

Arnott™

Motorcycle Air Suspension

Kit #9001-BS
 03-08 Honda® VTX® 1300, 1800
 04-08 Triumph® Rocket® III

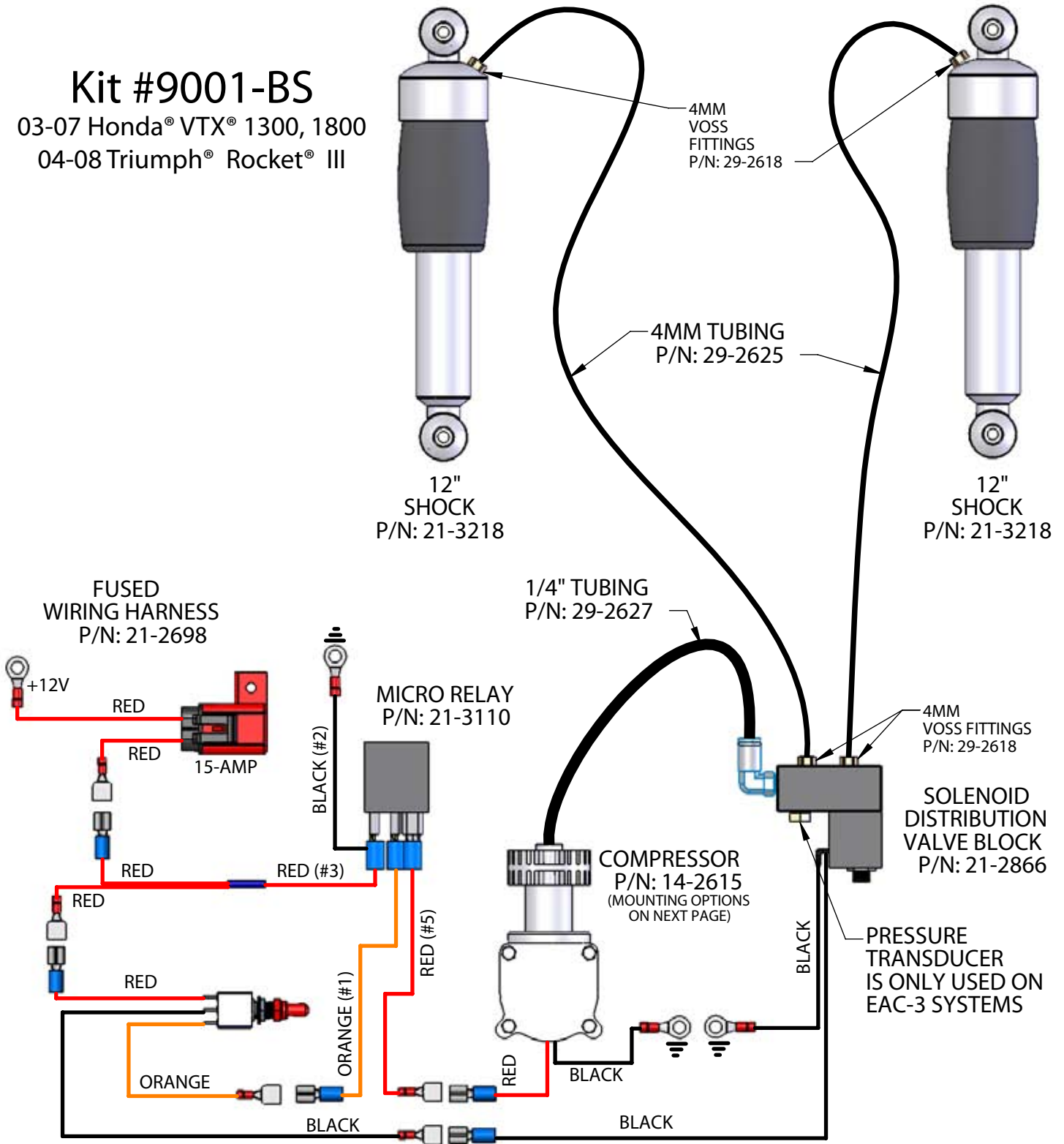


“Engineered to Ride, Built to Last”

PARTS LIST	PART NUMBER	QUANTITY
REAR AIR SUSPENSION SHOCKS	21-3218	2
VIAIR COMPRESSOR ASSEMBLY	20-2615	1
UNIVERSAL COMPRESSOR BRACKET	14-3013	1
DISTRIBUTION MANIFOLD	21-2866	1
MANIFOLD BRACKET W/ FASTENERS	14-2849	1
SPEED REDUCING MUFFLER	29-2710	1
FUSED WIRING HARNESS	21-2698	1
MICRO-TOGGLE SWITCH	20-2592	1
RELAY ASSEMBLY	21-3110	1
8mm x 1.25mm x 30mm SHCS	29-3219	4
8mm x 1.25mm x 40mm SHCS	29-3220	2
4mm VOSS® AIR FITTINGS	29-2618	5
4mm NYLON TUBING	29-2625	6-FT
1/4" NYLON TUBING	29-2627	3-FT
VELCRO®	29-3020	6"
HARNESS CABLE TIES	29-2617	8
SPLIT LOOM	29-3000	3-FT

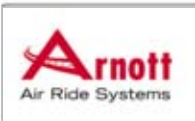
Kit #9001-BS

03-07 Honda® VTX® 1300, 1800
04-08 Triumph® Rocket® III



MICRO TOGGLE SWITCH
P/N: 20-2592

NOTE:
SWITCH BUSHINGS IN ROD ENDS OF SHOCK
TO MAKE SPECIFIC TO RIGHT OR LEFT SIDE



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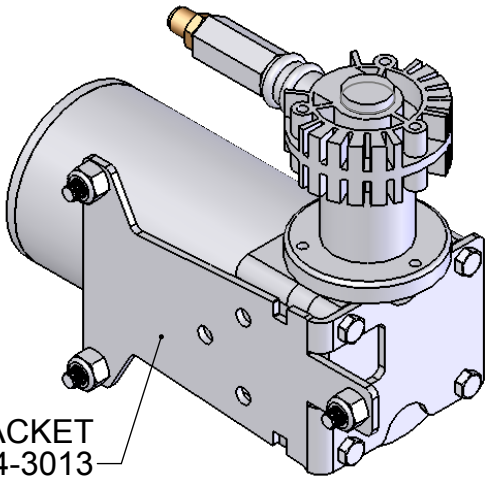
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		MATERIAL
		FINISH
NEXT ASSY	USED ON	
APPLICATION		DO NOT SCALE DRAWING

	NAME	DATE
DRAWN	KMD	07/22/08
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ENG APPR.		
MFG APPR.		
Q.A.		
COMMENTS:		

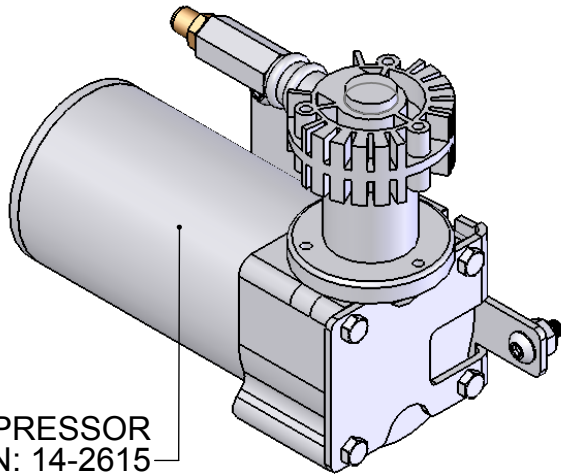
9001 SCHEMATIC

SIZE A	DWG. NO. 35-3221	REV. 0
SCALE: NONE WEIGHT:		SHEET 1 OF 2

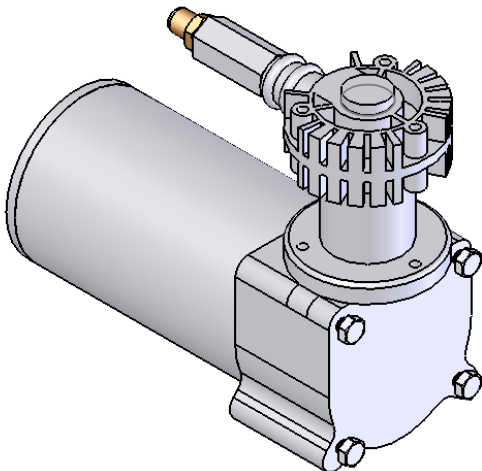
COMPRESSOR MOUNTING OPTIONS



OPTION #1
BRACKET ON RIGHT SIDE



OPTION #2
BRACKET ON LEFT SIDE



OPTION #3
NO BRACKET, USE SUPPLIED
VELCRO FOR MOUNTING



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DIMENSIONS ARE IN INCHES
TOLERANCES:
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ANGULAR: MACH ± BEND ±
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THREE PLACE DECIMAL ±

MATERIAL

FINISH

NEXT ASSY USED ON

APPLICATION

DO NOT SCALE DRAWING

	NAME	DATE
DRAWN	KMD	07/22/08
CHECKED		
ENG APPR.		
MFG APPR.		
Q.A.		
COMMENTS:		

9001
SCHEMATIC

SIZE	DWG. NO.	REV.
A	35-3221	0
SCALE: NONE WEIGHT:		SHEET 2 OF 2



THANK YOU!

Thank you for purchasing the Arnott Cycle Air 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.

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 this system on your bike. Reviewing the components and the parts list below will familiarize you with the system.

It is equally important to be aware of and take all necessary safety measures while installing your new Air Ride System. This includes proper lifting and immobilizing of the bike, and isolation of any stored energy to prevent personal injury or property damage.



SAFETY WARNING:

Do not inflate the air spring assembly unless it is supported on both ends by the vehicle frame and suspension system, or by another adequate means. Doing so may result in serious injury and damage to the air spring assembly and surrounding environment.

The maximum recommended inflation pressure of the air spring is 100 psi. Over-inflation of the air spring, as well as improper use or installation of the assembly, may result in serious injury and damage to the air spring assembly and the surrounding environment.

Take precautions not to exceed the Gross Vehicle Weight Rating (GVWR, or the maximum load) recommended by the manufacturer. The air springs are rated for a maximum pressure of 100 psi. This pressure may, however, allow too great a load to be carried on most vehicles. For best results, load the vehicle and have it weighed, then compare the vehicle weight with the maximum allowed. Consult your recommended load. It is important that all vehicle's Owner Manual recommendations are followed for your own safety and to prevent damage to the vehicle. Air Springs DO NOT increase the GVWR set by the manufacturer.



WARNING

NEVER MAKE ADJUSTMENTS TO THE AIR RIDE SYSTEM WHILE THE VEHICLE IS IN MOTION. ADJUSTING THE AIR SUSPENSION WHILE VEHICLE IS IN MOTION CAN AFFECT THE STABILITY AND HANDLING, WHICH COULD RESULT IN DEATH OR SERIOUS INJURY.



(A.) PREPARING THE BIKE:

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. Always 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 or installation process.

REMOVE THE MOTORCYCLE SEAT BEFORE STARTING THE INSTALLATION.

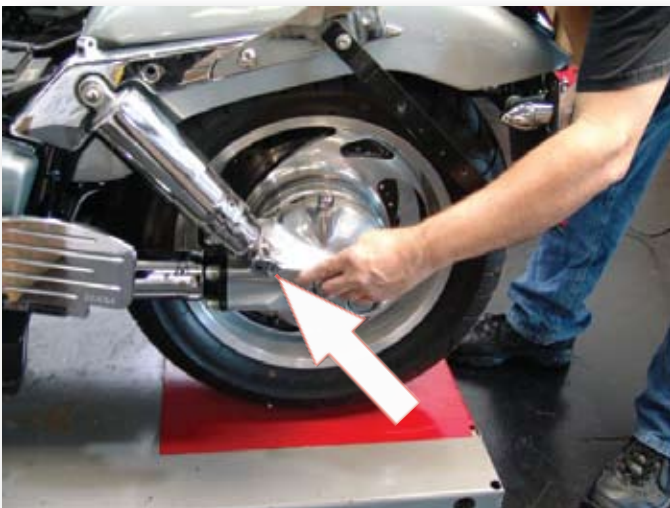
(B.) REMOVING THE FACTORY SHOCKS:



1. After removing the seat, disconnect the battery, negative (-) cable first.



2. Loosen and remove the upper shock mounting hardware.



3. Loosen and remove the lower shock mounting hardware.



4. Carefully remove factory shock absorbers from the rear suspension.

(C.) INSTALLING THE REAR AIR SHOCKS:



1. Before final assembly, apply 2-3 drops of Loctite® 243 (Blue), to the threads of all shock mounting hardware.



2. Supplied with the kit are 6 new mounting bolts, the 2-longer bolts are to be used on the top mount of the VTX® . The 4-shorter bolts are for the lower VTX® mounts and all 4 of the Rocket® III mounts.



3. Mount the new shocks one at a time starting with the lower mount first, then adjust the height of the bike to align the upper mount. Tighten all shock mounting hardware to 25 ft-lbs. (34 Nm).

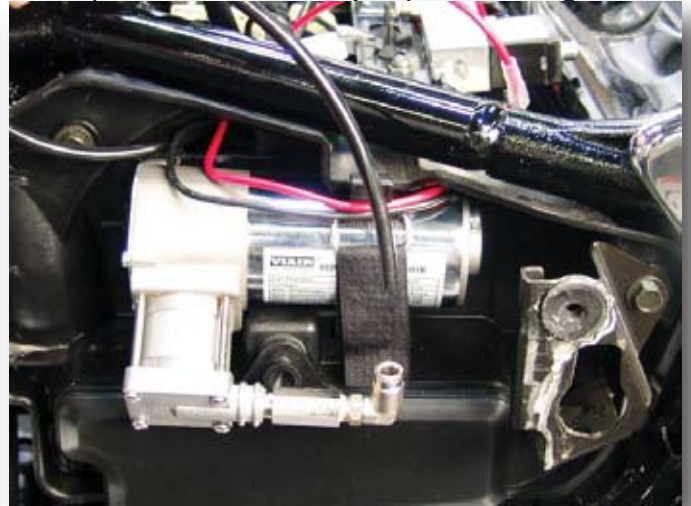
(D.) INSTALLING THE INFLATION SYSTEM:

The inflation system consists of a compressor with a remote solenoid/distribution valve block. The basic system comes with a toggle switch that can be installed several places on your bike. The final location of the switch and compressor is ultimately up to the installer.

Split loom is provided to cover the air hose as well as protect and hide any exposed wiring.



1. A preferred mounting location is under the bike's left side cover. Use the Velcro® strip supplied in the kit and attach one side to the side cover and the other to the compressor.



2. Attach the compressor to the side cover. Using the 1/4" line, connect to the compressor and route towards the battery area. The side cover also makes a good mounting point for the toggle switch.



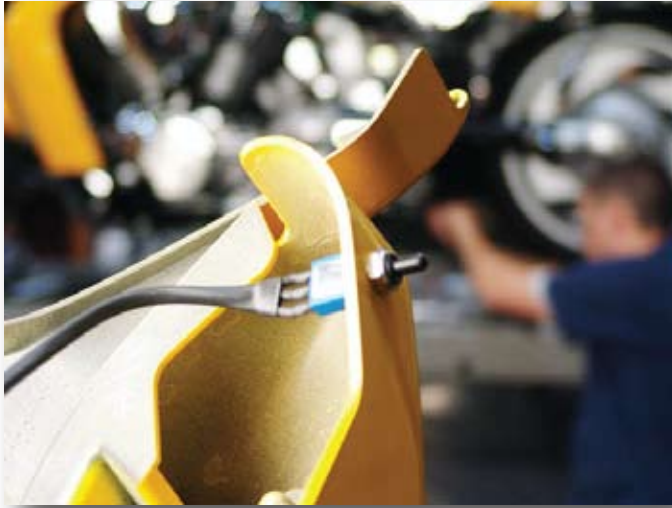
3. Locate a suitable location to mount the manifold. Connect the 1/4" line, leading from the compressor, to the valve block via the "push to connect" fitting. Supplied with the kit is a speed reducing muffler that can be used to slow the speed of the drop. If used it is to be threaded into the open port opposite of the elbow.

NOTE: Make sure air line is cut square on the end to ensure a good seal in the fitting.



4. Route the 4mm line from the manifold to the shocks and connect to each using the 4mm VOSS® fittings.

NOTE: VOSS fittings seal with o-rings, do not overtighten!



5. Find a suitable location to mount the toggle switch. There are a number of locations that can be utilized to mount the toggle switch. Ultimately the location of the switch is up to the installer.



6. The system is equipped with a relay, refer to the included schematic for a wiring diagram. Locate the fuse assembly close to the battery. Connect the ring terminated end of the fuse harness to battery positive (+). Reconnect the battery cables, tighten to 60-96 in-lbs. (6.8-10.9 Nm).



7. Once the system is operational, use a soap and water solution to check for any leaks. Reinstall the side cover and seat, check to ensure the seat is securely locked in the frame



8. Make sure that there is adequate clearance between the rear tire and fender being sure to check both the sides and the top. Roll the bike backwards and forwards with no air in the system feeling for any friction.

NOTE: A system schematic is included for reference.





Thank you for purchasing an Arnott Air Ride Suspension Product!

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 spring 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.



DO NOT ADJUST THE AIR RIDE SYSTEM WHILE THE BIKE IS IN MOTION, DOING SO CAN AFFECT STABILITY AND HANDLING, THIS COULD RESULT IN DEATH OR SERIOUS INJURY.

DISCLAIMER

The terms Honda®, VTX 1800®, Triumph® and Rocket III® are used for reference only. Arnott Air Suspension products are in no way authorized by nor associated with the aforementioned manufacturers. All references to Honda®, VTX®, Triumph® and Rocket III® terms and models are for reference and identification purposes only.

The use and installation of any Arnott 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. Arnott Air Suspension products are designed and intended for the experienced off-road motorcyclists only and intended for closed course operation.

Arnott 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 Arnott Air suspension kits and components and may void the manufacturers warranty. These directions are accurate at time of publication. Arnott Inc. reserves the right to revise specifications without notice.

