE RIGHT ELECTRICAL PANEL. TIE THE PANEL UP TO GAIN ACCESS TO THE SHOCK AND LINKAGE BEHIND IT. (FIGURE 5,6)

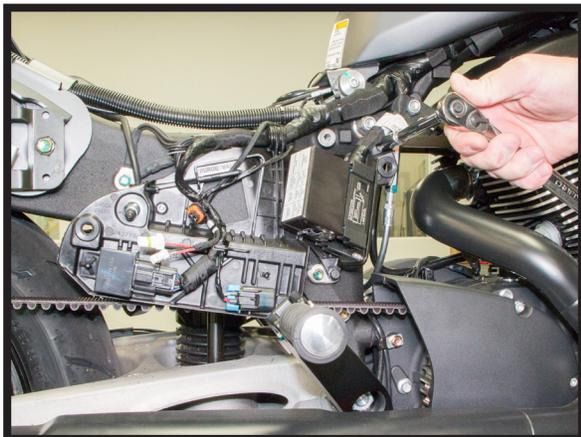


FIGURE 5



FIGURE 6

4. WITH A TWISTING MOTION, REMOVE THE SHOCK GUARD FROM THE FRAME. (FIGURE 7, 8)



FIGURE 7



FIGURE 8

5. REMOVE THE SCREW IN THE IMAGES BELOW FROM THE FRAME. (FIGURES 9, 10)



FIGURE 9



FIGURE 10

6. REMOVE THE BOLTS FROM THE LOWER SHOCK AND LINKAGE CLEVIS. (FIGURES 11, 12)

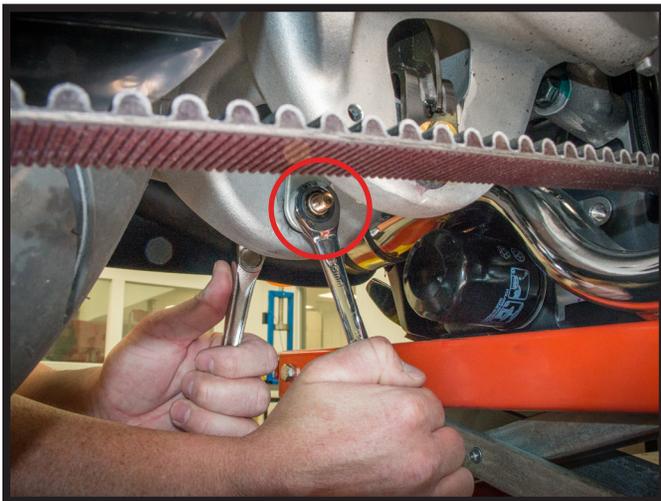


FIGURE 11

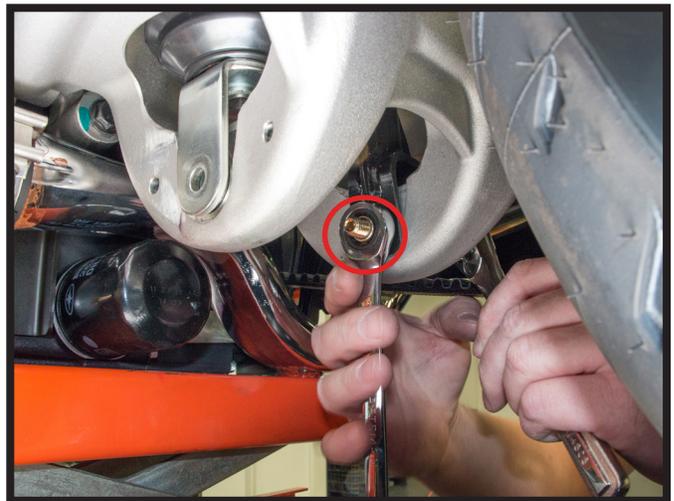


FIGURE 12

7. REMOVE THE WHITE ELECTRICAL MODULE NEAR THE SHOCK FROM THE FRAME. (FIGURES 13, 14)

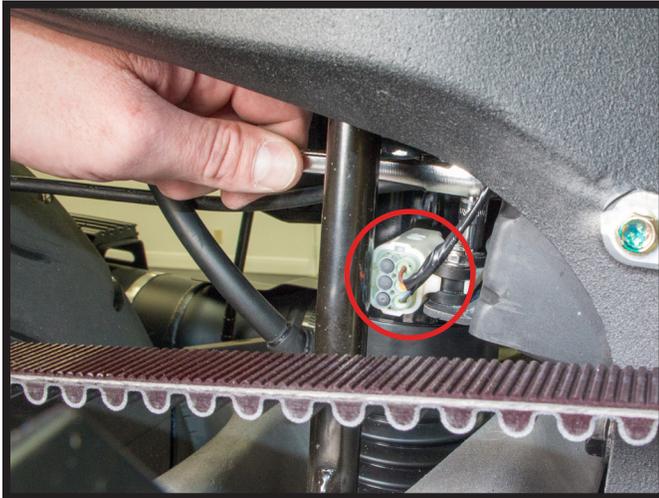


FIGURE 13

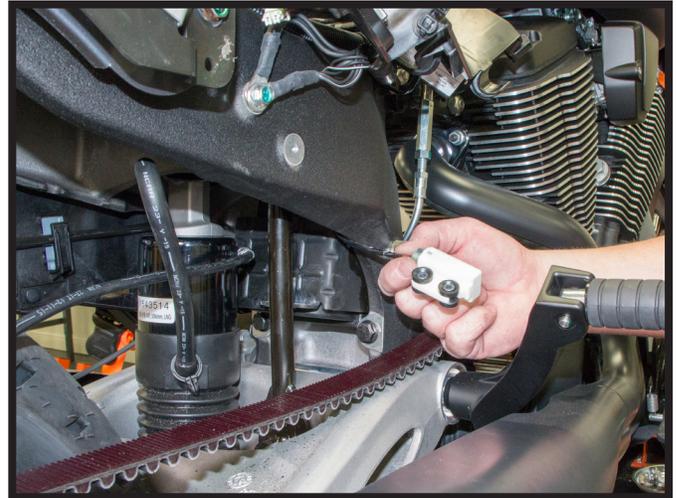


FIGURE 14

8. PULL THE UPPER LINKAGE PIN FROM THE FRAME. LOWER THE LINKAGE AND REMOVE THE LINKAGE PUSH ROD. (FIGURES 15, 16)

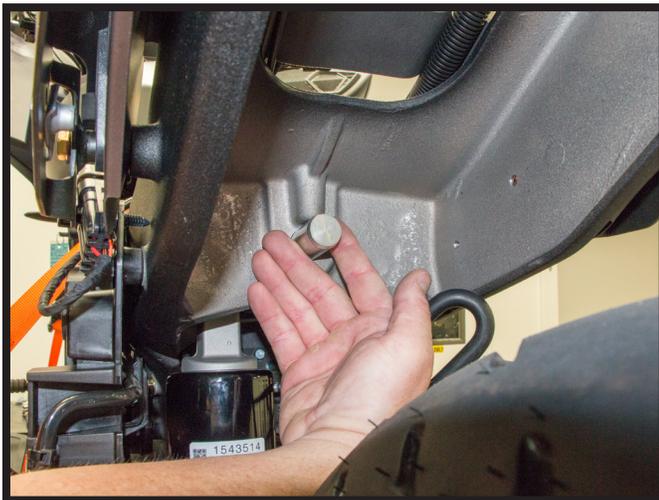


FIGURE 15

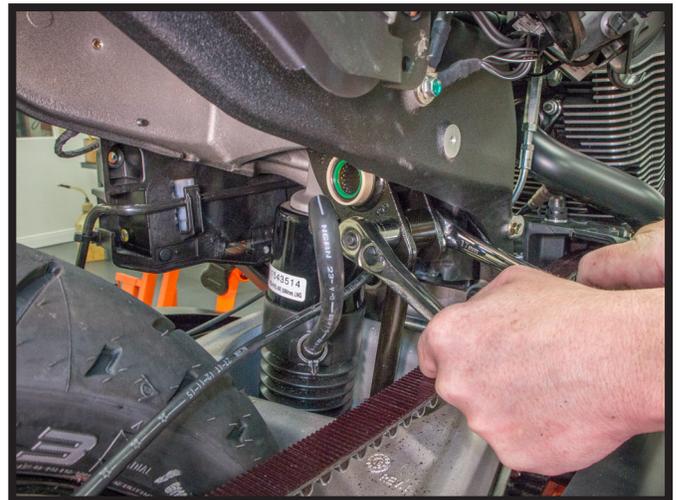


FIGURE 16

9. REMOVE THE SHOCK FROM THE FRAME AND REMOVE THE LINKAGE FROM THE UPPER EYELET. (FIGURES 17, 18)



FIGURE 17



FIGURE 18

10. SCREW ONE OF THE INCLUDED VOSS FITTINGS INTO THE AIR SHOCK. PULL OUT THE WHITE PLUG AND THEN INSERT THE INCLUDED 4MM AIR HOSE UNTIL YOU FEEL IT SEAT. REMOVE THE FITTING FROM THE SHOCK AND CONFIRM THAT THE KEEPER IS ATTACHED TO THE HOSE. SCREW THE VOSS FITTING BACK INTO THE SHOCK AND SNUG TIGHT WITH A 10MM WRENCH. (FIGURES 19, 20, 21, 22)



FIGURE 19



FIGURE 20

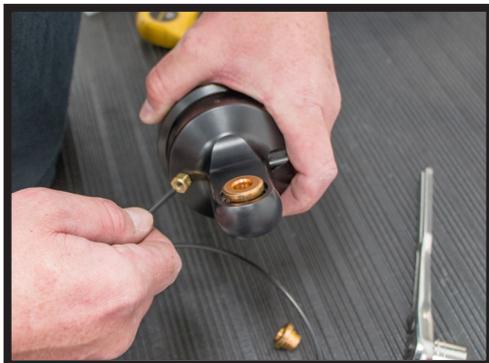


FIGURE 21



FIGURE 22

11. MOUNT THE AIR SHOCK TO THE LINKAGE IN THE ORIENTATION SHOWN BELOW. ROUTE THE AIR LINE UP AND OVER THE SHOCK. (FIGURES 23, 24)



FIGURE 23



FIGURE 24

12. PUT THE SHOCK AND LINKAGE IN THE FRAME. ROUTE THE AIR HOSE THROUGH THE LEFT SIDE OF THE MOTORCYCLE. ATTACH THE LINKAGE PUSH ROD TO THE LINKAGE. (FIGURES 25, 26, 27, 28)



FIGURE 25



FIGURE 26



FIGURE 27



FIGURE 28

13. LOCATE THE LOWER SHOCK AND LINKAGE PUSH ROD CLEVIS OVER THE SWING ARM. PUSH THE UPPER LINKAGE INTO THE FRAME AND INSERT THE PIN. INSERT THE PIN KEEPER SCREW BACK INTO THE FRAME AND TIGHTEN. INSERT AND TIGHTEN THE SHOCK CLEVIS BOLT TO THE FACTORY RECOMMENDED TORQUE FOLLOWED BY THE LINKAGE PUSH ROD. (FIGURES 29, 30, 31, 32)

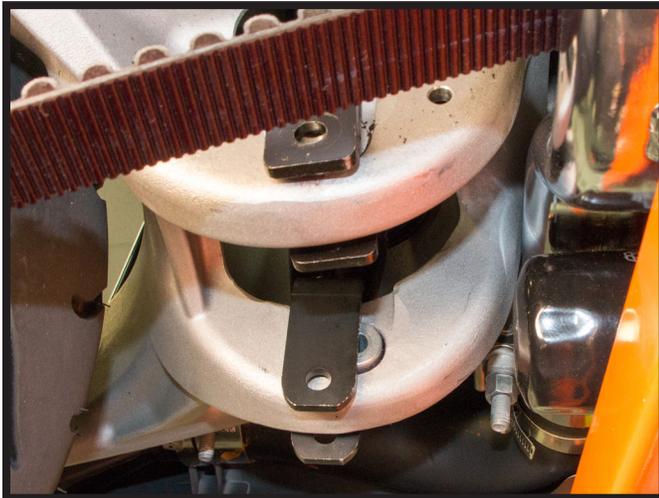


FIGURE 29



FIGURE 30



FIGURE 31

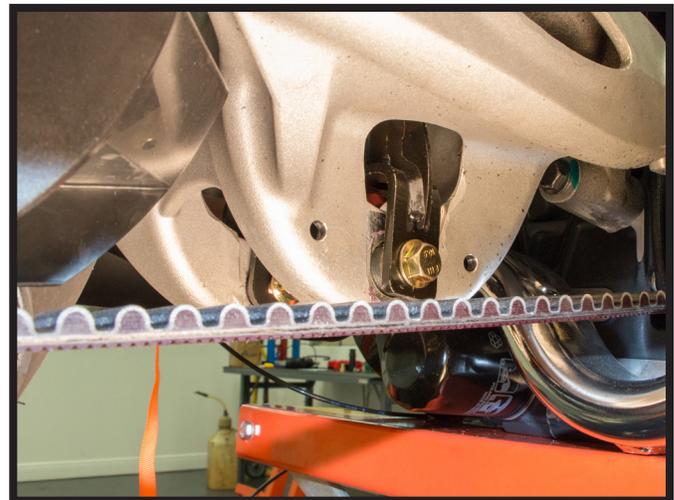


FIGURE 32

14. REMOVE THE THREE PANELS SHOWN BELOW FROM THE MOTORCYCLE. (FIGURES 33, 34, 35)

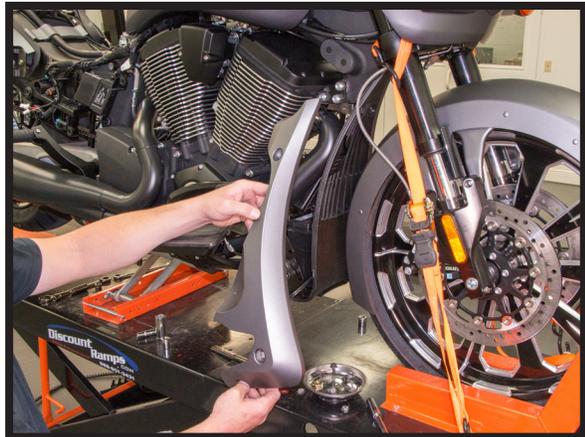


FIGURE 33



FIGURE 34



FIGURE 35

15. INSERT THE AIR PUMP ASSEMBLY INTO THE BATTERY BOX AND ATTACH USING THE SUPPLIED SCREWS AND LOCK WASHERS. (FIGURES 36, 37)

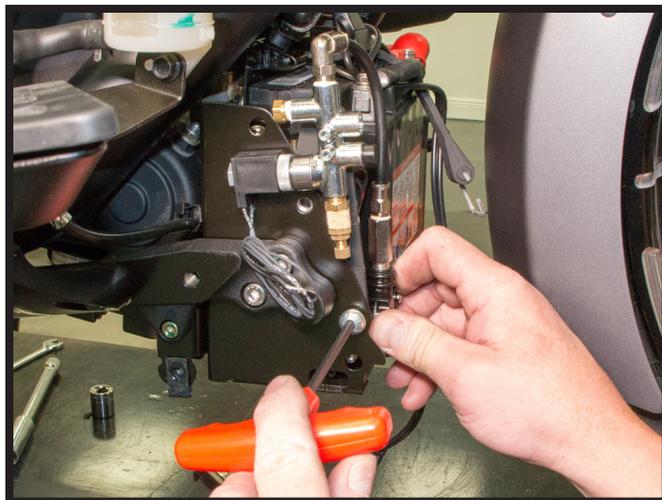


FIGURE 36



FIGURE 37

16. ROUTE THE AIR LINE FROM THE SHOCK ALONG THE LOWER LEFT SIDE OF THE ENGINE TOWARD THE FRONT OF THE MOTORCYCLE. ATTACH IT ALONG THE WAY WITH THE SUPPLIED ZIP TIES. MAKE SURE IT IS NOT TOUCHING THE EXHAUST OR RUBBING ON ANY MOVING PARTS. (FIGURES 38, 39)



FIGURE 38



FIGURE 39

17. TRIM THE 4MM HOSE TO LENGTH. FOLLOW THE SAME PROCESS AS IN STEP #10 SCREW THE VOSS FITTING INTO THE AIR MANIFOLD. (FIGURES 40)

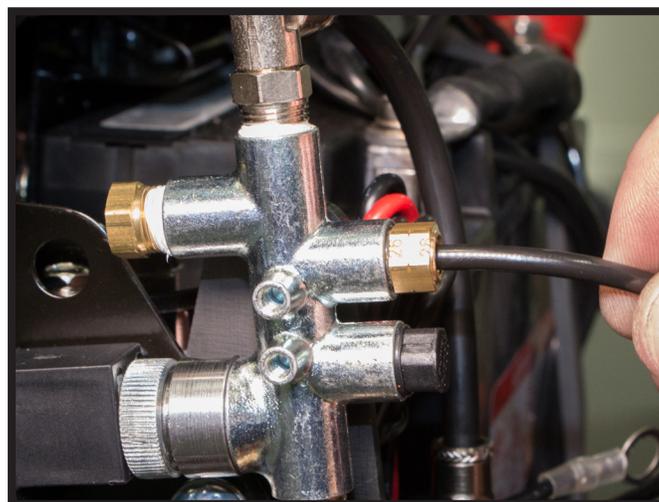


FIGURE 40

18. REMOVE THE OE CLUTCH LEVER PERCH PINCH SCREW AND DISCARD. USING THE INCLUDED SCREW ATTACH THE SWITCH MOUNT TO THE CLUTCH PERCH. USING THE SHORTER INCLUDED SCREW ATTACH THE HANDLE BAR SWITCH TO THE MOUNT. (FIGURES 41, 42, 43, 44)



FIGURE 41



FIGURE 42



FIGURE 43



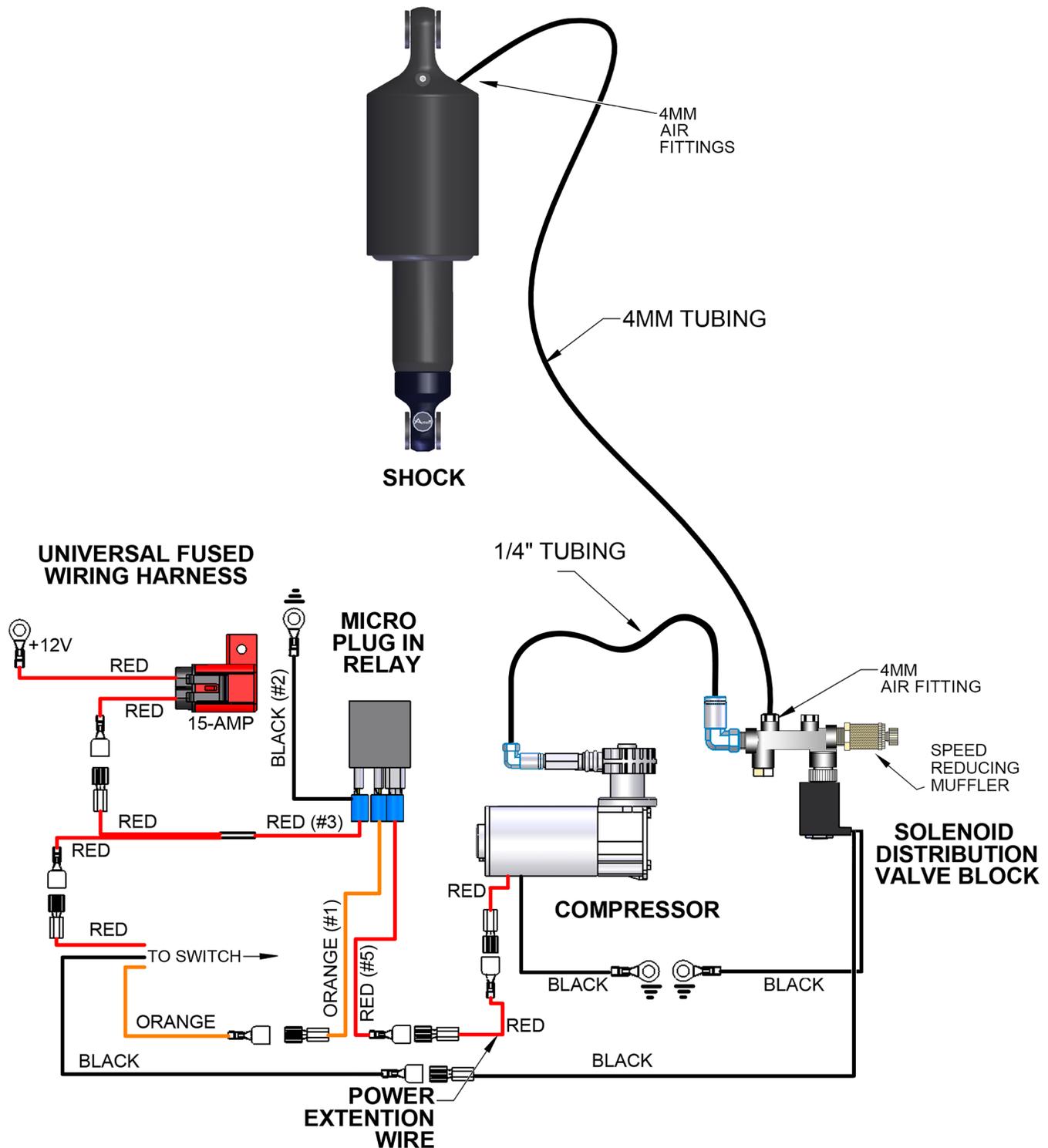
FIGURE 44

19. FOLLOW THE WIRING DIAGRAMS IN THE BACK OF THIS MANUAL TO COMPLETE THE ELECTRICAL CONNECTIONS.

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.

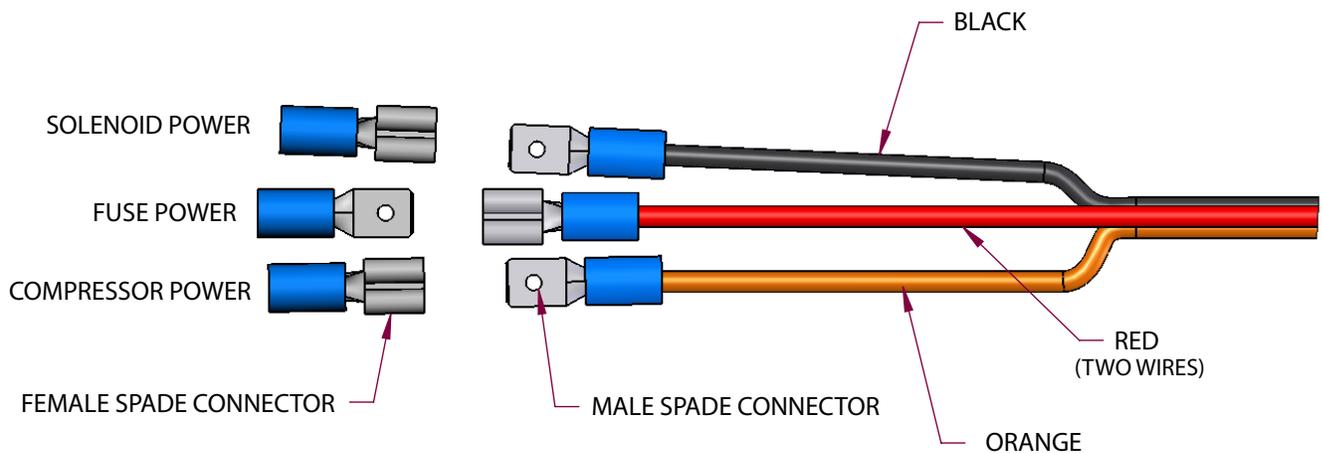
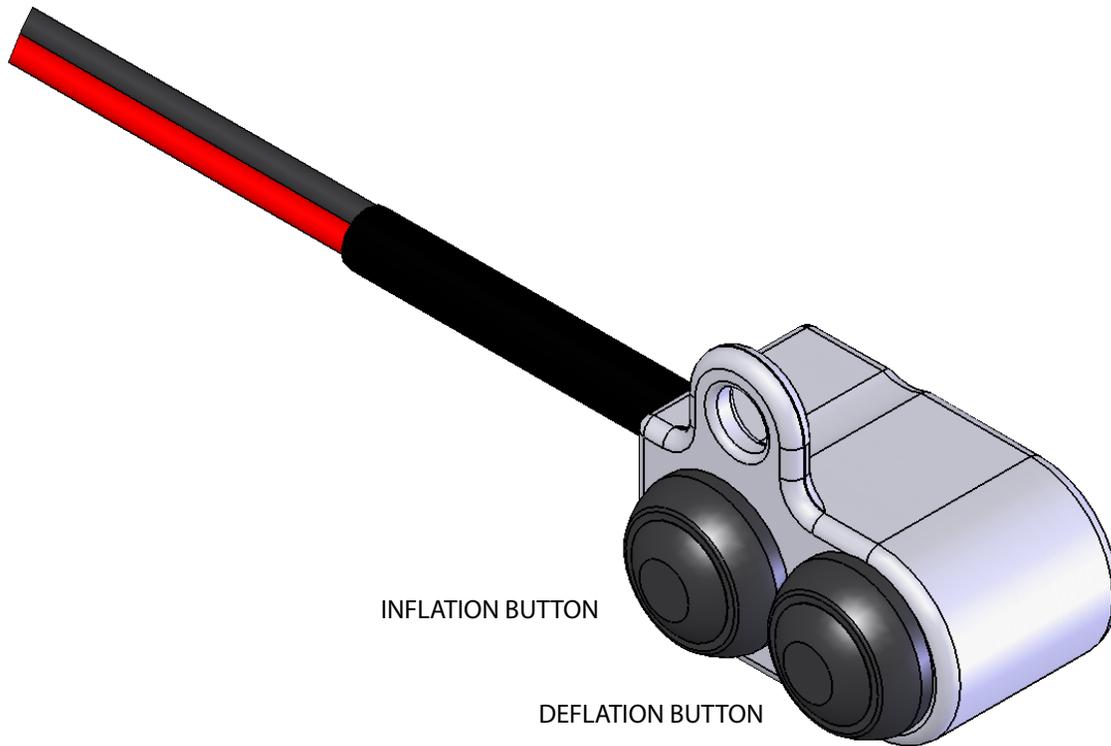
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- AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
 2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
 3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.