

# Installation Manual

KIT # MC-2918, MC-2919  
FOR 2009-PRESENT  
HARLEY DAVIDSON  
TRI-GLIDE 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®"



**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 150 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](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-2918 - TRI-GLIDE SUSPENSION SYSTEM, 2009-PRESENT, BLACK

### 20-10332 - 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	21-7269	4MM VOSS AIR 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	21-9761	90 DEGREE PUSH CONNECT MANIFOLD ASSEMBLY
1	21-7267	1/4" NYLON TUBING ACCESSORY KIT
1	21-10331	2009-PRESENT HARLEY-DAVIDSON TRI-GLIDE, PUMP ASSY.
1	11-MC-HDTRI	MC-2918 & 2919 - INSTALL MANUAL

### 21-10340-B - SHOCK KIT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
2	21-9265	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-2919 - TRI-GLIDE SUSPENSION SYSTEM, 2009-PRESENT, CHROME

### 20-10332 - 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	21-7269	4MM VOSS AIR FITTING ACCESSORY KIT
1	21-7271	HARNESS CABLE TIES ACCESSORY KIT
1	21-7272	SPLIT LOOM- 1 FT LENGTHS ACCESSORY KIT
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1	11-MC-HDTRI	MC-2918 & 2919 - INSTALL MANUAL

### 21-10340-B - SHOCK KIT

#### PARTS LIST

QTY	PART NO.	DESCRIPTION
2	21-9265	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 THE SEAT, BOTH SIDE COVERS AND THE PASSENGER HANDLES. (FIGURES 1, 2, 3, 4)



FIGURE 1

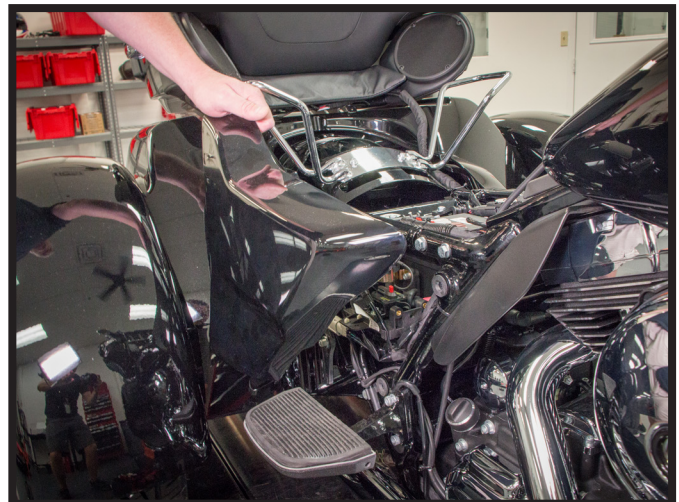


FIGURE 2

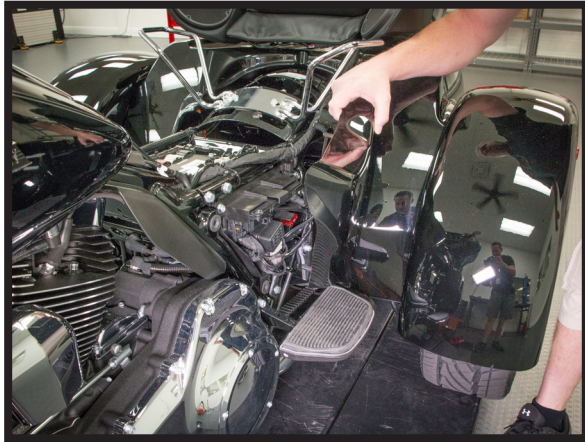


FIGURE 3

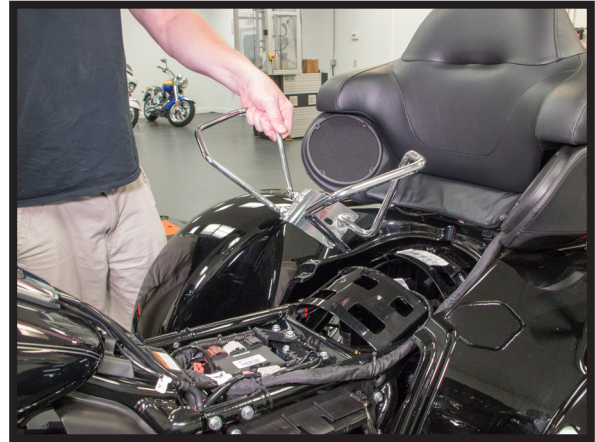


FIGURE 4

2. UNPLUG ALL OF THE ELECTRICAL CONNECTORS RUNNING TO THE REAR OF THE MOTORCYCLE. (FIGURES 5, 6, 7, 8)

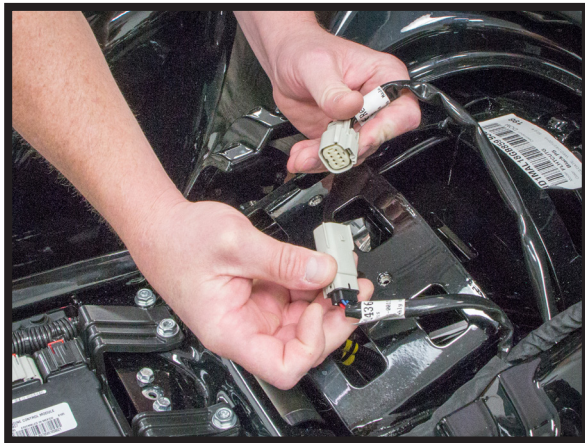


FIGURE 5



FIGURE 6



FIGURE 7

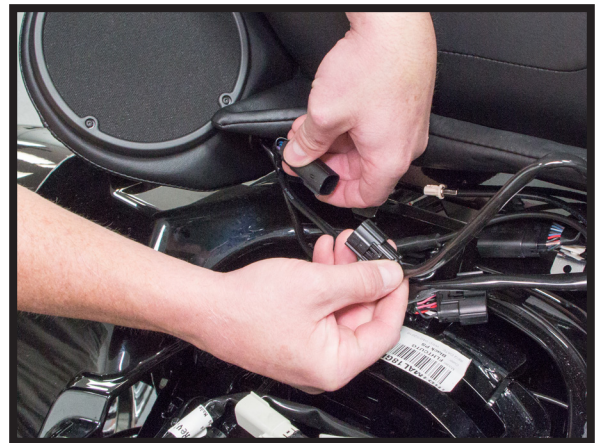


FIGURE 8

3. REMOVE THE SCREWS NEAR THE FRONT OF THE REAR FENDER ON EITHER SIDE OF THE MOTORCYCLE. (FIGURES 9, 10)



FIGURE 9

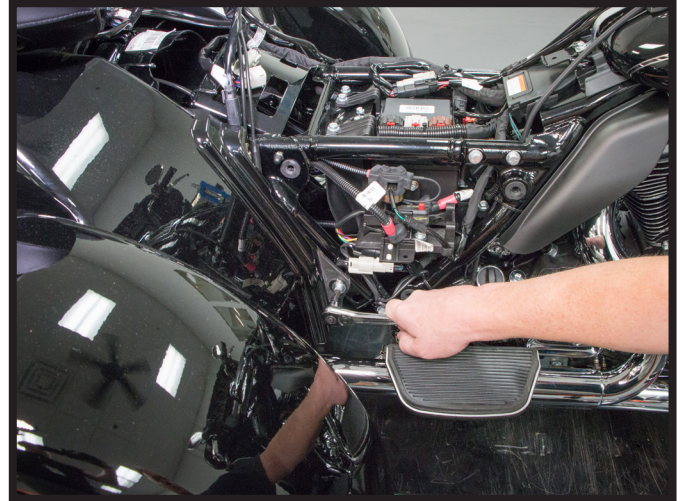


FIGURE 10

4. REMOVE THE LINERS FROM THE REAR TRUNK. (FIGURES 11, 12)



FIGURE 11

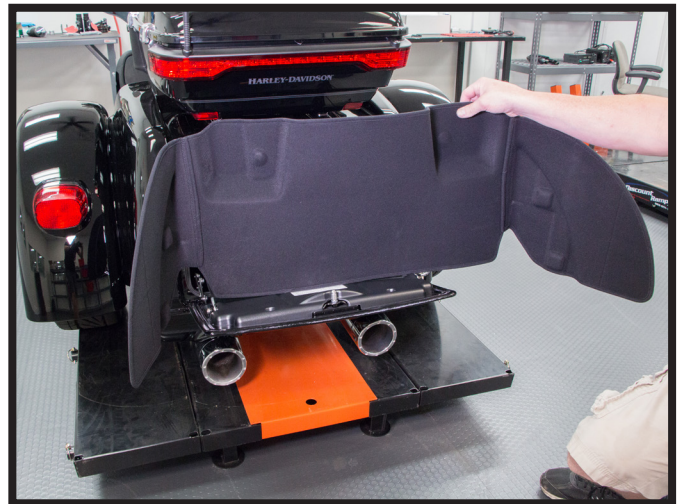


FIGURE 12

5. REMOVE THE 4 BOLTS ON THE BOTTOM OF THE TRUNK. THEN THE 2 BOLTS ON THE UPPER BACK WALL. LIFT AND REMOVE THE REAR FENDERS AND TRUNK ASSEMBLY. (FIGURES 13, 14, 15, 16)



FIGURE 13

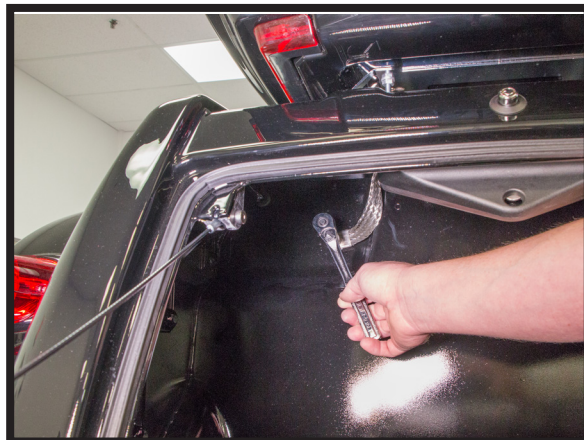


FIGURE 14



FIGURE 15

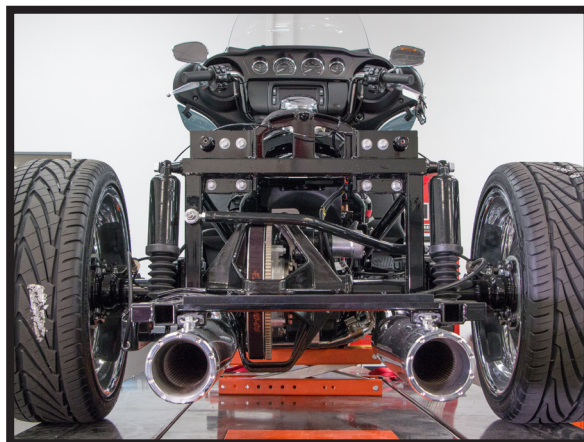


FIGURE 16

6. REMOVE THE AIR LINES TO THE OE SHOCKS AND REMOVE THE UPPER SHOCK MOUNTING BOLT. (FIGURES 17, 18)

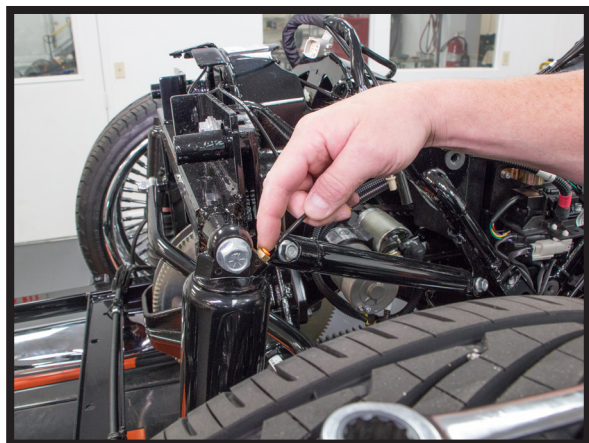


FIGURE 17



FIGURE 18

7. LOWER THE MOTORCYCLE THEN REMOVE THE LOWER SHOCK BOLTS. (FIGURES 19, 20)

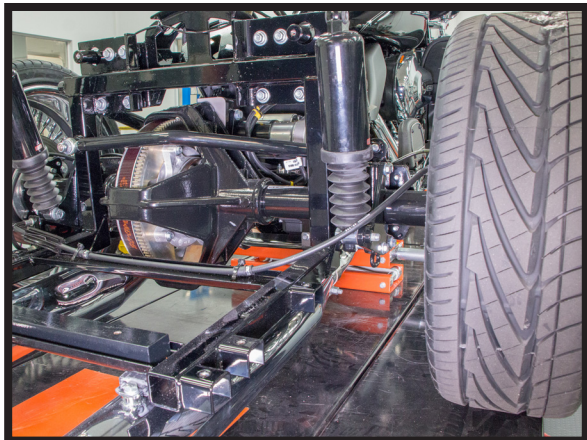


FIGURE 19

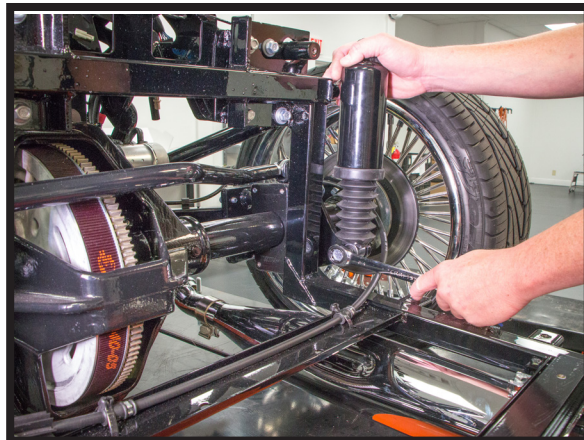


FIGURE 20

8. REUSING THE O.E. HARDWARE, INSTALL THE NEW AIR SHOCKS IN THE REVERSE ORDER OF REMOVAL WITH THE AIR PORTS FACING TOWARD THE OUTSIDE OF THE BIKE. (FIGURES 21, 22)

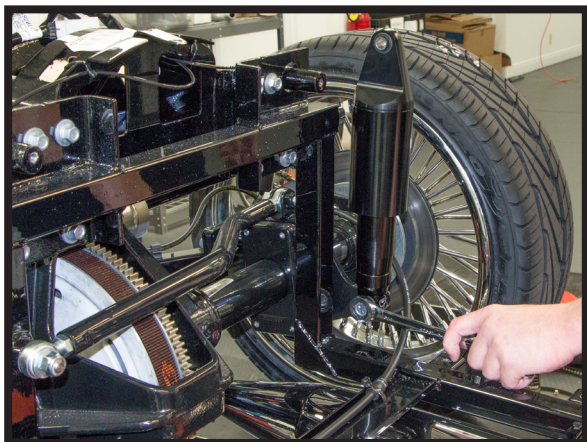


FIGURE 21

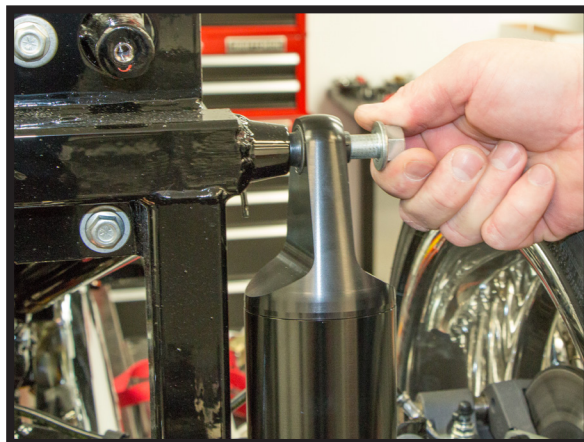


FIGURE 22

9. MOUNT THE UNIVERSAL BRACKET TO THE AIR MANIFOLD AS DEPICTED IN THE IMAGE BELOW. (FIGURES 23)



FIGURE 23



10. REMOVE THE SCREW FROM THE PUMP BRACKET AND PLACE THE ASSEMBLY IN THE FRAME AS SHOWN BELOW. (FIGURES 24, 25)



FIGURE 24

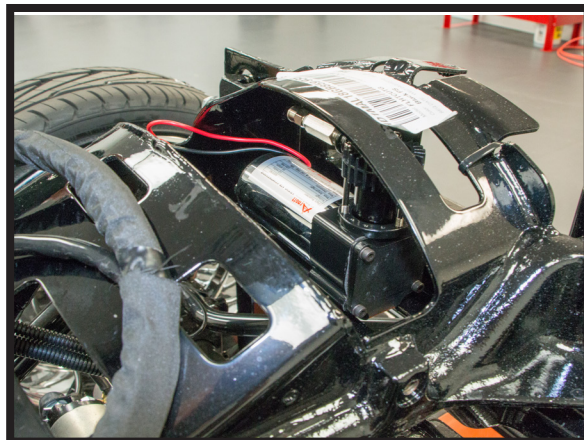


FIGURE 25

11. USING THE SCREW FROM THE PUMP BRACKET MOUNT THE PUMP ASSEMBLY AND THE AIR MANIFOLD TO THE FRAME AS SHOWN BELOW. (FIGURES 26, 27)

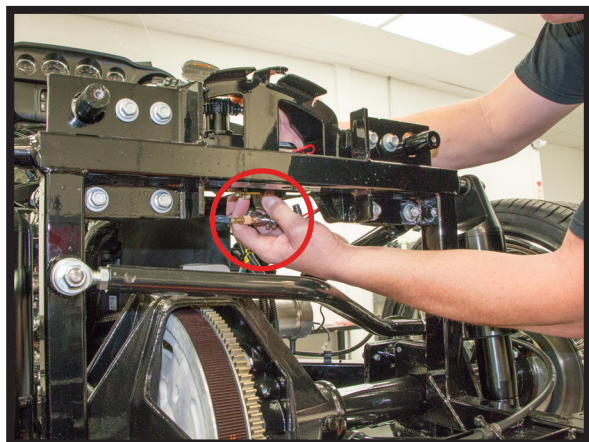


FIGURE 26

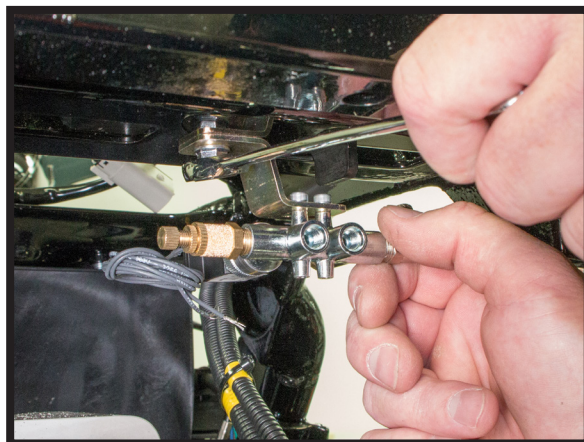


FIGURE 27

12. CUT THE 1/4" AIR HOSE TO LENGTH & ROUTE IT FROM THE PUMP TO THE MANIFOLD. (FIGURES 28, 29)

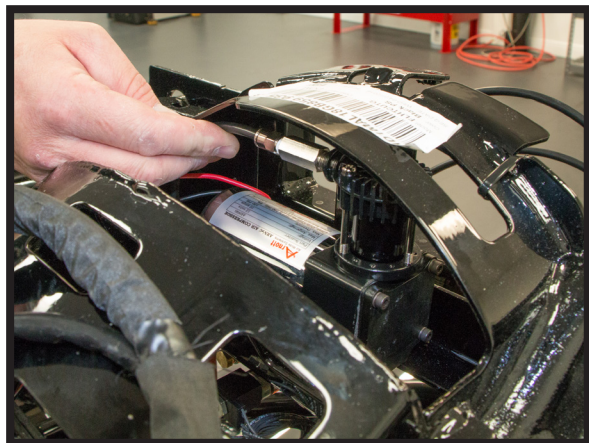


FIGURE 28



FIGURE 29

13. SCREW A VOSS FITTING INTO THE AIR SHOCKS. REMOVE THE WHITE PLUG THEN INSERT THE 4MM AIR LINE UNTIL YOU FEEL IT SEAT. REMOVE THE FITTING FROM THE SHOCK AND CONFIRM THAT THE KEEP IS ON THE AIR LINE. SCREW THE FITTING BACK INTO THE SHOCK THEN SNUG TIGHT. (FIGURES 30, 31, 32, 33)



FIGURE 30



FIGURE 31



FIGURE 32



FIGURE 33

14. ROUTE THE AIR LINES FROM THE SHOCKS TO THE AIR MANIFOLD, TRIM THEN REPEAT STEP #13 TO PUT THE VOSS FITTINGS INTO THE MANIFOLD. (FIGURES 34)

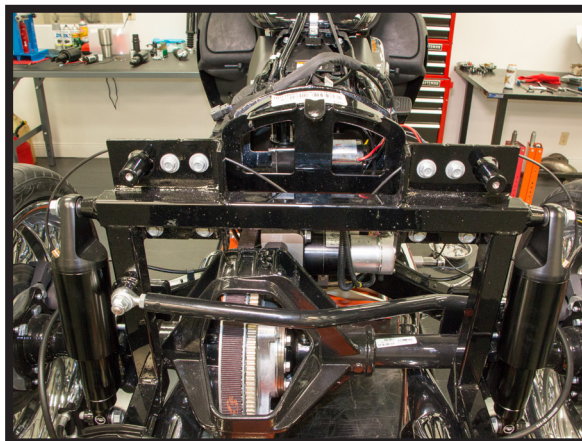


FIGURE 34

15. MOUNT THE HANDLE BAR SWITCH TO THE CLUTCH PERCH USING THE OE SCREW.  
(FIGURES 35, 36)



FIGURE 35



FIGURE 36

16. REMOVE THE FUEL TANK AND WIRE HARNESS COVER, THEN ROUTE THE SWITCH WIRE DOWN THE FRAME TOWARD THE BATTERY. (FIGURES 37, 38, 39)



FIGURE 37

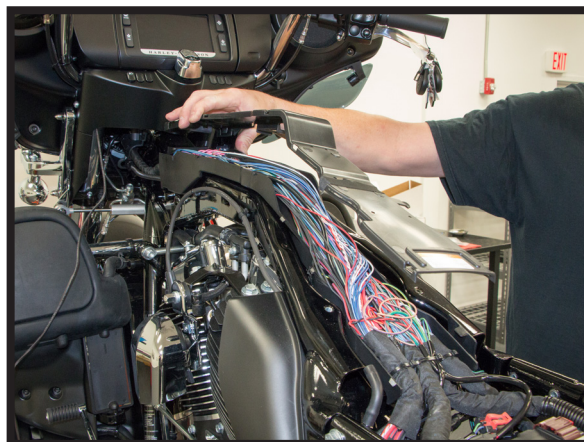


FIGURE 38

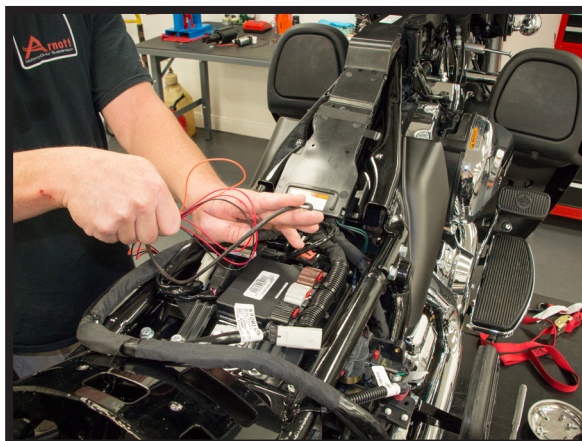


FIGURE 39

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

18. 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 40, 41)



FIGURE 40

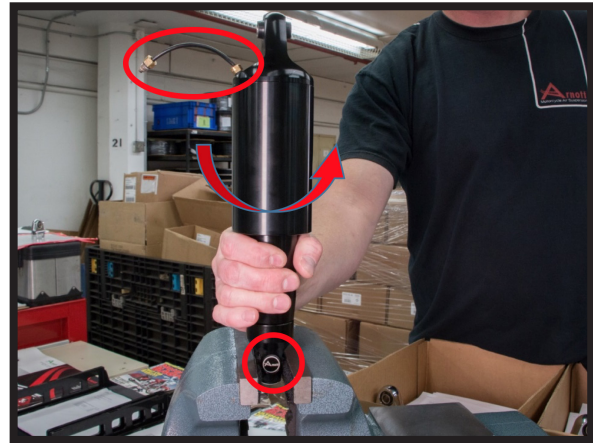


FIGURE 41

19. 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 42, 43)



FIGURE 42

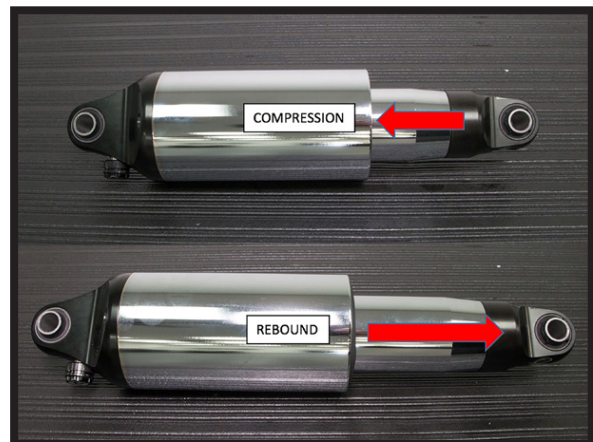
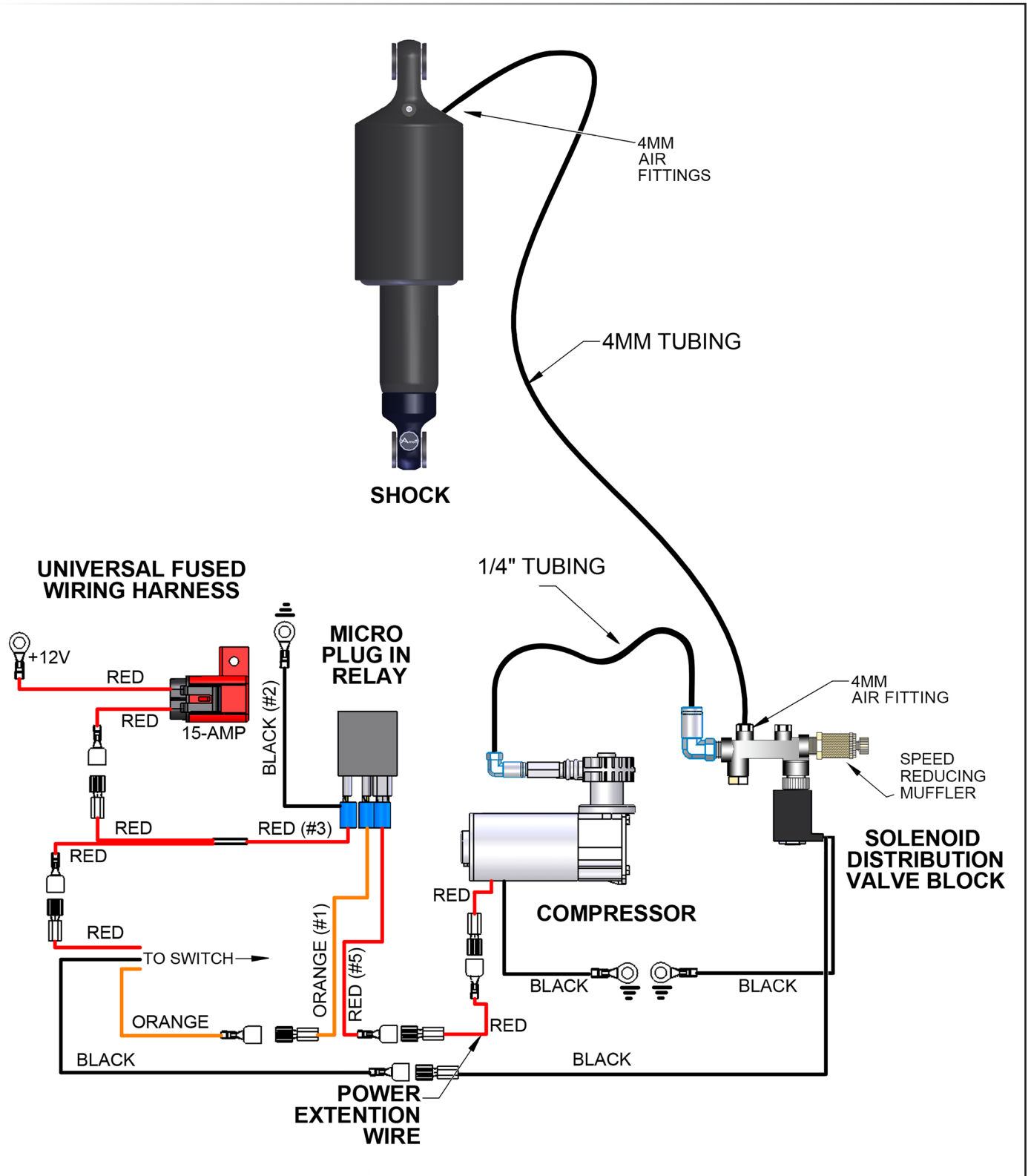


FIGURE 43

The terms Harley-Davidson®, Harley®, H-D®, Buell®, Softail®, Dyna®, V-Rod®, Tri-Glide®, and Sportster® are used for reference only. Arnett 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 Arnett 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. 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.

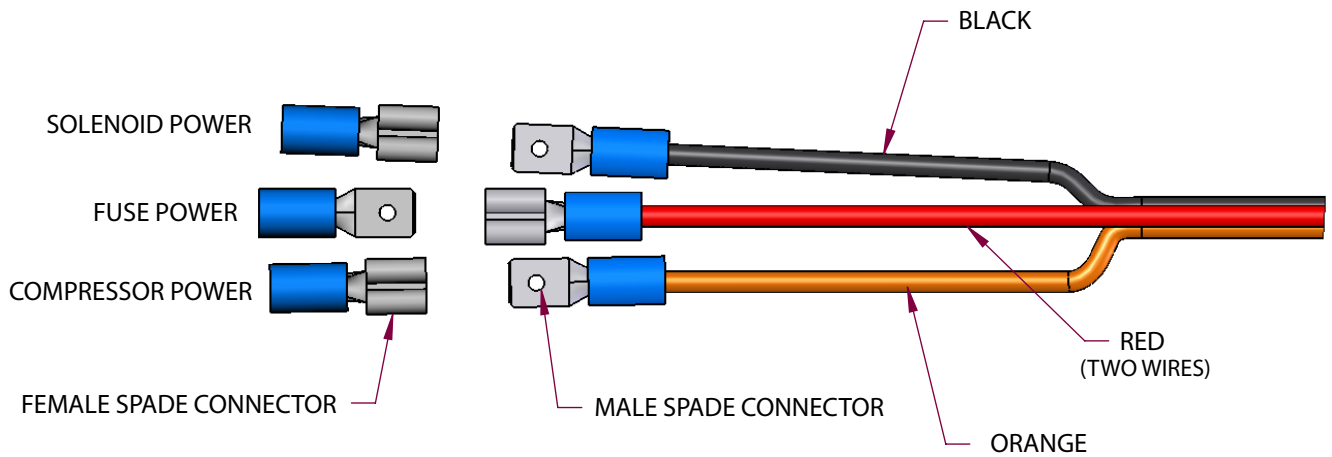
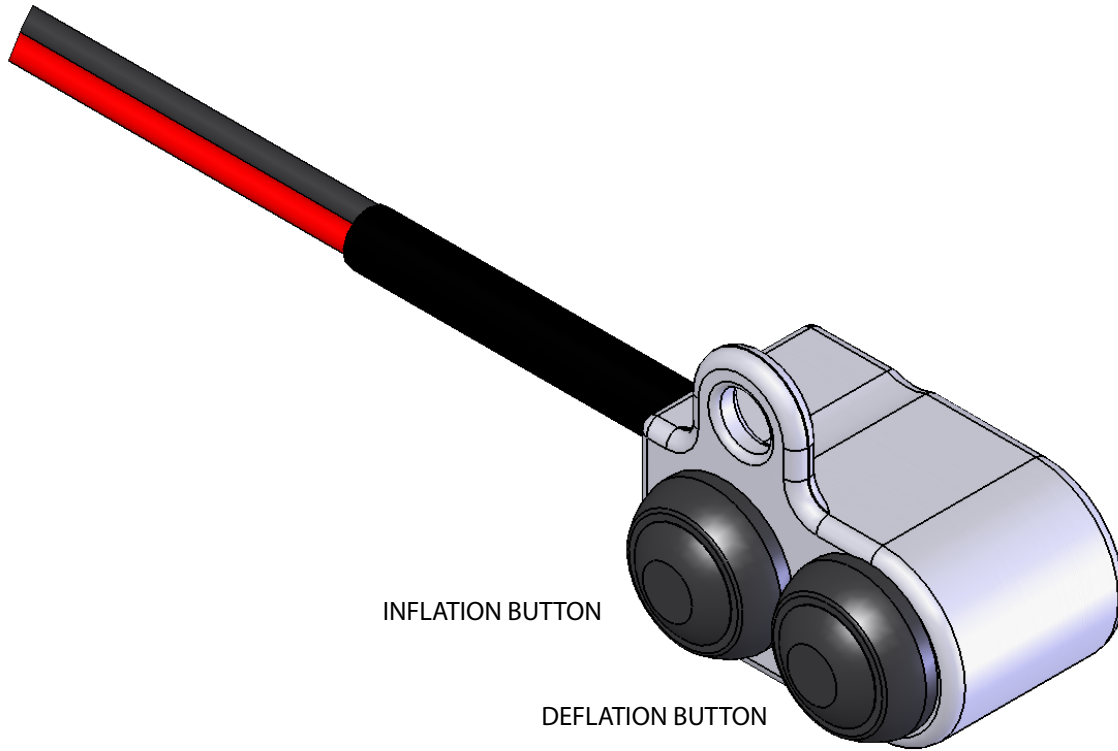
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- AS SHOWN IN ILLUSTRATION ABOVE;
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
  2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE.
  3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE.