

# MADSTAD

E N G I N E E R I N G

## Adjustable Windshield System

### Can-Am Spyder F3

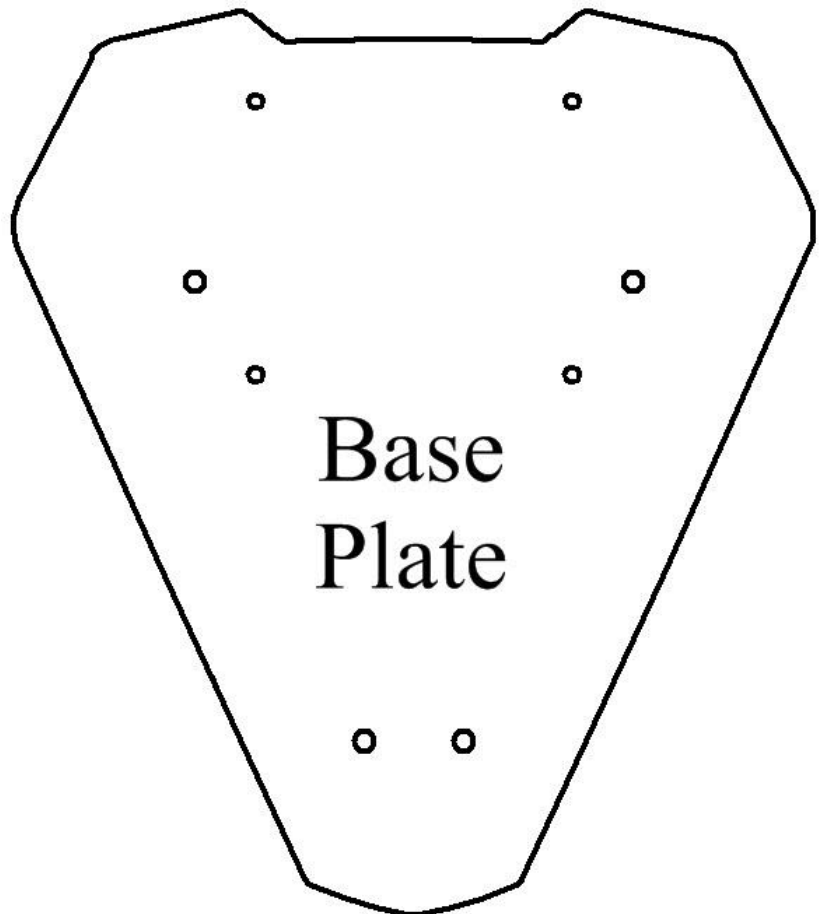
*Please read this entire manual before proceeding with installation.*

Tools needed for installation:

- (1) 4mm Allen wrench**
- (1) 10mm crescent, box or adjustable wrench.**
- (1) #2 Phillips screwdriver**

The MadStad adjustable windshield system for the Can-Am Spyder F3 attaches to the bike's existing mounting points. No modifications to the bike are needed. It revolves around the glossy black base plate that is shown in the diagram at right. A series of brackets bolt to the bike to support the base plate, and then the base plate in turn supports the adjustable MadStad brackets and windshield.

If you already have the Blue Ridge or some other windshield attached, you must remove it and return the bike back to stock configuration.



Brackets included in your kit:



Adjustable Brackets

Crossbar



Side Deflector Brackets



Rear Support



Front

Support

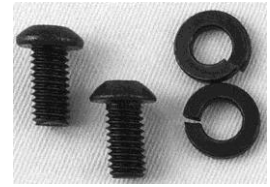
The Adjustable Brackets, Rear Support and Side Deflector Brackets should each have two rubber well nuts inserted into them. These rubber well nuts are mounting points for the plastic parts of the system.

Please note the colors of the hardware shown on the next page. We are using colored bags that match the colors here so you can identify them more easily.

## HARDWARE LIST

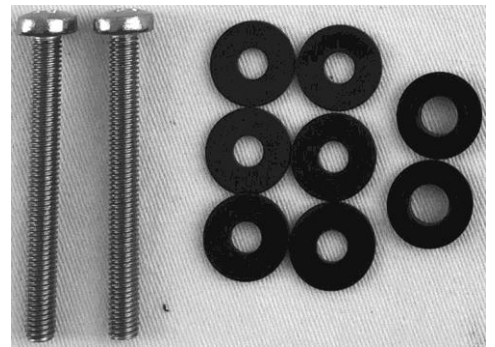
### For the **Adjustable Brackets:**

- (4) M6 x 16 screws
- (4) M6 lock nuts
- (4) 1/4" plastic flat washers
- (2) M6 x 12 screws
- (2) 1/4" split lock washers



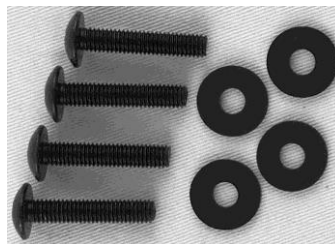
### For the **Front Support, Rear Support and Deflector Brackets:**

- (2) M6 x 45 screws
- (2) M6 x 35 screws
- (2) M6 flat washers
- (2) Spacers M6 x 8mm
- (2) M5 x 50 Phillips screws
- (2) plastic shoulder washers
- (6) M5 plastic flat washers
- (2) M5 x 45 Phillips screws



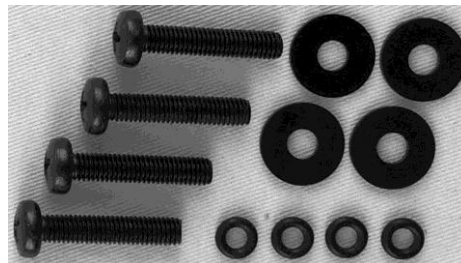
### For the **Base Plate:**

- (4) M5 truss screws
- (4) M5 flat plastic washers



### For the **Side Deflectors:**

- (4) M5 x 25 Phillips screws
- (4) M5 flat plastic washers
- (4) Small o-rings (5/32")  
(or rubber washers)



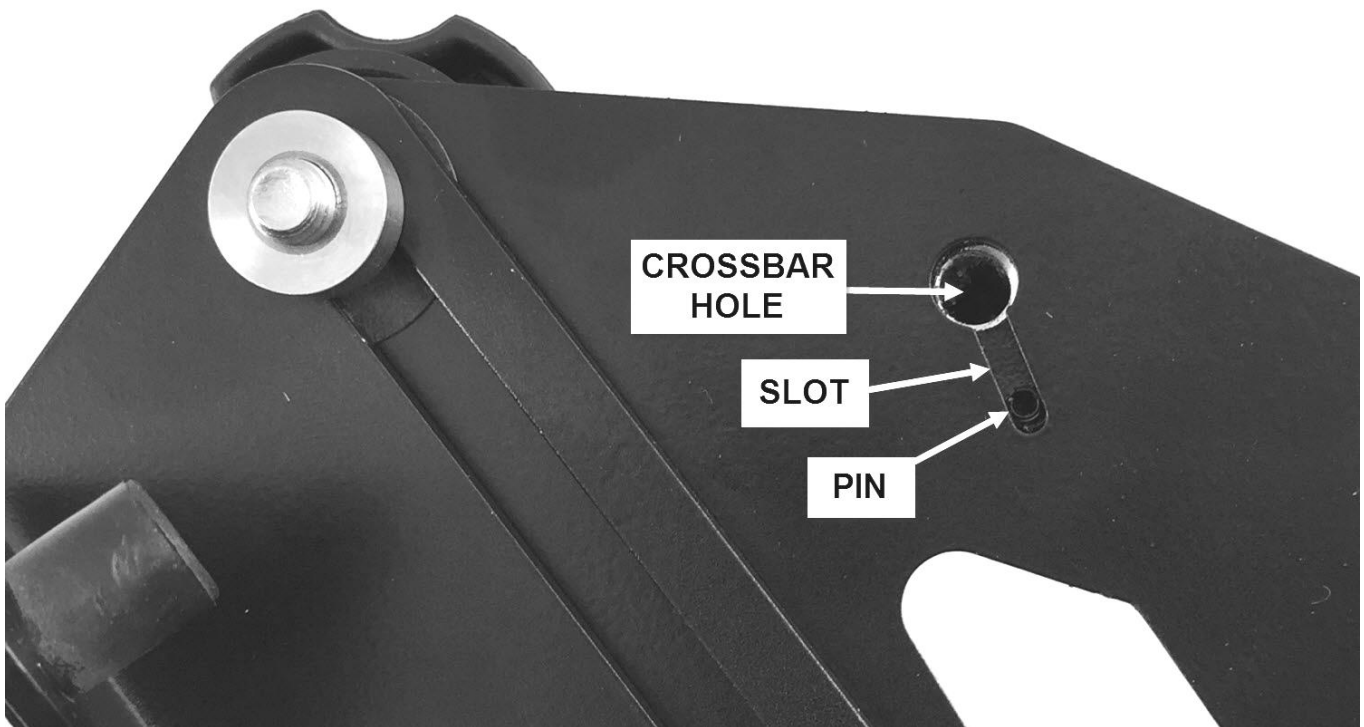
### For the **Windshield:**

- (4) M5 Truss Screws
- (4) M5 flat plastic washers
- (4) soft rubber washers

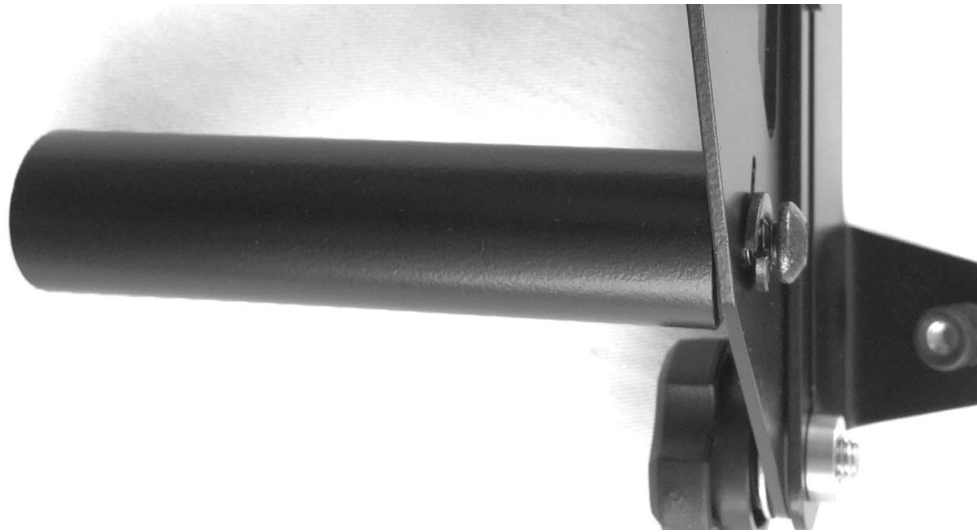


## STEP 1: Connect the Adjustable Brackets Together

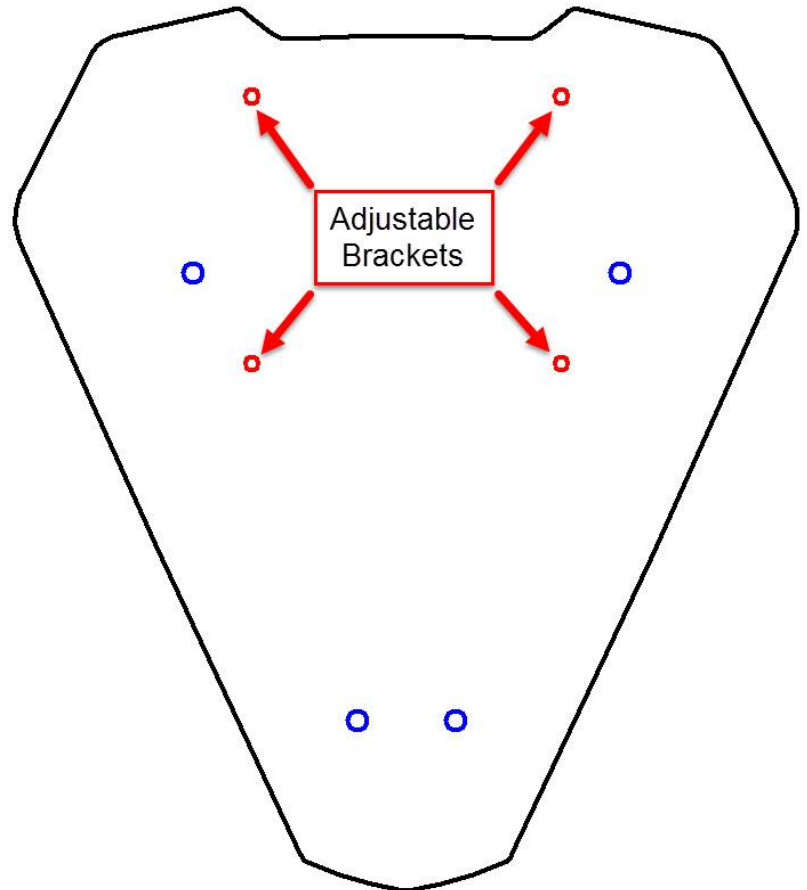
Although the Adjustable Brackets are bolted to the Base Plate, they are also connected to each other via the round aluminum Crossbar. We'll attach the crossbar first by lining up the pin sticking out of one side with the slotted hole in the bracket as shown here. NOTE: There is only one pin in the crossbar and the crossbar goes on the inside of the bracket (the same side as the knob).



Once the pin is in and the central hole is aligned, screw it together using an M6 x 12 button socket screw with a split lock washer on it. Use the other screw and lock washer to attach the second bracket to the other side of the crossbar. This time there is no pin to align, and again the knob on the bracket must be on the same side as the crossbar (see below).

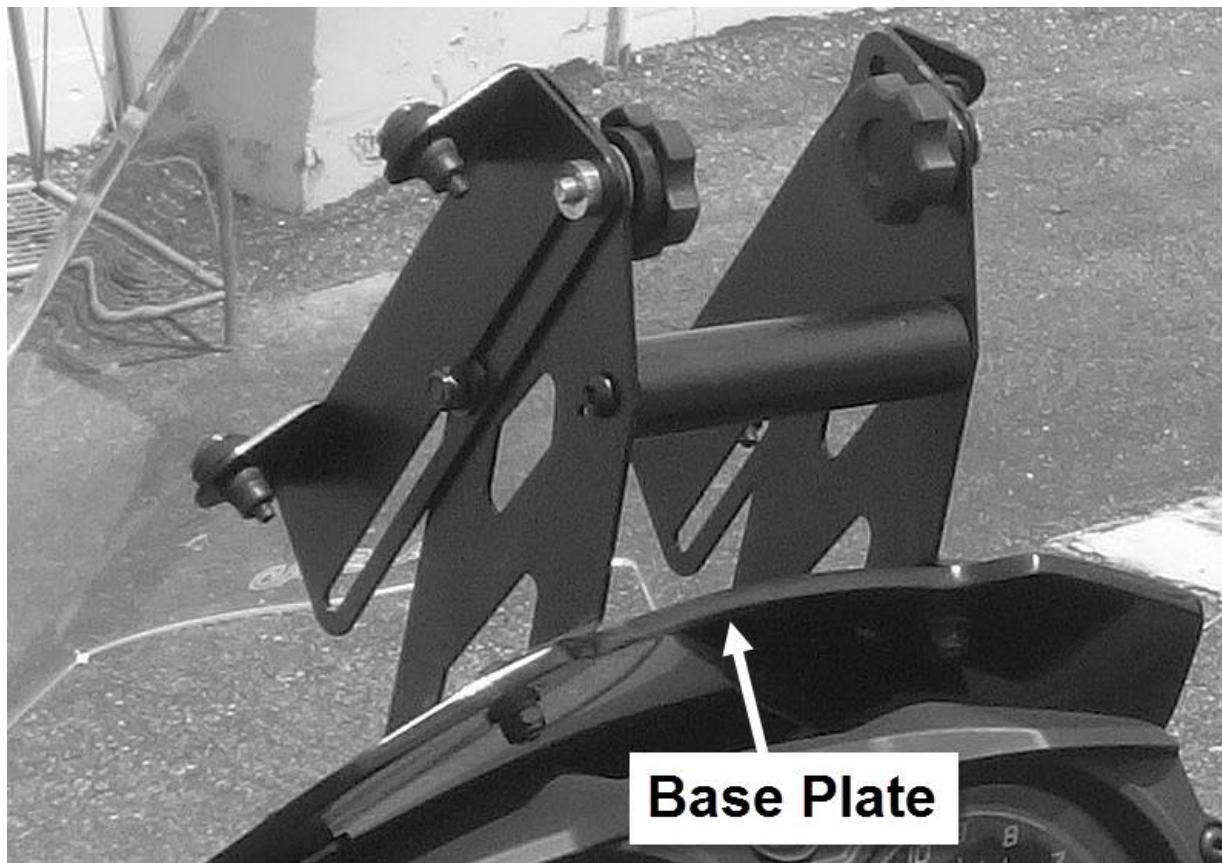


**STEP 2: Attach the Adjustable Brackets to the base plate.** The knobs should be up at the top of the plate. The brackets mount to the four holes on the base plate as shown in this diagram at right. Use the M6 x 16 screws through the bracket then through the base, and put a plastic flat washer then lock nut on the back side of the base plate and tighten. **DO NOT TIGHTEN HARD,** you could crack the base plate.





The attached brackets should look like the photo below (just not mounted to the bike):

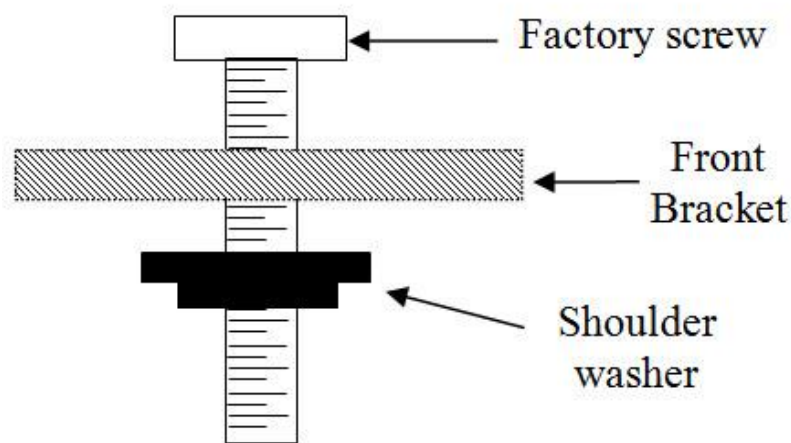
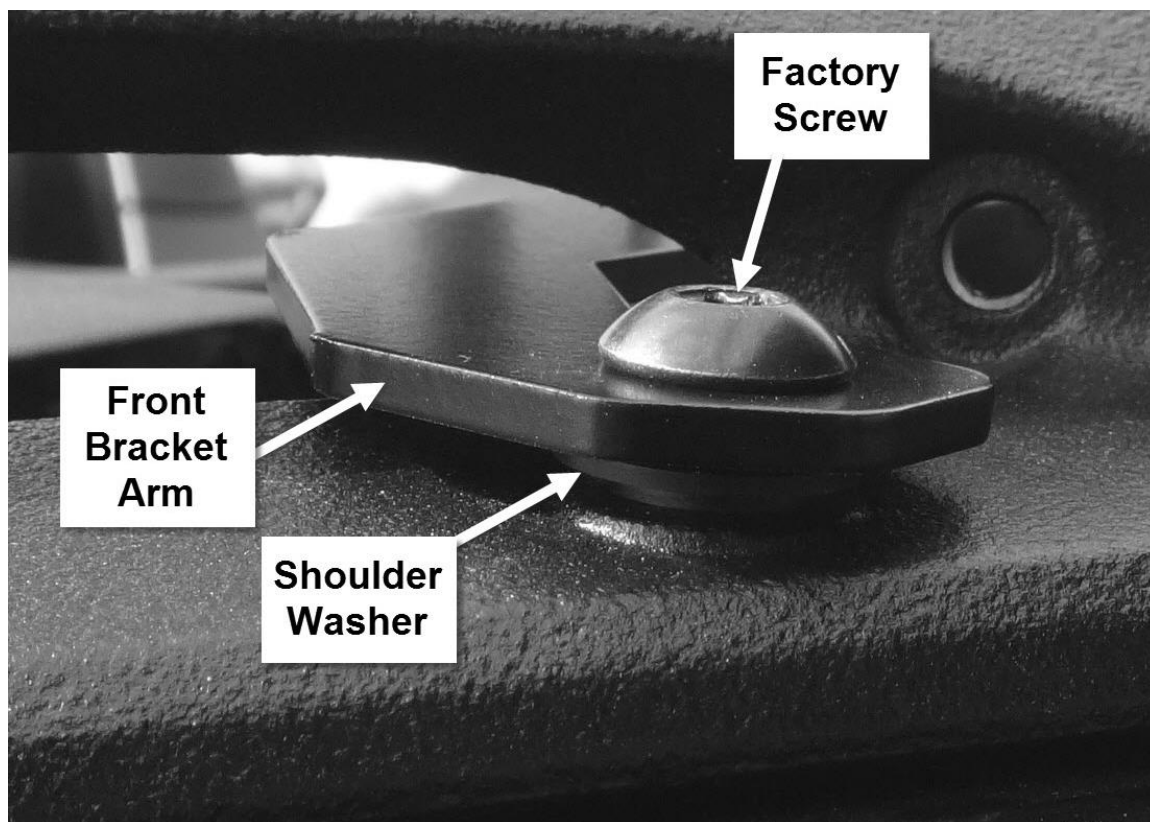


### **STEP 3: Attach the Front Support**

The front support slips under the front beams as seen in the photo at right. The factory screws are used to attach the front bracket so remove the two of them first.

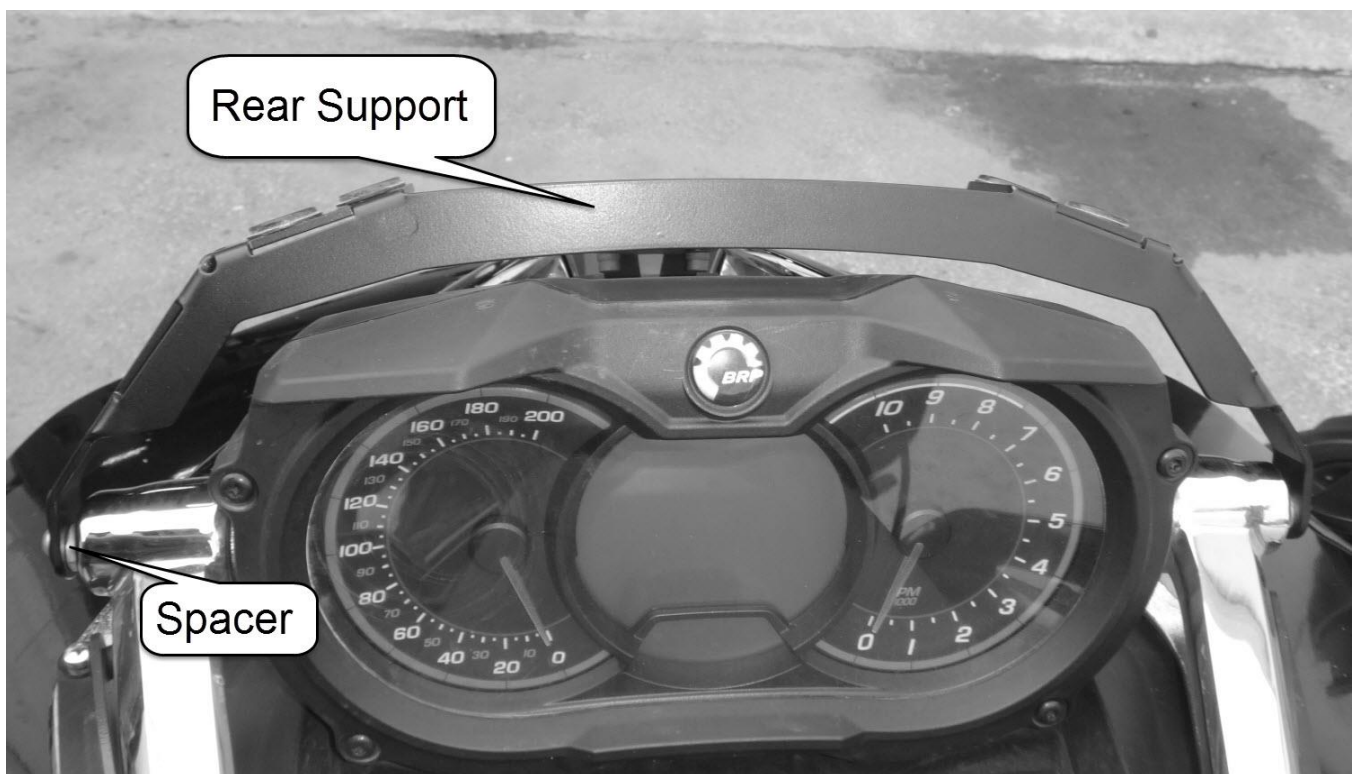


To keep the metal arms of the bracket from laying directly on the metal of the bike we have provided two “shoulder washers” to sit between the two (see photo below). The shoulder washer has a raised center and a wide rim. The wider portion is the top. Run the screw through front bracket then the shoulder washer then into the mounting hole, as in the diagram below. If the factory screw is too short for any reason, use the M5 x 45mm Phillips screws provided in your hardware kit.



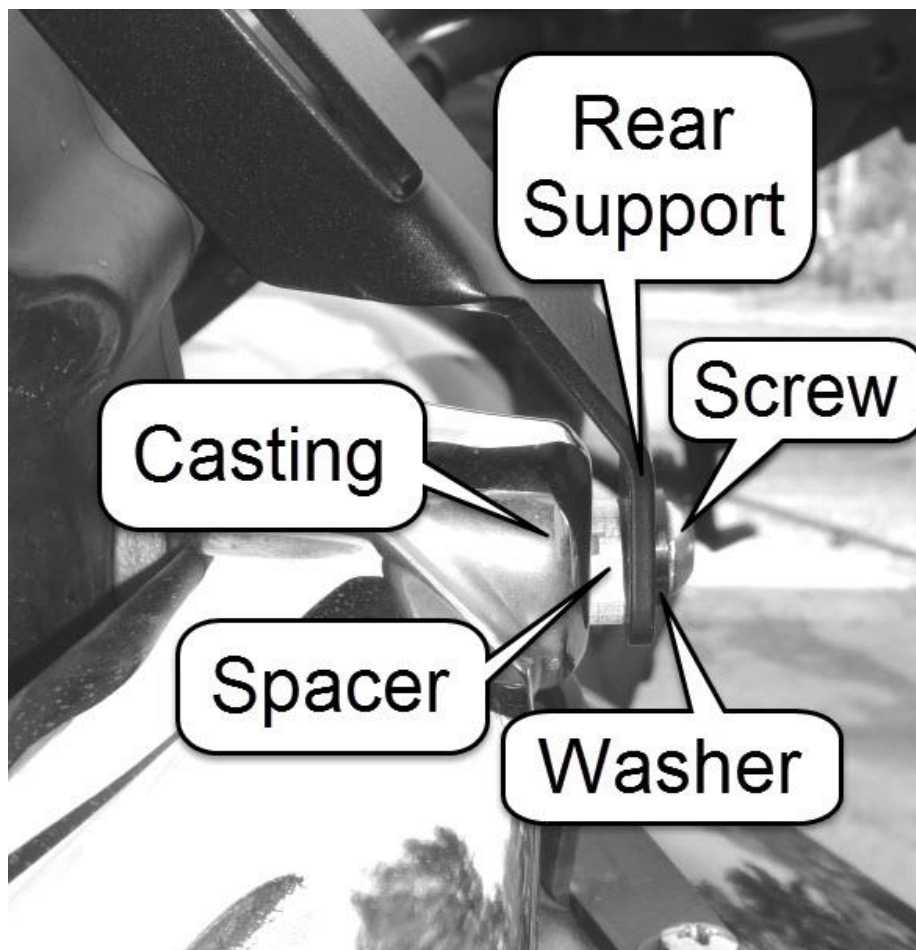
## STEP 4: Install the rear support.

The rear support attaches to the sides of the instrument housing, on the outside of the factory metal castings. (See photo below.) You will need to remove the two factory screws that are set into these castings, they are too short for our support bracket. Don't worry about the instrument cluster; it will not fall out when you remove those two screws.





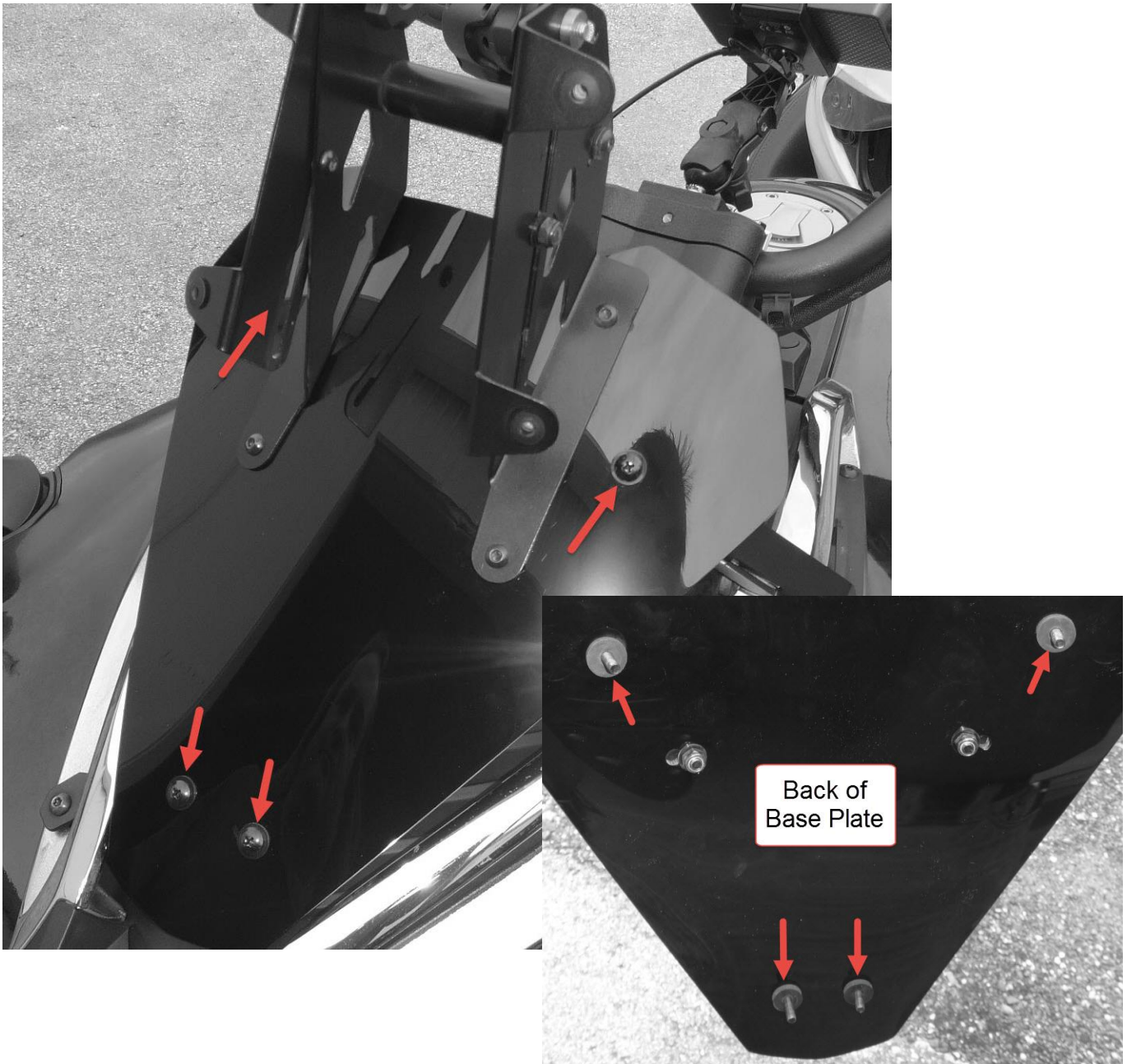
Once the factory screws are out, set the rear support over the instrument cluster as shown above and put an aluminum spacer between the factory casting and our support, then insert an M6 x 45 screw with a flat metal washer through the bracket hole, spacer and into the instrument housing. If the M6 x 45 screw is too long, use the M6 x 35. Repeat on the other side and snug both screws down, but don't tighten them completely. You may need to rotate this support slightly to align it with the holes in the base plate, but just leave it in approximately the position shown here for the next step.



## STEP 5: Attach the Base Plate with Adjustable brackets.

Prepare the base plate prior to attaching it to the four well nut mounting points you have installed. Use the M5 truss screws (thin-head Phillips screws) with a plastic washer on and insert through the base plate, then place an M5 rubber washer on the back side of each to hold the screw in place (see insert at bottom right).

Set the two lower screws into the well nuts on the front support and tighten them. You do not have to tighten the screws down hard, just get them good and snug. Then rotate the rear support to align its well nuts with the base plate screws and screw those in as well.

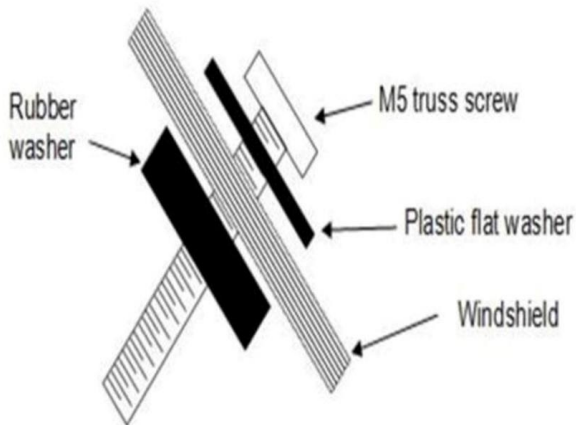


## STEP 6:

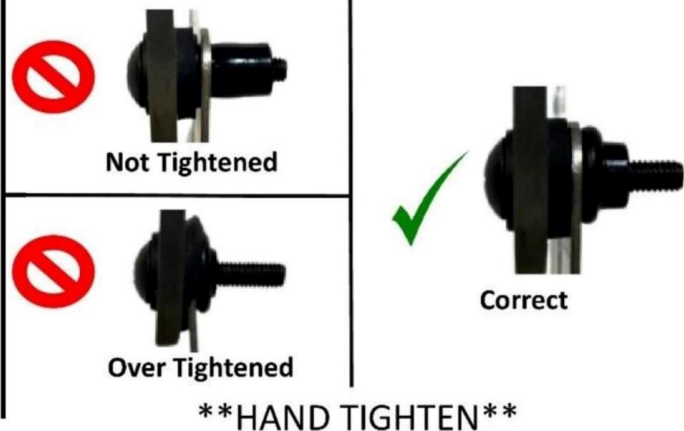
# Windshield Installation

1. Pre-install the Truss screws & washers into the windshield holes as shown in the image below.
2. Once all four of the screws are in place, gently guide the screws into the Well Nuts in the brackets until all four are set.
3. Hand tighten the Truss screws until they swell up behind the bracket and are firmly holding the windshield.

### Windshield Layout:

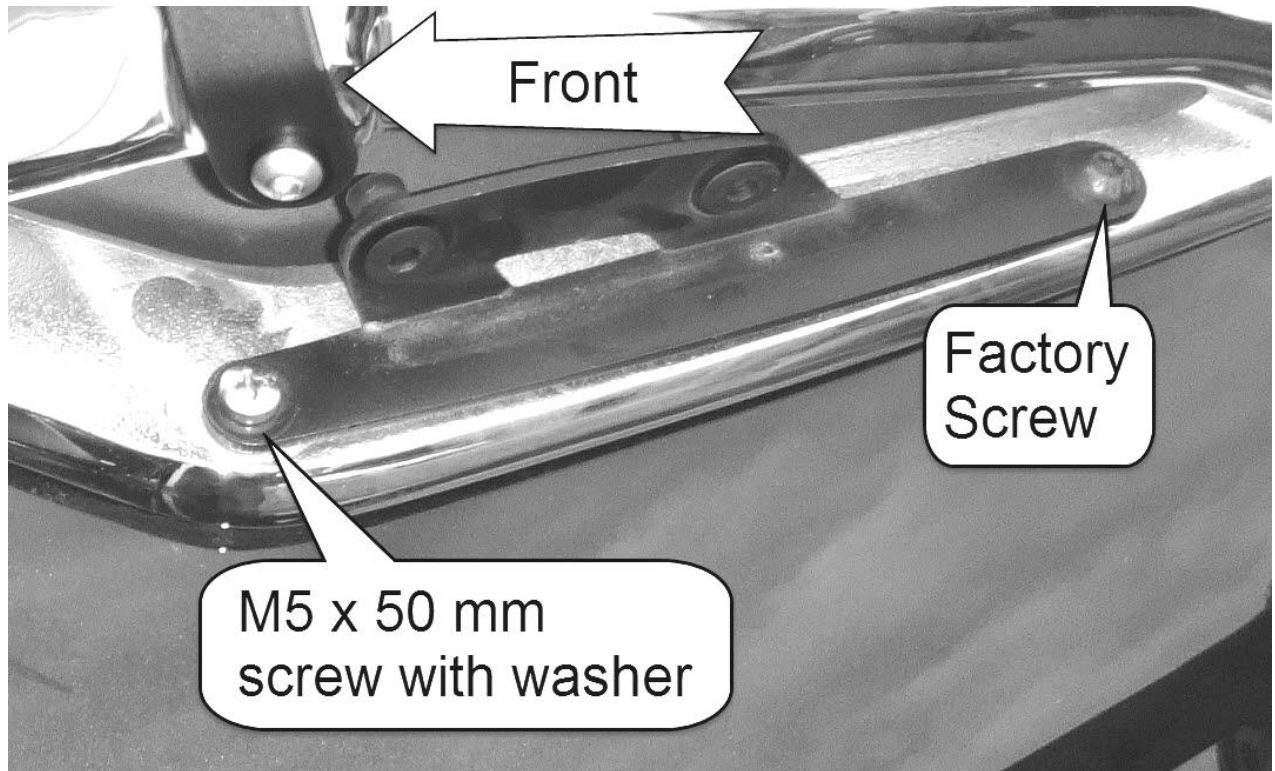


### Well Nut Tips:



## STEP 7: Attach the Side Deflector brackets and Deflectors

The side deflector brackets attach to the bike on each side of the instrument cluster. Remove the two factory screws which are there and set the deflector bracket in place as shown below. Replace the front factory screw with an M5 x 50mm screw and washer provided in your kit. Secure the rear portion of the deflector bracket using the same factory screw that came out of that hole. Repeat this for the other side of the bike.

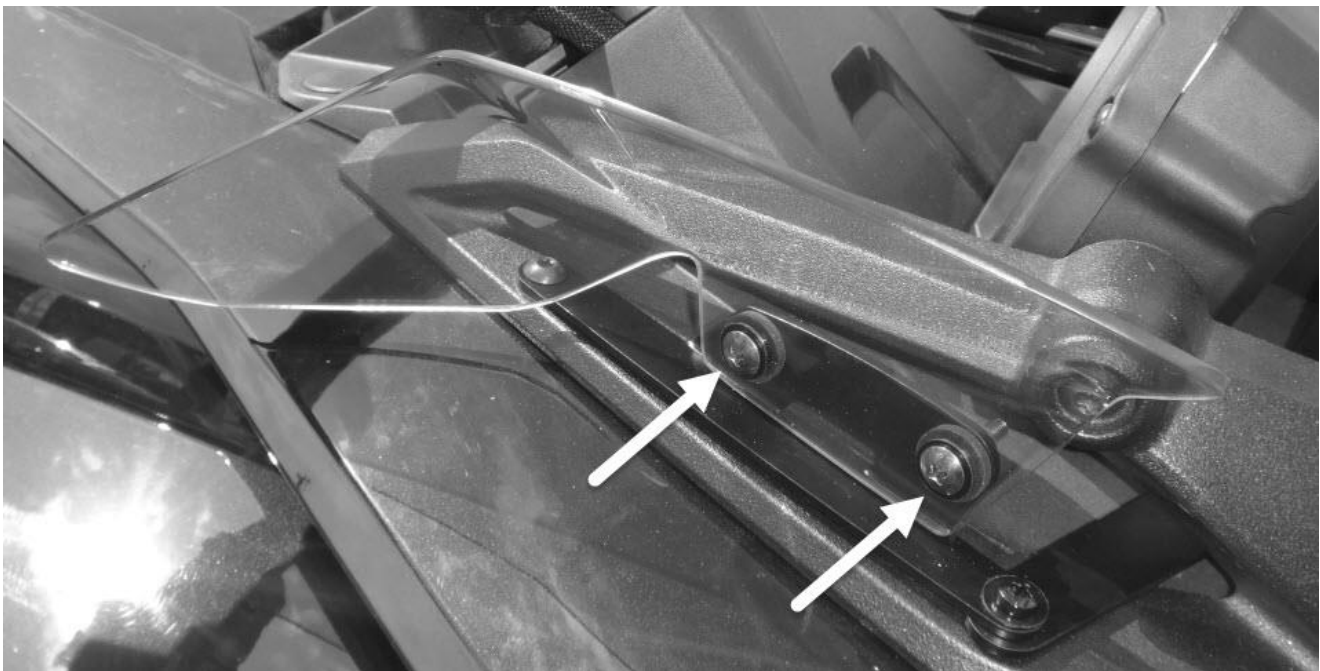




The plastic deflectors attach with truss screws to these brackets as shown below. (Your deflectors are black, but a clear one is shown here so you can see the attachment points.) The angled “wing tip” of the deflector goes to the rear of the bike.

Put a plastic flat washer on the truss screw then run it through the deflector hole, and put the small rubber o-ring (or a rubber washer) on the back side. Repeat for the other hole then set the two screws into their corresponding well nuts as shown below and tighten. Just like the windshield, you do not need to tighten these down hard, just until they are good and snug.

Repeat for the deflector on the other side of the bike.



## **Bracket and Shield Adjustment**

The MadStad brackets are adjustable for both height and angle. Simply loosen the two black knobs a turn or two (NOT while you are driving!), grab the top or sides of the windshield and pull up or push down to set the height wherever you want it. We recommend putting the top edge of the shield at about your chin level for starters. You can also tilt the windshield forward or backward. We recommend an angle of about 60 degrees (up from horizontal) for starters. This should be roughly mid-range through the angle adjustment arc.

Tighten the knobs back up and go for a test ride. Windshield and airflow adjustment is not scientific, it is going to take a bit of trial-and-error. If you find the air is hitting you in the forehead then bring the vehicle to a stop and slide the windshield up maybe a 1/2 inch, then tighten the knobs back up and try it again. Sometimes changing the angle to a more forward position, rather than raising the windshield, will give better results. We recommend that you change only on parameter at a time (just the height, or just the angle) so that you can figure out exactly which change gave you improved airflow.

If you find that you have to raise the brackets all the way up just to get the windshield to your chin level, then most likely the shield you have is too short and you need to replace it with the next size up. Best results will be with the windshield in the lower half of the adjustment range to prevent excessive air from blowing in underneath the shield.

By the way, DO NOT fiddle with windshield adjustment while you are in motion! Always pull over and come to a complete stop before making any changes.

## **Disclaimer**

Neither MadStad Engineering nor its owners shall be liable for any damages, consequential or inconsequential, resulting from the use of our products. Installation of any of our products constitutes acceptance of these terms.

It is the responsibility of the user to make sure all fasteners are tightened securely, the windshield is mounted properly and the adjustment knobs are tightened snugly before putting the motorcycle in motion. MadStad systems ARE NOT intended to be adjusted while the vehicle is in motion; you must pull over out of the way of traffic and come to a complete stop before making any changes. The user must never place the windshield in such a position as to interfere with the safe and complete movement of the handlebars and controls.

## **Returns and Warranty**

MadStad adjustable brackets carry a lifetime warranty against manufacturing defects. This does not include cosmetic issues nor any parts that inherently wear out or degrade over time such as rubber and plastic parts. Windshields, deflectors, and other similar plastic parts are warrantied for 1 year against manufacturing defects, not against cosmetic issues or issues related to normal wear and tear. Please visit our website for further details.

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*Thank you for your support, and ride safely!*

