

Installation Manual

KIT # MC-2992, MC-2993
INDIAN SCOUT SERIES W/ ABS
2014-PRESENT



Congratulations on your purchase of an Arnett® 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 Arnett 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.

Arnett® is committed to the quality of its products. If you have a question or problem with any Arnett product, please contact Arnett by calling [800-251-8993](tel: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-2992 - INDIAN SCOUT W/ ABS, 2014-PRESENT, BLACK

20-10786 - 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 CABLETIES ACCESSORY KIT
1	21-7272	SPLIT LOOM- 1 FT LENGTHS ACCESSORY KIT
1	21-2698	UNIVERSAL FUSE HOLDER ASSEMBLY KIT
1	21-7266	BLACK BOLT COVERS ACCESSORY KIT
1	21-7282	COMPRESSOR WIRE EXTENSION ACCESSORY KIT
1	21-7267	1/4" NYLON TUBING ACCESSORY KIT
1	21-10762	2014-PRESENT INDIAN SCOUT W/ABS, PUMP ASSY.
1	21-9761	90 DEGREE PUSH CONNECT MANIFOLD ASSY
1	20-10783	INDIAN SCOUT, MOUNTING KIT
1	20-10918	INDIAN SCOUT, MANIFOLD MOUNTING KIT
1	11-MC-SCOUT-ABS	INSTALL MANUAL

21-10917-B - SHOCK KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-10781	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-2993 - INDIAN SCOUT W/ ABS, 2014-PRESENT, CHROME

20-10786 - 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	21-7266	BLACK BOLT COVERS ACCESSORY KIT
1	21-7282	COMPRESSOR WIRE EXTENSION ACCESSORY KIT
1	21-7267	1/4" NYLON TUBING ACCESSORY KIT
1	21-10762	2014-PRESENT INDIAN SCOUT W/ABS, PUMP ASSY.
1	21-9761	90 DEGREE PUSH CONNECT MANIFOLD ASSY
1	20-10783	INDIAN SCOUT, MOUNTING KIT
1	20-10918	INDIAN SCOUT, MANIFOLD MOUNTING KIT
1	11-MC-SCOUT-ABS	INSTALL MANUAL

21-10917-C - SHOCK KIT

PARTS LIST

QTY	PART NO.	DESCRIPTION
1	21-10782	SHOCK ASSY, CHROME

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 THE SEAT AND THE BATTERY. (FIGURES 1, 2)



FIGURE 1



FIGURE 2

2. THE COMPRESSOR ASSEMBLY WILL BE MOUNTED TO THE THREADED HOLES SHOWN BELOW USING THE INCLUDED M6 SCREWS. THE RIGHT MOUNTING SCREW WILL ALSO BE USED TO GROUND THE COMPRESSOR. (FIGURES 3, 4)



FIGURE 3



FIGURE 4

3. ATTACH THE PUMP WIRE EXTENDER TO THE RED PUMP WIRE. ATTACH THE RIGHT SIDE OF THE PUMP ASSEMBLY TO THE MOTORCYCLE WITH THE BOLT POINTING UP. (FIGURES 5, 6)

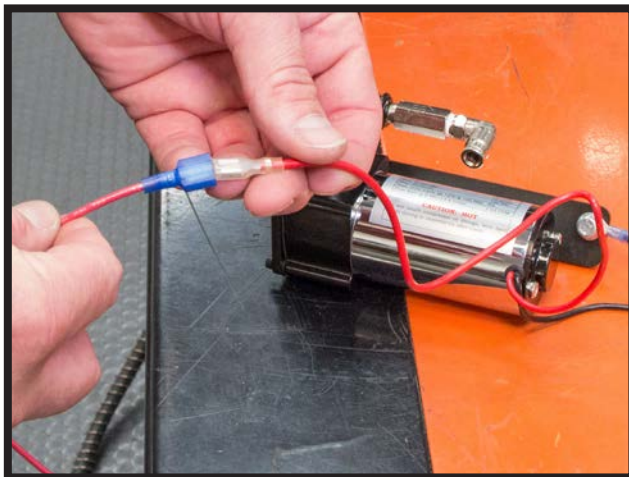


FIGURE 5



FIGURE 6

4. NEXT, SCREW THE OTHER BOLT IN THE OPPOSITE DIRECTION THROUGH THE LARGER HOLE IN THE PUMP BRACKET. USE THE INCLUDED FENDER WASHER AND LOCK NUT TO SECURE THE BRACKET TO THE FRAME. (FIGURES 7, 8)

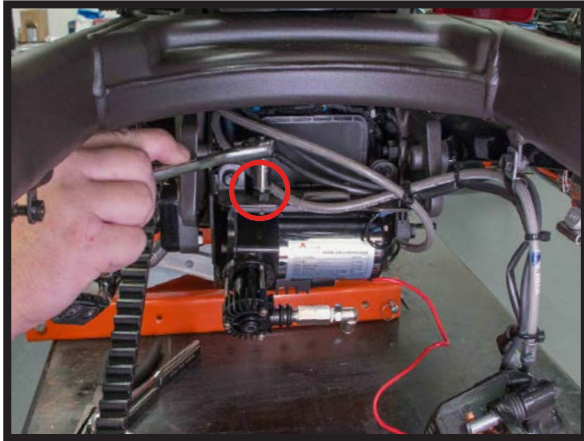


FIGURE 7

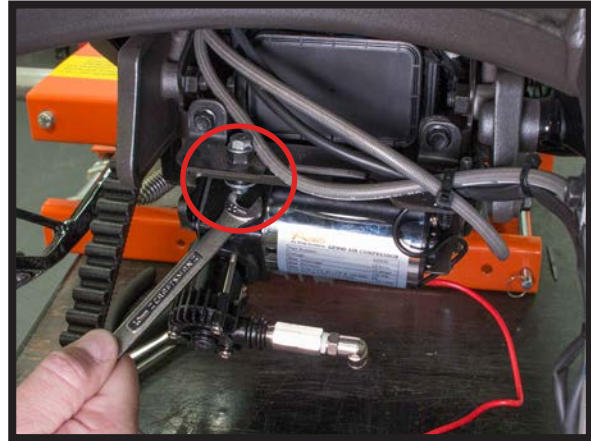


FIGURE 8

5. BUNDLE THE SPLIT LOOM AROUND THE RED PUMP WIRE USING THE INCLUDED ZIP TIES. FISH THE 1/4" HOSE DOWN THE RIGHT REAR SIDE OF THE BATTERY BOX. PASS THE HOSE DOWN IN FRONT OF THE SWING ARM AND PULL OUT OF THE BOTTOM OF THE MOTORCYCLES NEAR THE REGULATOR/RECTIFIER (FIGURES 9, 10)

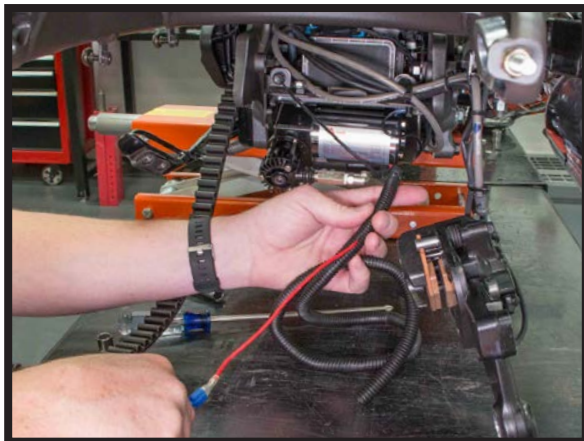


FIGURE 9

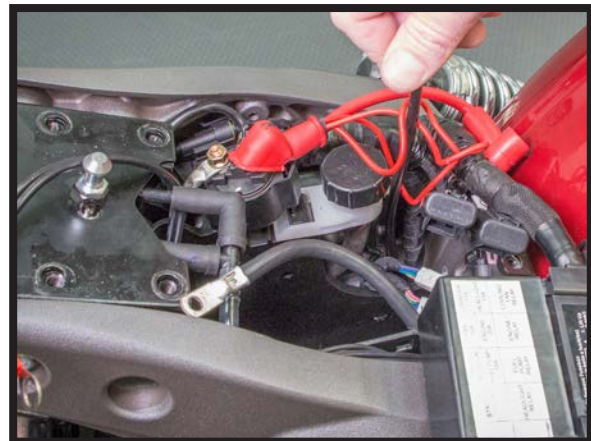


FIGURE 10

6. ATTACH THE END OF THE SPLIT LOOM TO THE END OF THE 1/4" HOSE WITH TAPE. THEN USE THE 1/4" HOSE TO PULL THE SPLIT LOOM TO THE TOP OF THE BATTERY BOX. (FIGURES 11, 12)

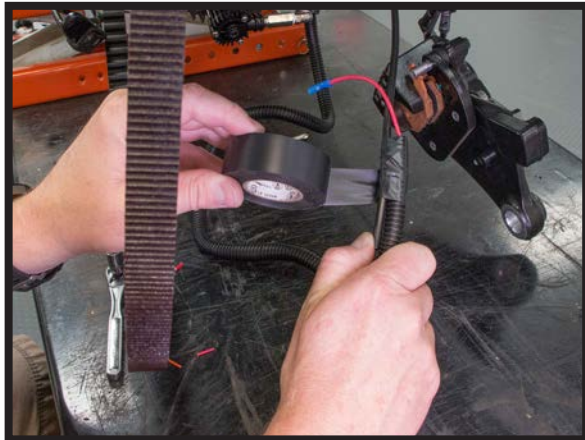


FIGURE 11



FIGURE 12

7. FEED THE 1/4" HOSE BACK DOWN THE SAME ROUTE AGAIN AND INSERT IT INTO THE PUSH-TO-CONNECT ON THE COMPRESSOR. SECURE THE HOSE AND SPLIT LOOM WITH A ZIP TIE. PLACE THE BATTERY BACK IN THE MOTORCYCLE. (FIGURES 13, 14)



FIGURE 13



FIGURE 14

8. MOUNT THE AIR MANIFOLD ONTO THE INCLUDED BRACKET IN THE ORIENTATION SHOWN BELOW. THEN MOUNT IT TO THE FRAME WITH THE STOCK FUEL TANK HARDWARE. CUT THE 1/4" AIR LINE TO LENGTH AND INSERT IT INTO THE MANIFOLD. (FIGURES 15, 16)



FIGURE 15

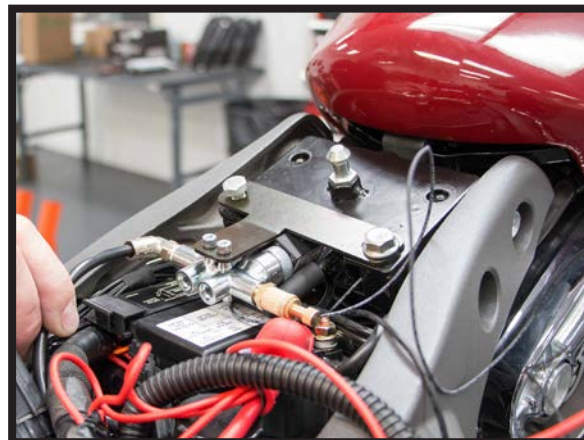


FIGURE 16

9. CUT THE 4MM AIR HOSE IN HALF TO MAKE TWO EQUAL LENGTHS. SCREW TWO VOSS FITTINGS INTO THE AIR MANIFOLD. REMOVE THE WHITE PLUG AND INSERT THE 4MM HOSE UNTIL YOU FEEL IT SEAT. UNSCREW THE FITTING FROM THE MANIFOLD AND MAKE SURE THE KEEPER IS ATTACHED TO THE HOSE. REINSERT INTO THE MANIFOLD THEN TIGHTEN WITH A WRENCH. REPEAT ON THE OTHER VOSS FITTING. (FIGURES 17, 18, 19, 20)

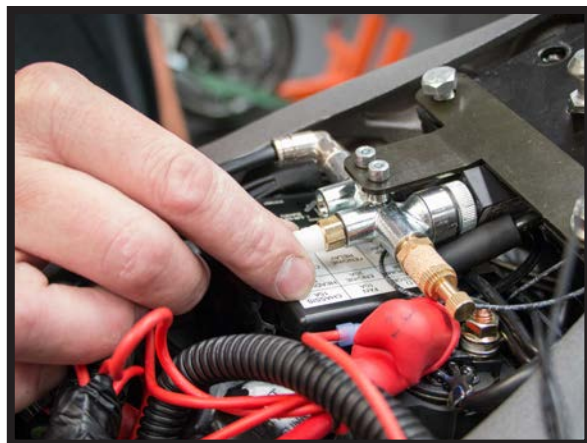


FIGURE 17



FIGURE 18

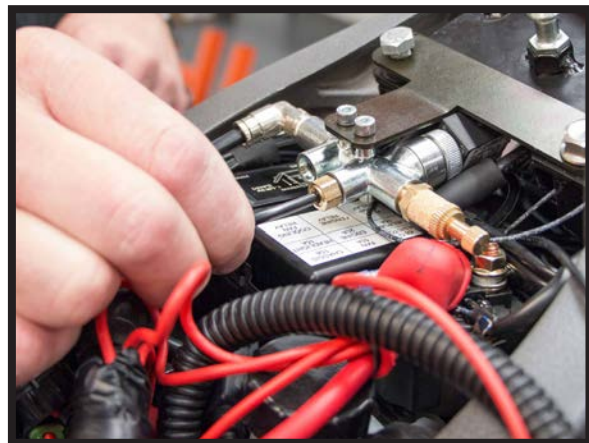


FIGURE 19

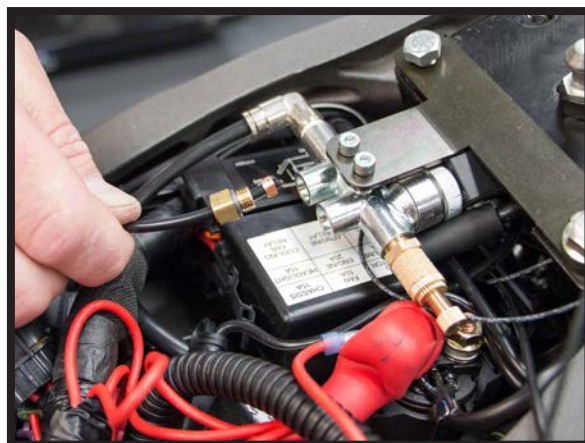


FIGURE 20

10. SUPPORTING THE MOTORCYCLE UNDER THE FRAME WITH A JACK, REMOVE THE LEFT SHOCK FIRST. THEN REMOVE THE UPPER BOLT FROM THE RIGHT SHOCK. LOWER THE BIKE ON THE CENTER JACK TO GAIN ACCESS TO THE LOWER BOLT. (FIGURES 21, 22, 23)

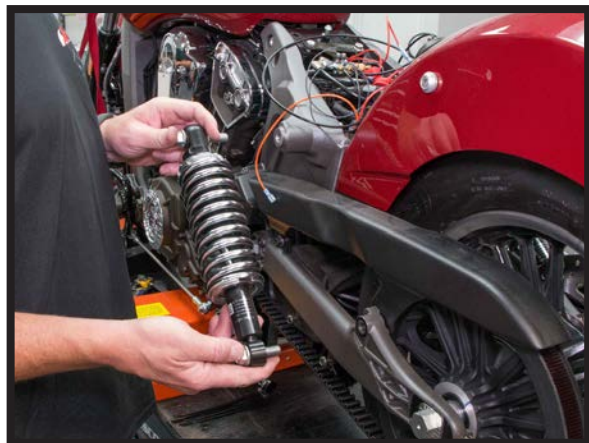


FIGURE 21



FIGURE 22



FIGURE 23

11. REMOVE THE OUTSIDE SPACER AND O-RING FROM BOTH AIR SHOCKS. USING THE INCLUDED BOLT ATTACH THE LOWER RIGHT SHOCK EYE TO THE SWING ARM AND SNUG TIGHT, THEN INSTALL THE SCREW COVER. (FIGURES 24, 25, 26)



FIGURE 24



FIGURE 25



FIGURE 26

12. LIFT THE MOTORCYCLE BACK UP AND USING THE INCLUDED BOLT AND SPACER SNUG THE UPPER SHOCK EYE TO THE FRAME. THE 4MM AIR LINE WILL REACH THE SHOCK IN THE "V" BETWEEN THE FRAME AND THE FENDER. TRIM THE LINE TO LENGTH THEN USING THE SAME PROCEDURE AS IN STEP #9 ATTACH THE AIR LINE TO THE SHOCK WITH A VOSS FITTING. INSTALL THE SCREW CAP COVER. THEN MOUNT THE LEFT AIR SHOCK TO THE MOTORCYCLE. (FIGURES 27, 28, 29)

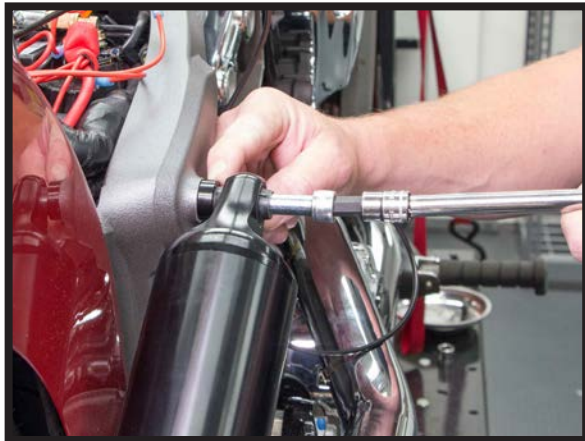


FIGURE 27



FIGURE 28



FIGURE 29

13. REMOVE THE LOWER CLUTCH PERCH BOLT. WITH THE INCLUDED SCREW AND SPACER, ATTACH THE HANDLEBAR SWITCH TO THE PERCH. ROUTE THE WIRES DOWN THE HANDLEBARS, UNDER THE FUEL TANK BACK TOWARD THE BATTERY. FOLLOWING THE WIRING DIAGRAM IN THE BACK OF THIS MANUAL, COMPLETE THE ELECTRICAL CONNECTIONS. (FIGURES 30)

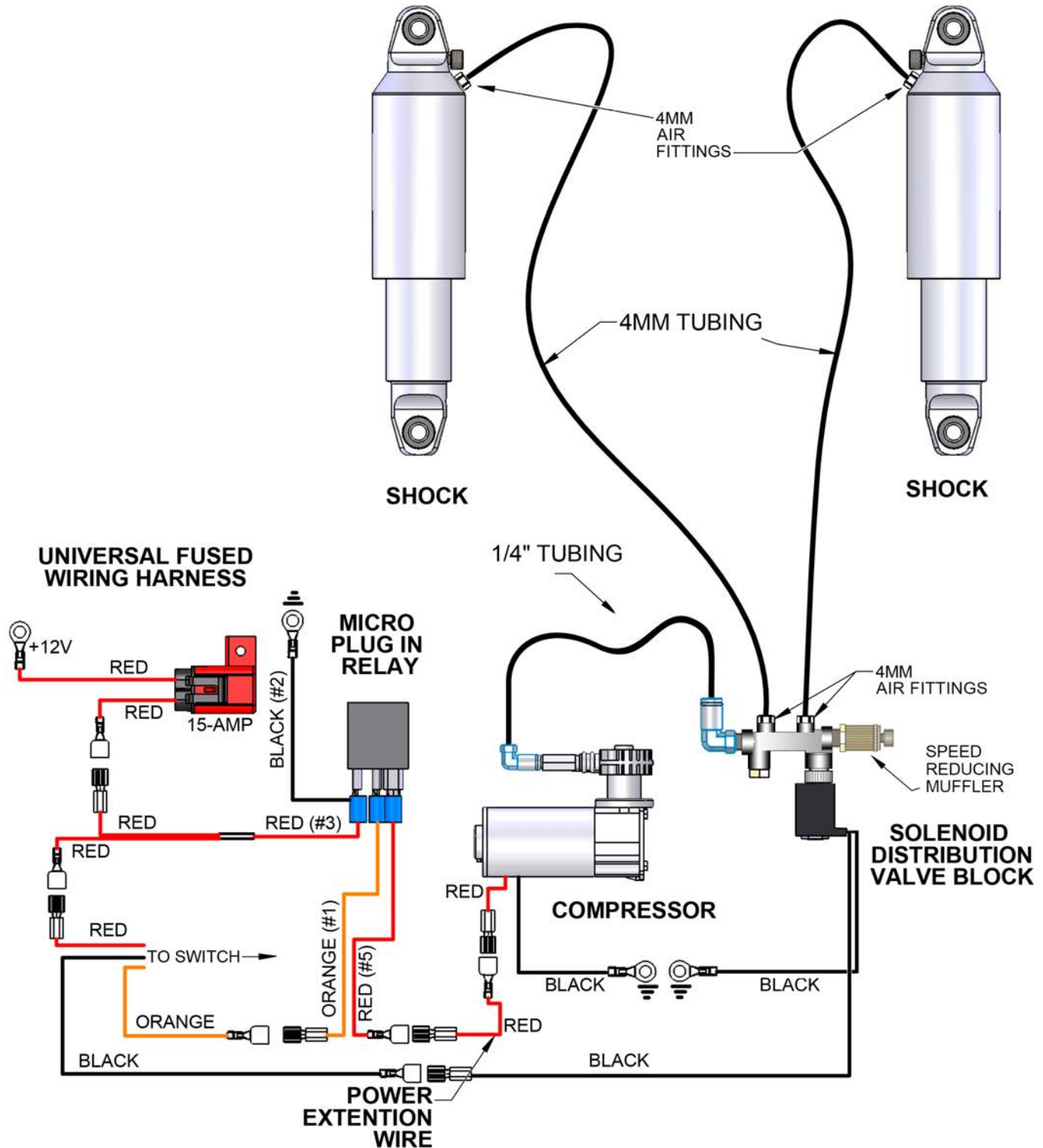


FIGURE 30

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 on-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 manufacturer's warranty. These directions are accurate at time of publication. Arnott Inc. reserves the right to revise specifications without notice.

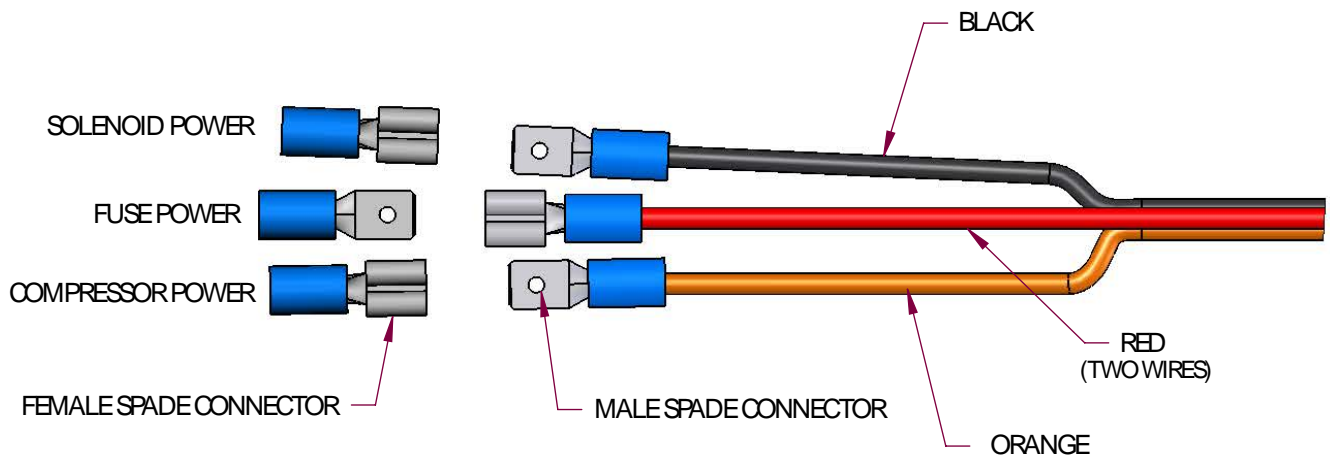
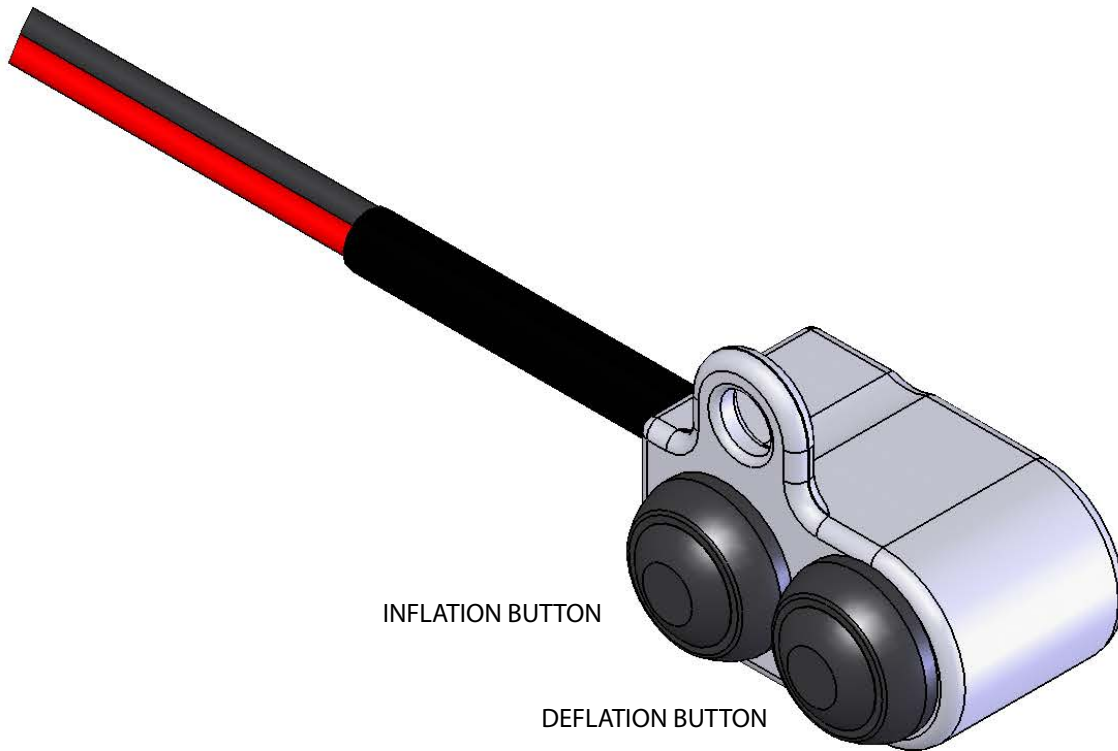
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- AS SHOWN IN ILLUSTRATION ABOVE:
1. CUT SWITCH WIRING TO APPROPRIATE LENGTH.
 2. CRIMP THE TWO MALE SPADE CONNECTORS TO THE ORANGE WIRE AND TO THE BLACK WIRE
 3. CRIMP THE FEMALE SPADE CONNECTOR TO THE DOUBLE RED WIRE