Installation Manual

KIT # MS-3582
FOR 2010-PRESENT
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"

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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FOR 2010-PRESENT VICTORY® TOURING SERIES

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)

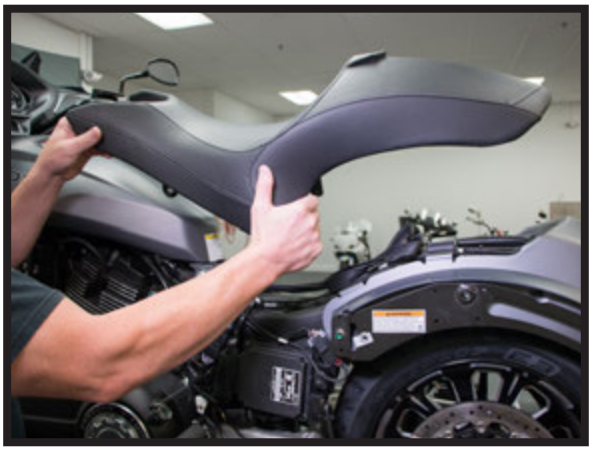

FIGURE 3

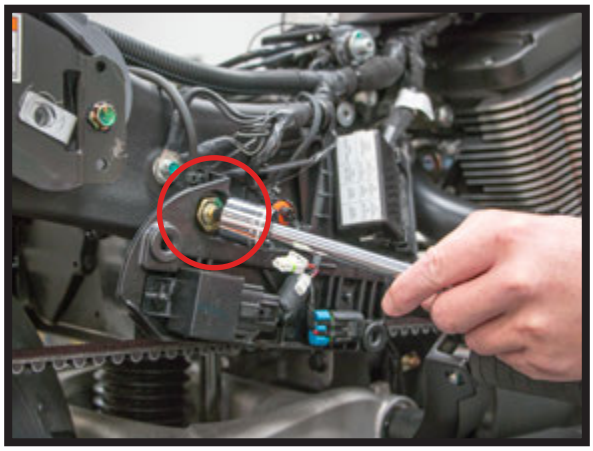

FIGURE 4

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)

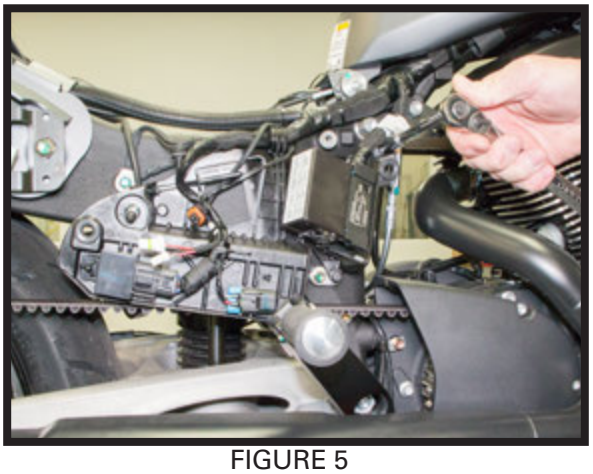

FIGURE 5

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

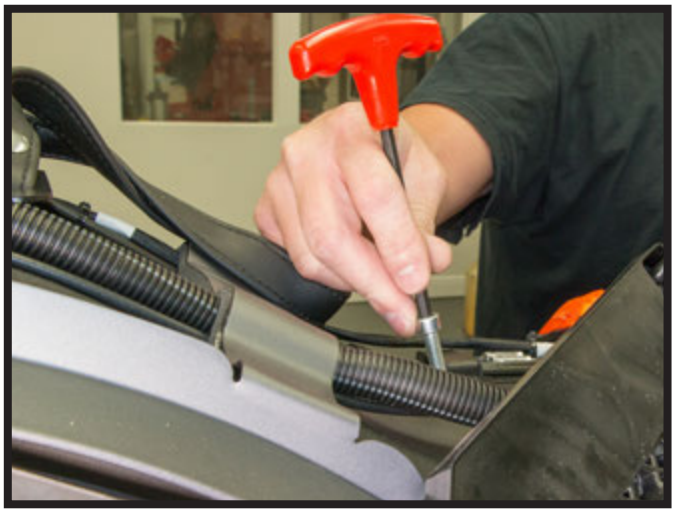

FIGURE 10

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

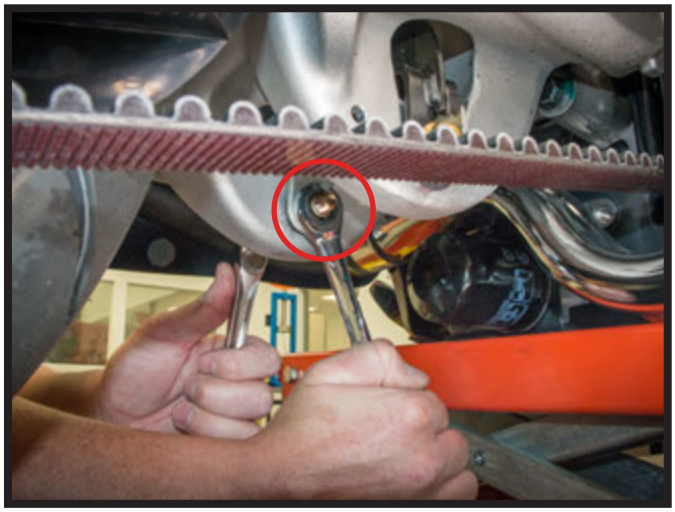

FIGURE 11

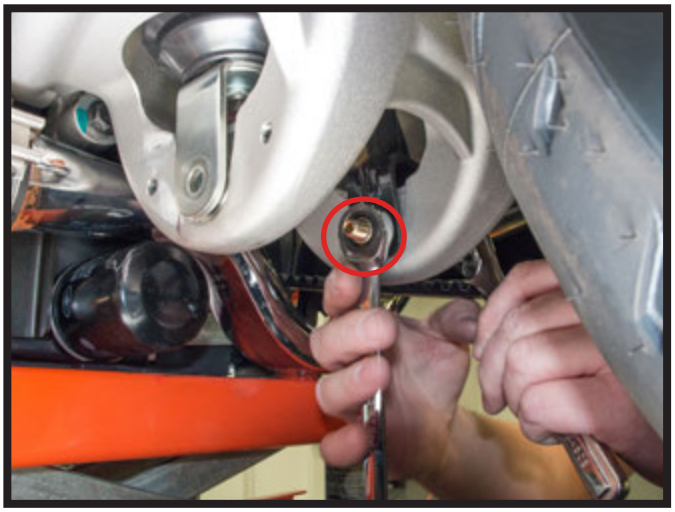

FIGURE 12

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

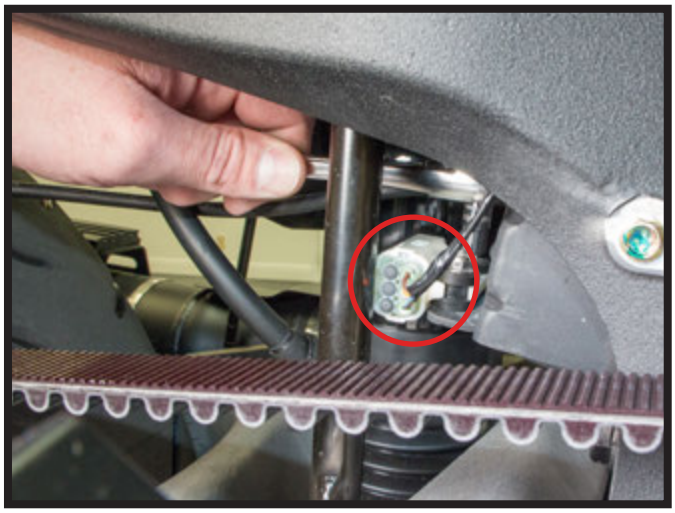

FIGURE 13

FIGURE 14

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

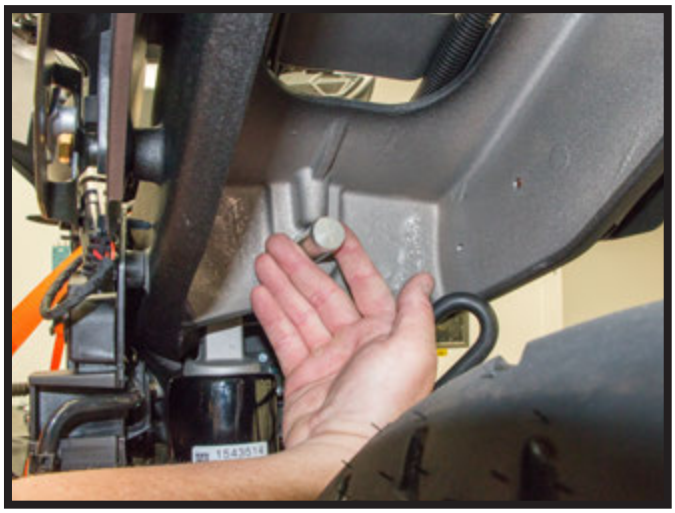

FIGURE 15

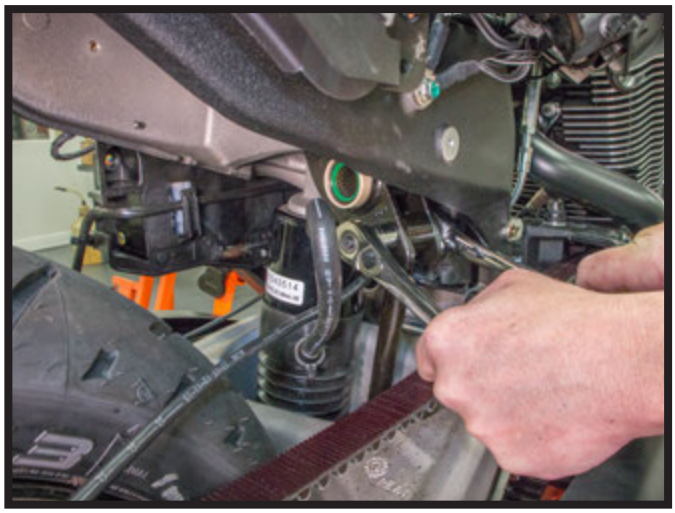

FIGURE 16

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

FIGURE 17

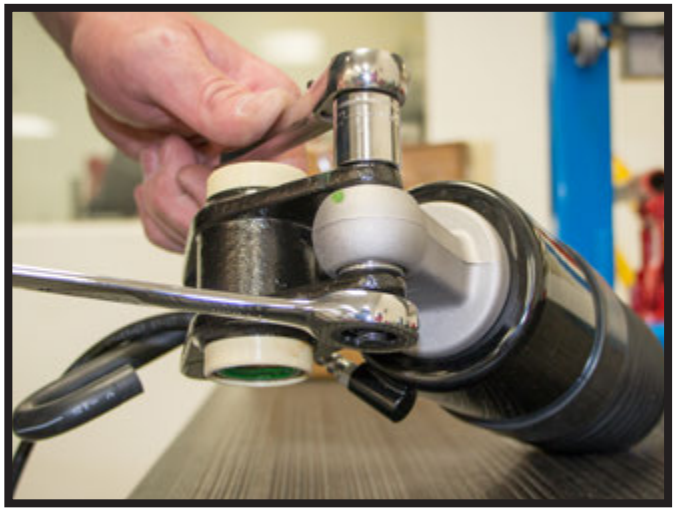

FIGURE 18

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

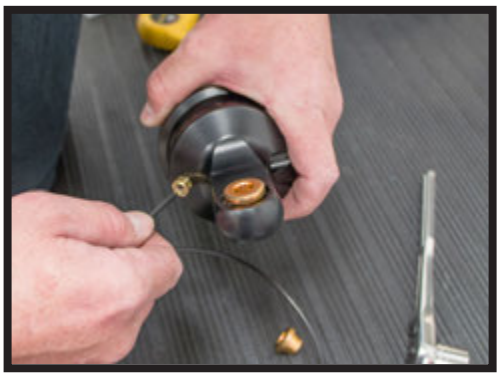

FIGURE 21

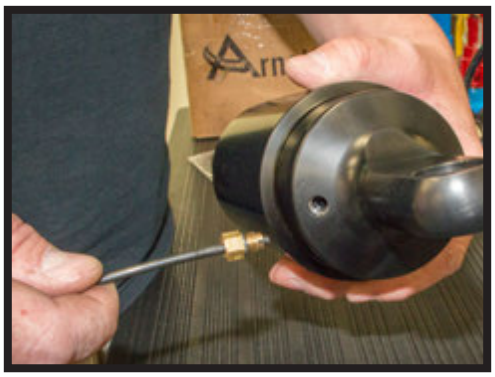

FIGURE 22

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)

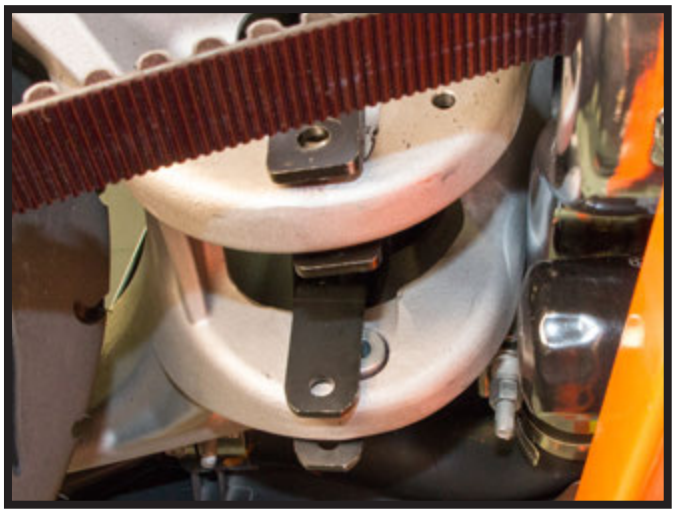

FIGURE 29

FIGURE 30

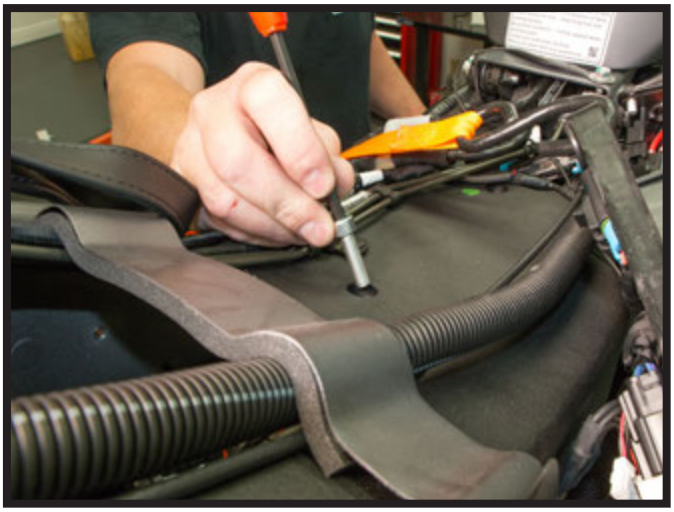

FIGURE 31

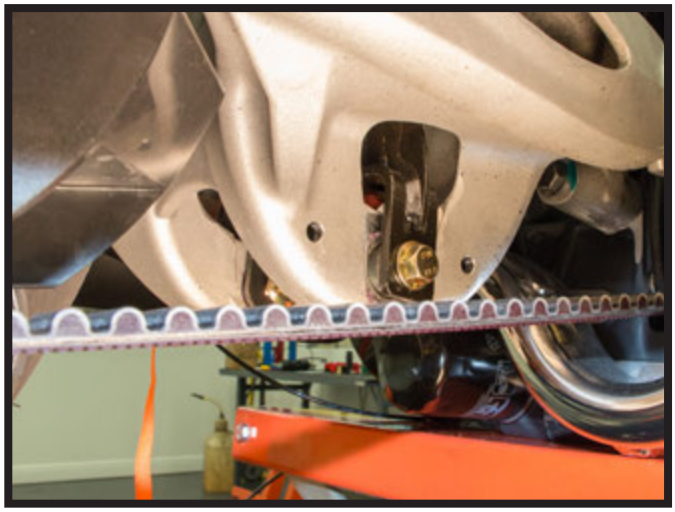

FIGURE 32