



PROGRESSIVE
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E.C.C. Airtail Compressor Kit for Airtail Suspension System Installation Instructions

The following document will cover Installation Instructions for the following applications:

- 2000-2006 Harley Davidson Softails Retro fit existing Airtail Compressor Kits with E.C.C. and new installation of E.C.C Compressor Kits

Note: If you have not yet installed an E.C.C. Compressor Kit for an Airtail Suspension System, be sure to read through both the installation and set-up instructions before beginning. Doing so will familiarize you with the names and procedure, saving several steps.

Caution: Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

The motorcycle must be securely blocked to prevent it from tipping over when the shocks or rear wheel are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension “E.C.C. Airtail Compressor Kit” is designed to work on the OEM (Original Equipment) frame and swingarm in conjunction with Progressive Suspensions Airtail rear shock system. Use of this system on a frame or swingarm other than OEM may produce an unsatisfactory ride and void the warranty.

Lowering your motorcycle will decrease initial ground clearance. The motorcycle will be closer to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. Lowering a motorcycle can change the handling characteristics. Always use extreme caution when riding after a change is made and take time to get accustomed to any handling changes.

Installation

- Following steps covers retro fits and new installations.

*** DENOTES RETRO FIT APPLICATION ONLY.**

Step 1 - Compressor

1. Jack the bike up and support it so that you can remove the rear wheel. Place your jack in an area that will not lift on the swingarm and leaves access to the space right in front of the front shock mounts. This is the area you will be installing the valve assembly into.



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2. Relieve all pressure from the air shock- both “ride height” and “bottoming control” chambers must be drained of pressure.

3. Remove the seat and disconnect the battery.

4. Remove the rear wheel and “*splash guard*” (part number 60363-00)

*** Retro fit applications only. New applications go to #11 of Step 1.**

*5. Remove compressor from pivot shaft, disconnecting any airlines and wires from the compressor and solenoid.

*6. Remove coil cover with switch housing and air release valves, being sure to disconnect all connections and airlines.

*7. With compressor removed, remove the original solenoid valve (Fig. 1) and the 2 “T” fittings (Fig. 2) from the compressor mounting bracket.

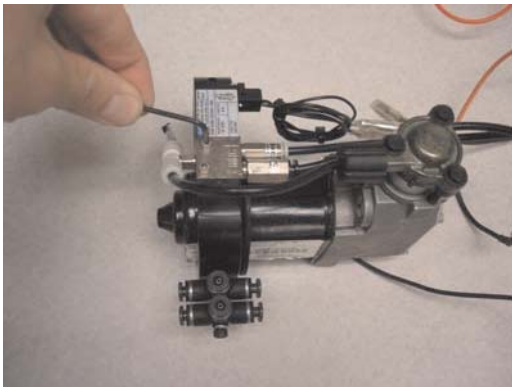


Figure 1

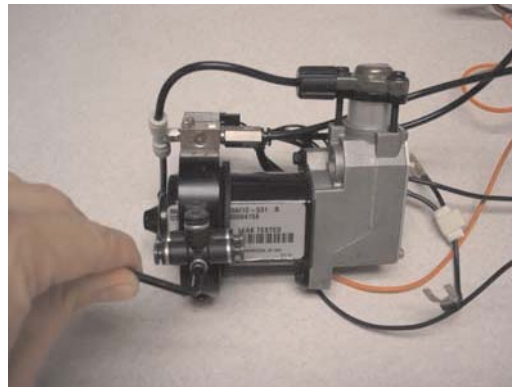


Figure 2

*8. Un-screw outlet valve from compressor and remove original airline (Fig. 3), being sure to not lose small o-ring around the end of airline. This will be used in the next step.



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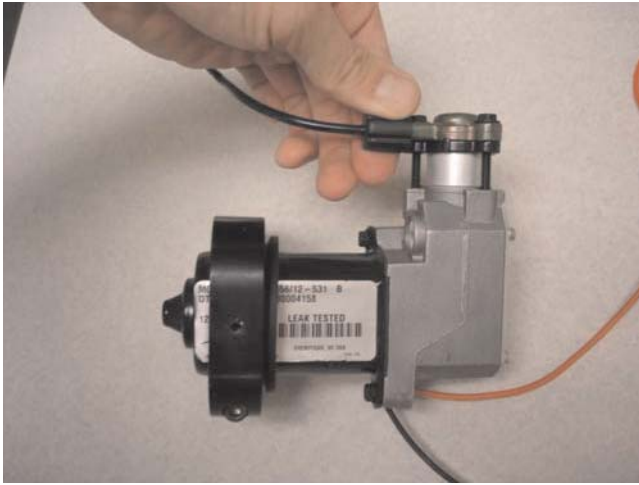


Figure 3

*9. Slide the screw on cap over the end of the supplied airline. Then slide on the small o-ring. Insert airline into the compressor outlet valve and screw on cap until finger tight.

*10. Take the new fused orange wire supplied in the E.C.C. kit and connect it to the orange wire coming from compressor.

11. Un-screw outlet valve from compressor (Fig. 3), being sure to not lose small o-ring under the cap, this will be used in the next step.

12. Slide the screw on cap over the end of the supplied airline. Then slide on the small o-ring. Insert airline into the compressor outlet valve and screw on cap until finger tight.

13. Install compressor onto pivot shaft, feed orange wire with fused connection up to the battery positive area. Do not connect yet. (Fig. 4)

Note: If you are installing this system on a California model Softail equipped with a factory emissions control canister assembly (part number 27042-84A), it is necessary to relocate this assembly. It occupies the space needed to mount the compressor. (Fig. 4)



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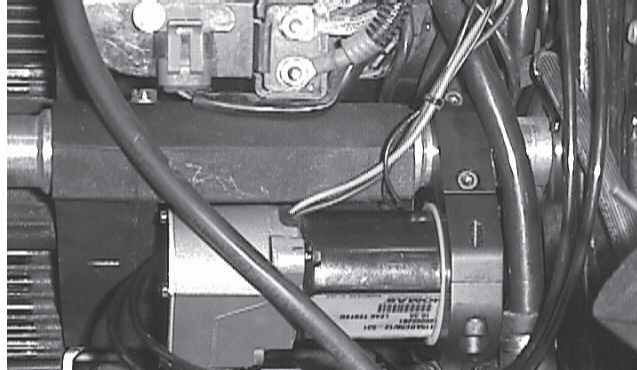


Figure 4

14. Run the black wire with male bullet connector and the airline from the compressor along the inside of the lower frame and between the frame and the Air Shock up to the vacant area in front of the mounting nuts for the rear shocks.

Step 2 – Solenoid Valve

1. Remove front mounting nuts from shocks. The vacant area directly in front of the shocks will be where you mount the solenoid valve assembly, but first all connections must be made with airlines and wires since you will not have access to that area once the assembly is installed.
2. Plug in the airline from the compressor into the appropriate fitting (Fig. 5)
3. With the airlines from the Air Shock still connected to the shock, run them to the solenoid valve and hook up to appropriate fittings (Fig. 5) **It may be necessary to trim the length of the airlines.**

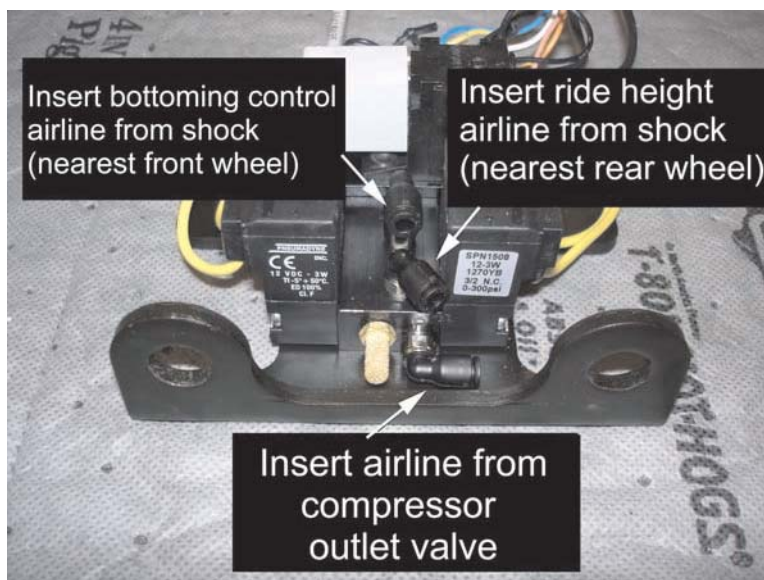


Figure 5

Note: The compressor, solenoid, and shock fittings feature high pressure quick connect fittings. To connect the airlines, simply press them into the fitting until they bottom out. They bottom out about 3/16" past the first resistance you feel. If you need to trim the airline it is vital that you make a square cut with a sharp razor blade (do not use "dikes" or wire cutters) as failure to do so could result in a leak. If you need to disconnect a line for any reason, simply push in the outer collar on the fitting and pull out the airline. Also, if you disconnect an airline for any reason it is suggested to trim a small amount (approximately 1/8") off the end you pulled out- as a freshly cut and installed airline is less likely to leak.

4. Next connect the black wire with male bullet connector from the compressor to the black wire from the solenoid valve with the female bullet connector.
5. Take the two lower harness connector ends and run those wires along the frame, up along side the front down tubes to be later connected to the upper harness.
6. Now install the solenoid valve assembly to the front shock bolts, placing the assembly bracket with metal side towards the ground.
7. Torque the shock nuts to factory specs.

Step 3 – E.C.C. with upper harness – throttle side or handlebar clamp

1. Remove stock clamp from right hand control and replace with E.C.C. control - throttle side mount. (Fig. 6)



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Figure 6

1.a. Remove stock handle bar clamp and replace with E.C.C. control – handle bar clamp.
(Fig. 6a)



Figure 6a

2. Torque the mounting screws as specified in shop manual.

3. Depending on the length of the handlebars and risers, different routing may be used. Be sure to plan out your wire routing so that all wires are able to connect appropriately.

4. Route the E.C.C. wire harness along the handlebars and secure with zip ties, continue to route down the frame neck area, this will need to be connected to the lower harness somewhere along the down tubes or wherever the existing length will allow. Next run the red fused wire from the harness connector along the right side of the backbone, between the fuel tank and frame. It may be necessary to loosen or remove hardware and/or the fuel tank in order to route the upper harness wires.



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Step 4 – Finalizing Installation

1. Connect the lower harness plugs to the upper harness plugs
2. Connect the red and orange fused wires to the battery positive terminal.
3. Connect the black wire from the solenoid valve to the battery negative terminal.
4. The system is now “hot”.
5. Check for air leaks and the functionality of the system.
6. Re-install splash guard and rear tire. Be sure all fasteners or components loosened during the installation are properly re-installed and torqued to factory specs.