

FXA-1006 Harley Front Installation Instructions



- ◆ Due to the sensitivity of front-end suspension components, AirFX **strongly** recommends having a qualified mechanic perform the following installation.
- ◆ Your bike must be equipped with the AIRFX "Instant-UP" package or have stored compressed air to feed the front suspension.

1. Lift front of motorcycle and secure.
2. Remove front axel and wheel assembly making sure to remove brake calipers so there is no damage to front wheel.
3. Remove socket head bolt from bottom of fork tube cylinder assembly. **NOTE:** Oil will drain from tube at this point. Have container ready.
4. Loosen top triple clamp bolt and remove shock.
5. Remove the cap and slider, being careful not to damage seals.
6. Using a 0.900" diameter rod, punch out the seal in the end of the tube. Once seal is out, bend the retainer clips out of the way. (See pictures on the back of this page)
7. Apply a liberal amount of provided (green) grease to inner bushings/bearings and the tube seal. (This will provide lubrication in the absence of fork oil) (See pictures on the back of this page)
8. Replace lower fork tube being careful not to damage seals.
9. Apply a little grease to the threaded portion of the top cap of the AirFX cartridge assembly and insert into top of upper fork tube.
10. Apply a little grease to threads and install bottom socket head bolt with stock crush washer and tighten with impact allen wrench.
11. Repeat for the other fork tube and install the shocks.

You are now ready to run airlines and wire your system

1. Find a good location for the Valve package and secure in place.
2. Wire and plumb tubing per provided picture..

You are now ready to test your newly installed AIRFX, Air Suspension System.

1. Make sure bike goes up and down using the push buttons (or toggle).
2. Lift the bike through the entire travel of the suspension, while checking for interferences.
- 3.

THE BIKE SHOULD ROLL FREELY AT BOTH THE HIGHEST AND LOWEST SETTINGS

3. Listen for leaks. The system should trap the air in the cylinder, it should not drift down.
4. If it does drift, spray soapy water on the tubing connections, look for bubbles. Cut tube and re-insert as required.

MODIFY THE KICKSTAND AS REQUIRED SO THAT THE BIKE REMAINS UPRIGHT WHEN ALL OF THE AIR IS OUT OF THE SYSTEM

PATENT 8,316,978
PATENT PENDING 13/647,925

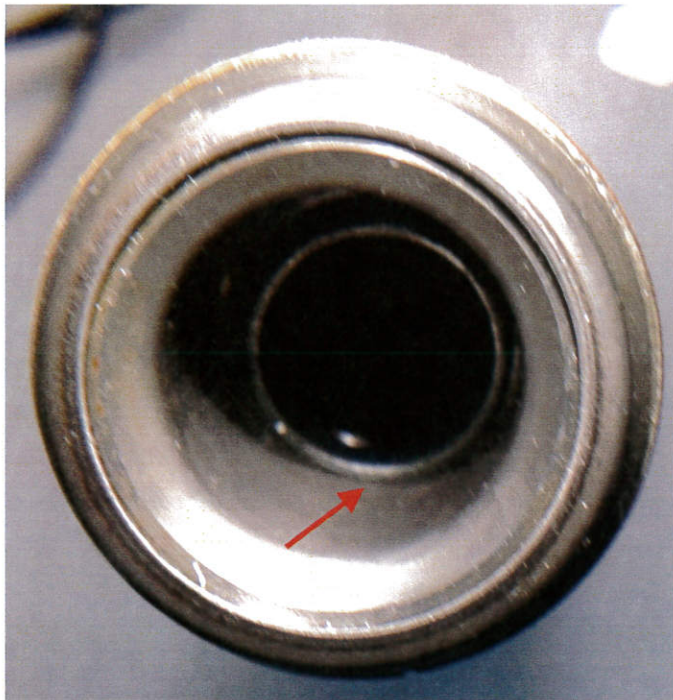
***** WARNING *****

THIS SYSTEM MAY USE THE FULL TRAVEL OF THE SUSPENSION. THE INSTALLER IS RESPONSIBLE FOR THE PROPER INSTALLATION. LOSS OF AIR PRESSURE WILL RESULT IN THE SUSPENSION MOVING TO IT'S LOWEST POSITION. THE INSTALLER IS RESPONSIBLE TO VERIFY THE SAFETY OF THE APPLICATION. IMPROPER INSTALLATION COULD RESULT IN DAMAGE TO THE MOTORCYCLE AND COULD CAUSE SERIOUS INJURY OR DEATH.

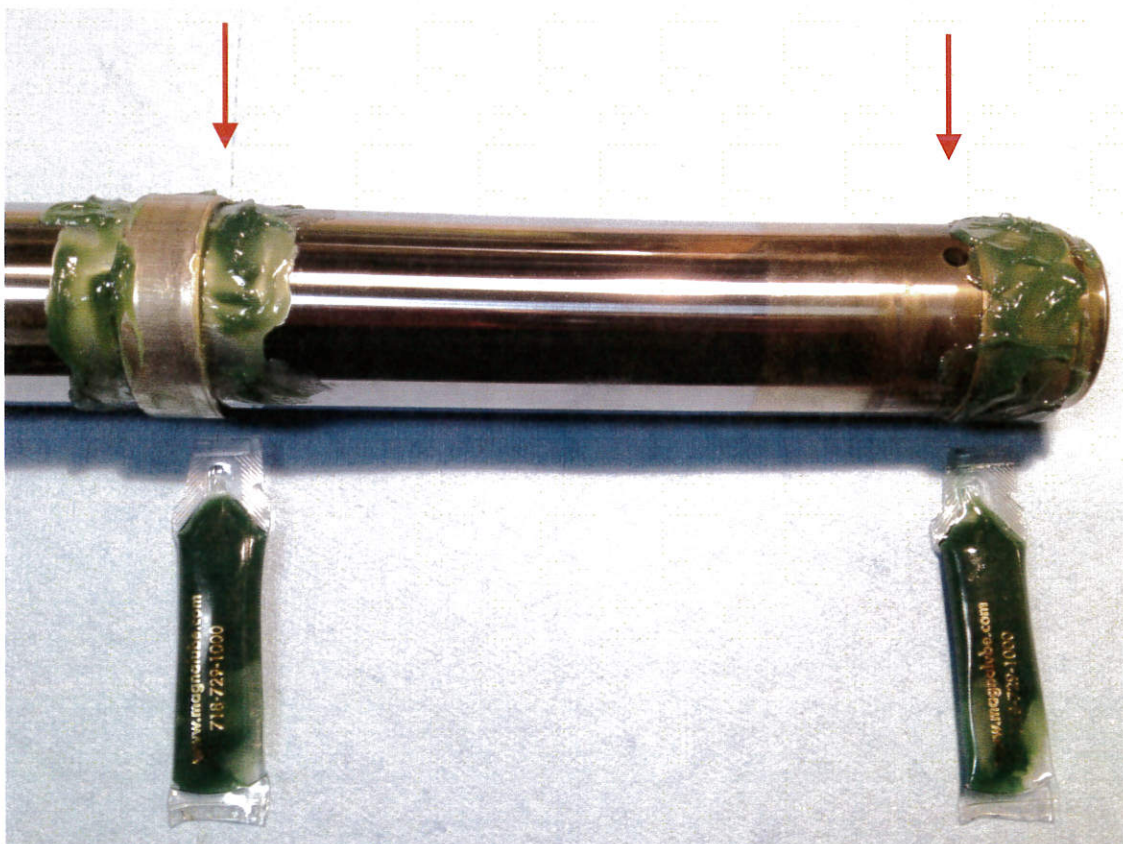
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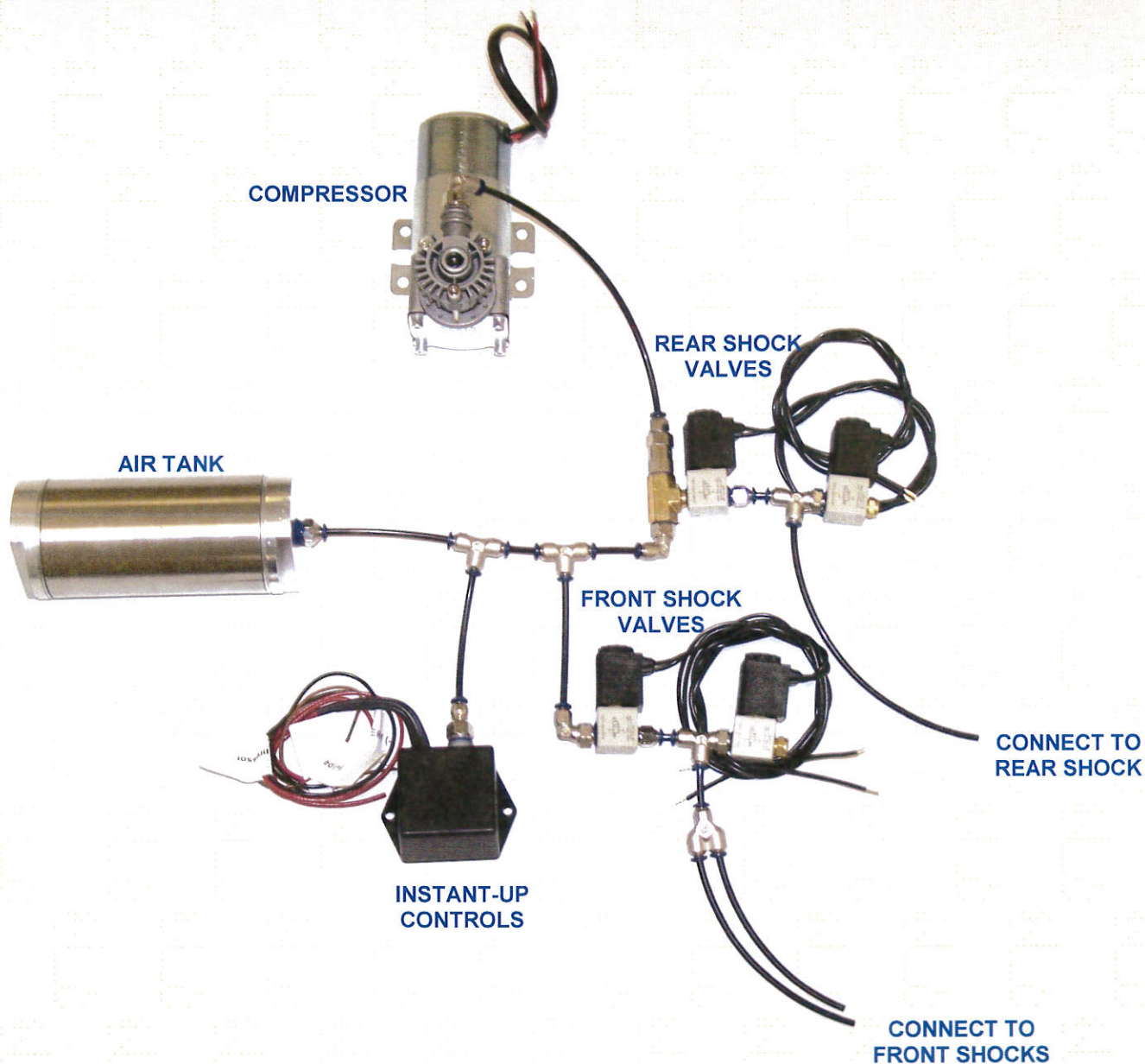
**REMOVE TUBE INNER RUBBER SEAL.
MAKE SURE THAT THE METAL FINGERS
THAT HOLD THE SEAL IN PLACE ARE BENT
BACK OUT OF THE WAY .**



**GREASE BOTH BEARING SURFACES WITH THE GREASE PROVIDED OR
SOME OTHER HIGH TEMP GREASE. THIS WILL PROVIDE THE LUBRICA-
TION SINCE OIL WILL NOT BE ADDED TO THE SHOCK. ALSO GREASE
THE TUBE SEAL.**



FRONT AND REAR AIR RIDE WITH INSTANT-UP AIR CONNECTIONS



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FXA-1004 MAGNUM Installation Instructions



NOTE: Prior to installation, determine the installation location for the compressor, control box (or toggle switch), and air valve. Additional brackets or hardware may be required.

1. Disconnect the battery.
2. Support rear of bike and remove current suspension package. (i.e., shocks, etc.)
3. Install the **AIRFX** shocks in place of stock shocks. Re-use the lower shock mount hardware. New socket head bolts are provided to replace the hex head stock bolts to clear the countersink in the new shock.
4. Install provided spacers to properly align the shock to the frame. A small spacer is used to allow the top bearing to pivot when installed. See pictures on the backside of this page.
5. Once you have verified proper alignment, **USE RED LOCTITE 262 ON ALL THREADS.**
6. Mount the compressor such that it does not interfere with any moving suspension or drive train components.
7. Mount the control box (or toggle switch) and valve in the previously determined location.
8. Supply 12 volt power to the control box (or toggle switch) using the loose leads. The compressor has an internal breaker, therefore, it is not necessary to run the power through the fuse box. You can run directly off the battery (red to positive, black to negative) or you can tie into fuse box. From the 3 pin connector, cut to length and splice the compressor and valve wiring per the labels on the wires.
9. Fit and cut a piece of black tubing (provided) between the compressor port and the straight fitting on the valve package. Connect the open port (elbow fitting) of the valve to the center of the tee fitting. Connect the other end of the tee to the ports on the top of the shocks. To release the tube from the fitting, vent system pressure, push in on the blue ring on the fitting, and pull on the tube.
10. Lower the bike off the lift and install the Schrader (tire) valve on the bottom of both shocks.

You are now ready to test your newly installed **AIRFX, Air Suspension System.**

11. Make sure bike goes up and down using the push buttons (or toggle).
12. Lift the bike through the entire travel of the suspension, while checking for interferences. **THE BIKE SHOULD ROLL FREELY AT BOTH THE HIGHEST AND LOWEST SETTINGS.**
13. Check for proper drive belt tension at mid travel of the suspension. Listen for leaks. The system should trap the air in the cylinder, it should not drift down.
14. Air can be added to the tire valve to firm up the shocks. The softest setting is achieved by raising the shock to half stroke, and manually vent the Schrader valve.

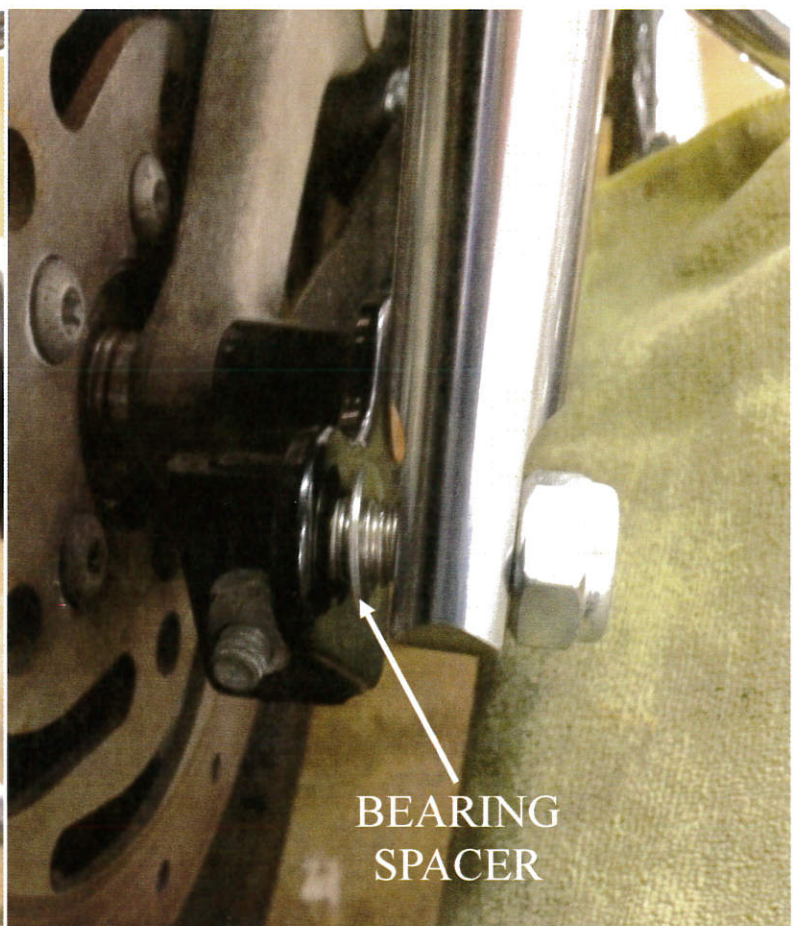
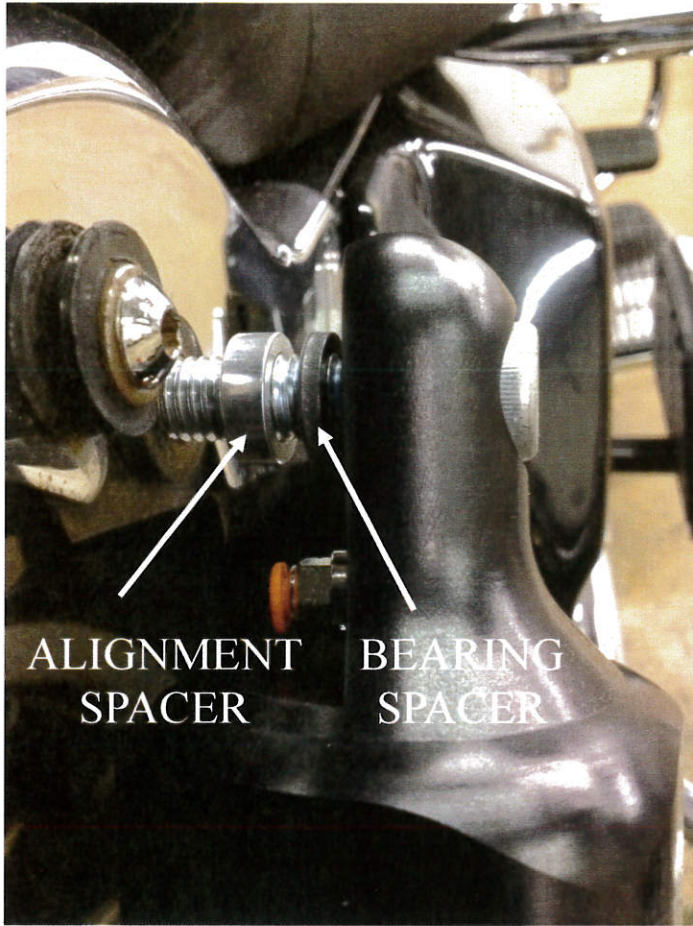
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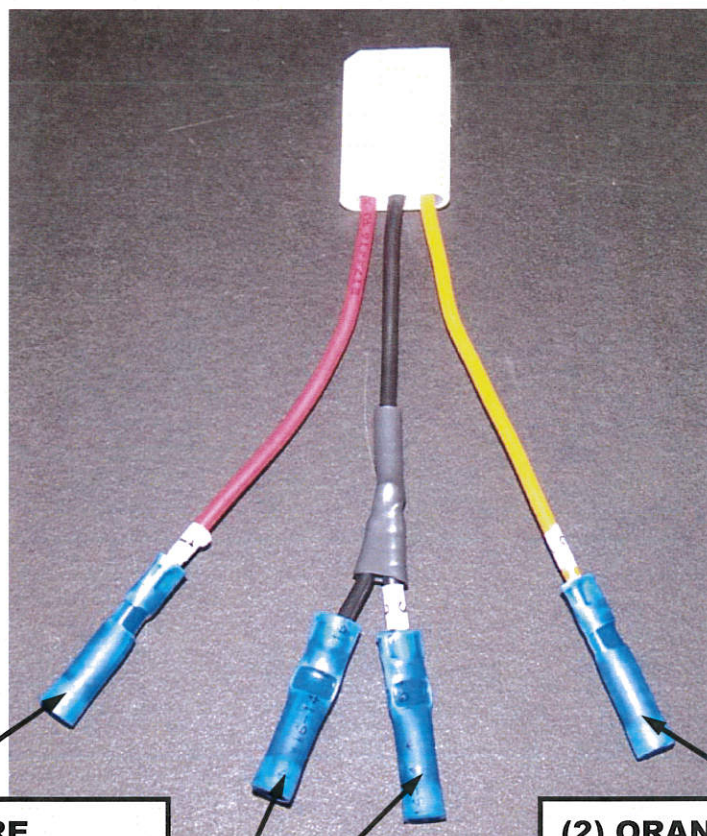


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CONTROLS PIGTAIL WIRING



(1) RED WIRE
**CRIMP TO ONE OF THE
VALVE COIL WIRES**

(2) ORANGE OR WHITE WIRE
**CRIMP TO ONE OF THE
OTHER VALVE COIL WIRES**

(3) BLACK WIRE (COMMON)
**CRIMP TO THE OTHER
VALVE COIL WIRE**

CONTROL BOX
**PLUG PIG TAIL INTO MATING CONNECTOR.
CONNECT THE RED WIRE TO THE BATTERY (+)
AND THE BLACK WIRE TO THE BATTERY (-)**

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