



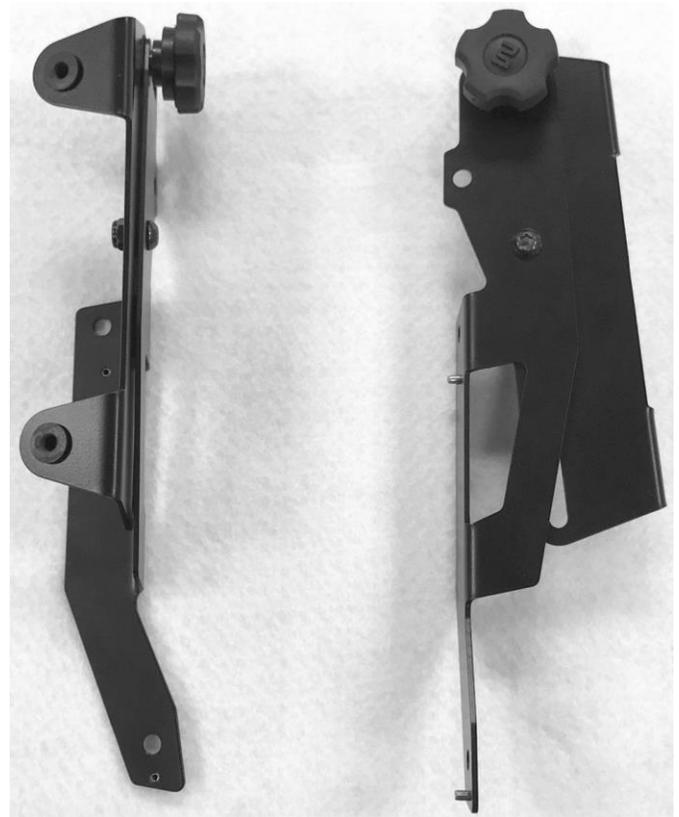
Adjustable Windshield System

Honda Africa Twin

Please read this entire manual before proceeding with installation.

What is in the box:

- (1) MadStad Africa Twin Brackets Kit
- (1) Crossbar – 125mm
- (2) M6 x 16 button socket screws
- (2) 1/4" split lock washers
- (4) M5 well nuts
- (4) D-shaped flat washers
- (4) M5 x 25 T-screws
- (8) rubber washers



Tools Needed:

- 4 mm Allen wrench (hex key)
- #2 Phillips screwdriver

MadStad adjustable windshield brackets will only fit a MadStad windshield. Please remove your stock windshield, and also pull off the rubber boots that are slid onto the factory windshield frame top (see photo at right). There is a rubber post that holds them in place. Push the post out then slide the boots off.

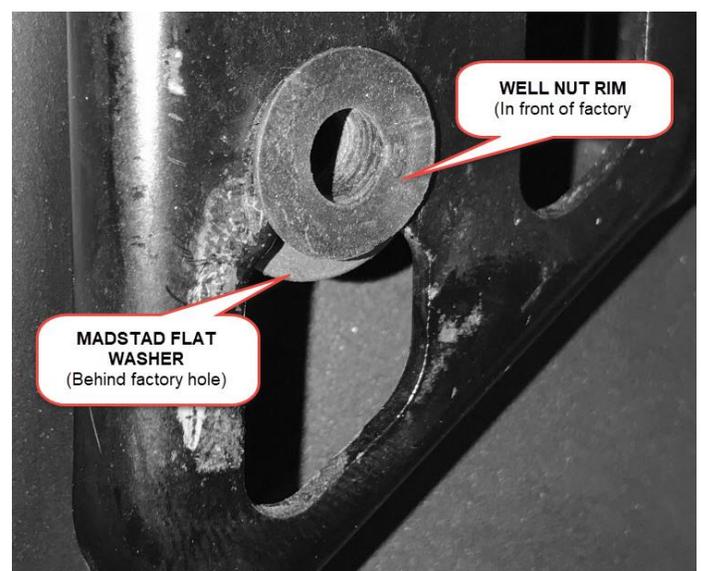


Bracket Installation:

The MadStad brackets attach to the factory windshield brackets as shown in the photo at right. You will use the factory screws and we recommend that you install the brackets as shown here in the lowest factory position.

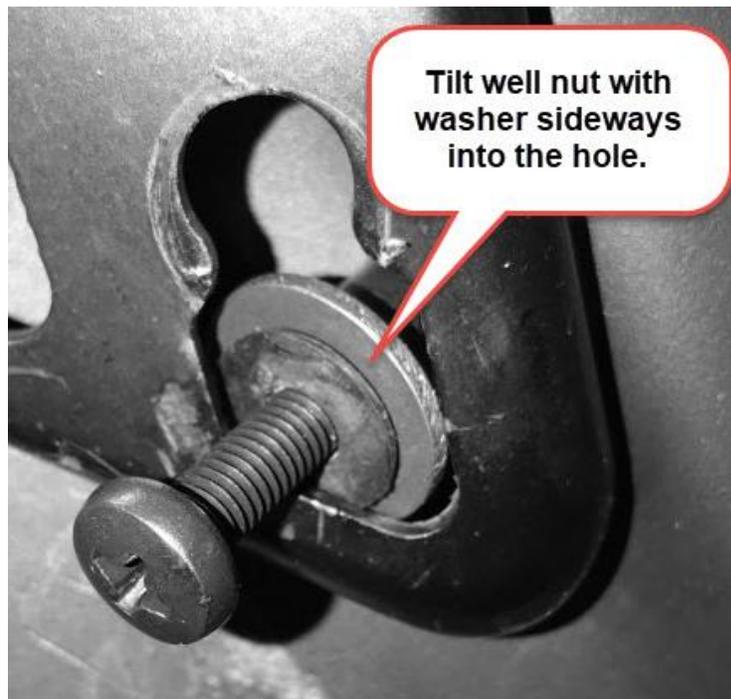


Well Nuts Setup: You must replace the factory rubber well nuts with our new ones which have our special **D-shaped flat washer** on the back side on them. This is the only way to properly secure our brackets to the keyhole-shaped factory holes. Our oversized washer goes behind the factory bracket and prevents the well nuts from pulling out. The procedure on the next page shows you how to get these into the bottom holes by inserting from the front. For the upper holes you can insert them from behind very easily and they will sit as shown at right.



FOR THE BOTTOM BLIND HOLES

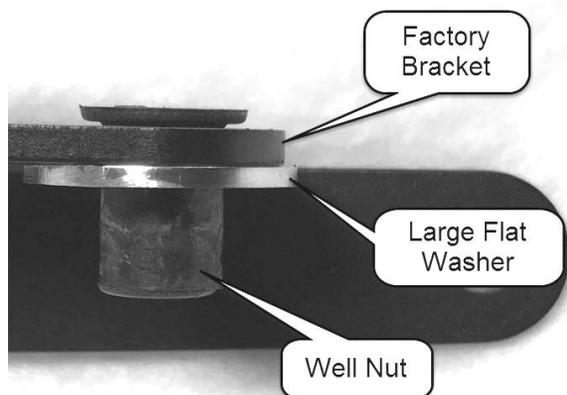
STEP 1: Thread a factory windshield screw into the top of the well nut, just a few turns so that it can serve as a handle. While holding the screw, insert the well nut into the larger section of the factory hole and tilt the nut and washer diagonally to slip it into the hole as shown at right. Do not let go of the screw!



STEP 2: Position the well nut evenly so that you can slide it up into the top (round) portion of the hole as shown at right. If the washer is right up against the head of the well nut then pull up gently on the screw to separate them slightly so you can create a little space to slide them up. The top (rim) of the well nut should rest on the front of the bracket hole and the metal washer is right at the back. The flat side of the washer is there to give you a bit of clearance where the factory bracket comes close to the mounting hole.



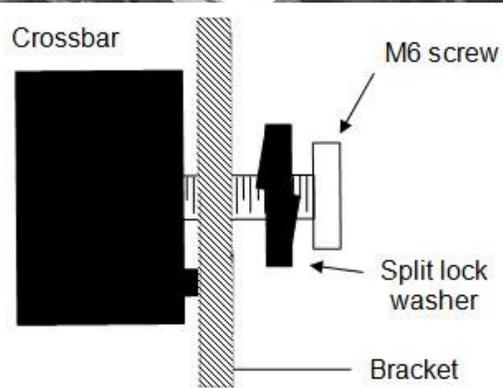
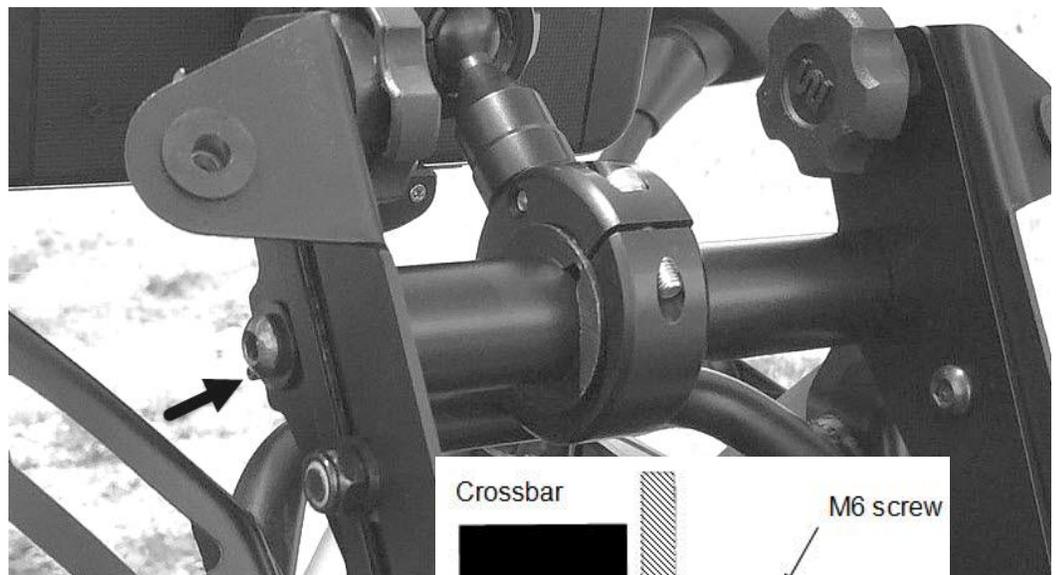
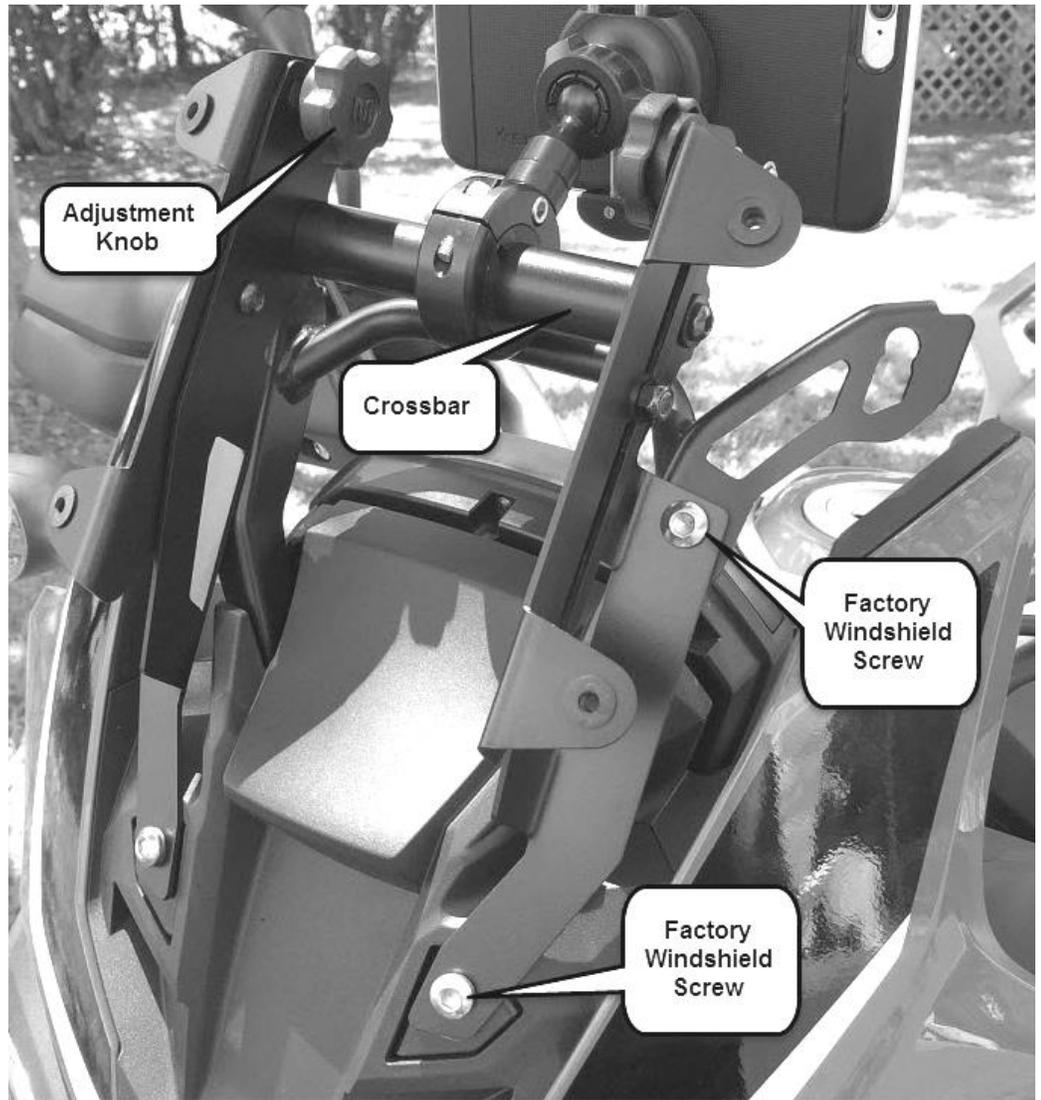
The final result should look like these photos:



Once the well nuts are in place you can attach the MadStad brackets as shown here by using the factory windshield screws. Do not overtighten the screws; they should be snug and tight but do not crank down hard, that could damage the well nuts. As long as they swell up behind the D-washers they will not come out.

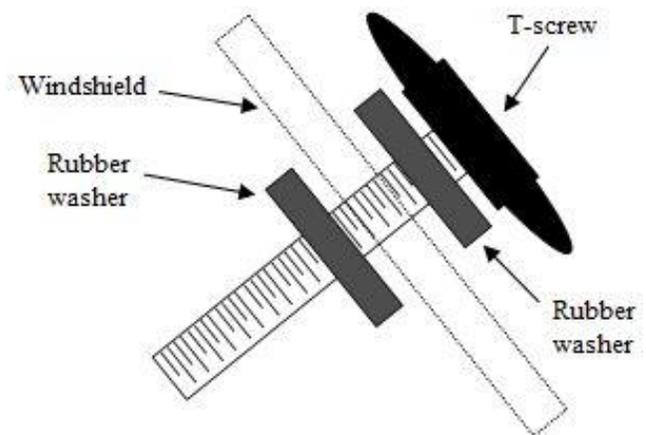
Crossbar Installation

Once brackets are installed, the crossbar can go between them. There is a pin protruding from one end of the crossbar. Make sure that pin is on the OUTSIDE edge of the bracket so that the bar will screw in flush, and the pin will rest against the outside edge of the bracket to prevent it from spinning. Use the M6 button socket screws and split lock washers to fasten the bar to the brackets as seen in the photo at right.



Windshield Installation

Once bracket adjustment is complete, the windshield attaches to the brackets with T-screws and rubber washers as shown at right. Insert all four T-screws and washers into the four windshield holes as shown at right before attempting to attach the windshield onto the RoboBrackets. We recommend that you first install the upper and lower screws on one side, then install the upper and lower screws on the other side. The rubber well nuts are flexible and shield holes are oversized so you can nudge the shield around to align the T-screws with the holes properly.



Adjusting the MadStad Brackets

The knob screws release the brackets allowing the windshield to slide and tilt. These knob screws must always be tightened securely before riding. **DO NOT** attempt to adjust the brackets while riding! You must come to a complete stop before making adjustments. Also make sure that you do not set the windshield in such a way that causes your handlebars or hand guards (if installed) to hit the windshield when turning, or before reaching full lock.

To make adjustments, loosen the knobs 1-2 turns and set the windshield so the top edge is at about your chin level as you look straight ahead while seated on the bike. Set the angle at approximately 60 degrees. (Use the angle guide on the back page of this manual as a guide.) Tighten the knobs and go for a ride to see if you now have smooth airflow over and around your helmet. Do this on a calm day if at all possible; windy days make it hard to judge the airflow. Don't ever try to adjust the mount while in motion!

Continue experimenting with different positions at different speeds until you find a combination of height and rake angle that eliminates buffeting and gives a smoother ride. You may have more than one favorite position, for example shield tilted forward on cooler days, and shield tilted back for hot days to let more air to your body.

Notes on Windshield Angle

Most windshields work best when set at a 55-60 degree angle. We have provided an angle guide **on the back page of this manual** so that you can check and see if your shield is set somewhere in this range.

To check your shield angle, your bike should be in an upright position either on a center stand or held up by a helper. Set the spine (folded edge) of the manual against the front of the shield. If the large arrow marked 60° is pointing straight up, then your shield is at a 60 degree angle. (See diagram on Page 5.) A little farther back and your angle would be somewhere between 55 and 60 degrees. Anywhere in this range is fine for your initial test ride. On some bikes a more vertical angle works better, so don't be afraid to experiment later if tilting the shield back doesn't seem to be ideal.

PIVOT SCREWS

The MadStad brackets have a pivot screw on each one, located near the center of the assembly. A nylon lock nut keeps the screw snugly in place, yet allows the brackets to slide back and forth. It is adjusted at the factory to have a minimum of play yet still allow the brackets to move. If for some reason you wish to adjust the tightness of this pivot screw or move it to an alternate pivot position, use a 4mm Allen wrench along with a 10mm socket or crescent wrench to make the adjustment. **NOTE:** If you tighten the lock nut completely you will not be able to slide the brackets!

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

If you are not satisfied with your new windshield system you have 30 days to return it. Full details are available on our web site at www.madstad.com. If purchased from a dealer then please contact the dealer for their return policy.

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.

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Thank you for your support, and ride safely!

