



Adjustable Windshield System

KTM 1290 Super Duke GT

Please read this entire manual before proceeding with installation.

What is in the box:

- (1) Base bracket
- (2) Adjustable brackets
- (1) Aluminum Crossbar
- (4) M5 x 25 truss screws
- (4) M5 metal flat washers
- (6) M6 x 12 screws
- (4) M6 metal flat washers
- (4) M6 nylock nuts
- (2) M6 split lock washers

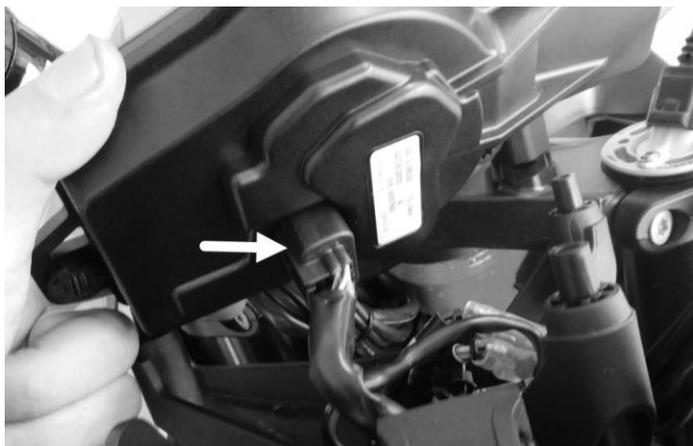
- (4) M5 Truss screws
- (4) M5 flat plastic washers
- (4) soft rubber washers

INSTALLATION OVERVIEW

The MadStad system replaces the stock shield, stock adjustable bracket and attaches to the solid support structure beneath the instrument cluster. Before you begin installation, you must remove the factory windshield. It cannot be attached to the MadStad brackets.

Please refer to the arrows in the diagrams for each step.

STEP 1: – Remove the three instrument panel screws as shown at right.

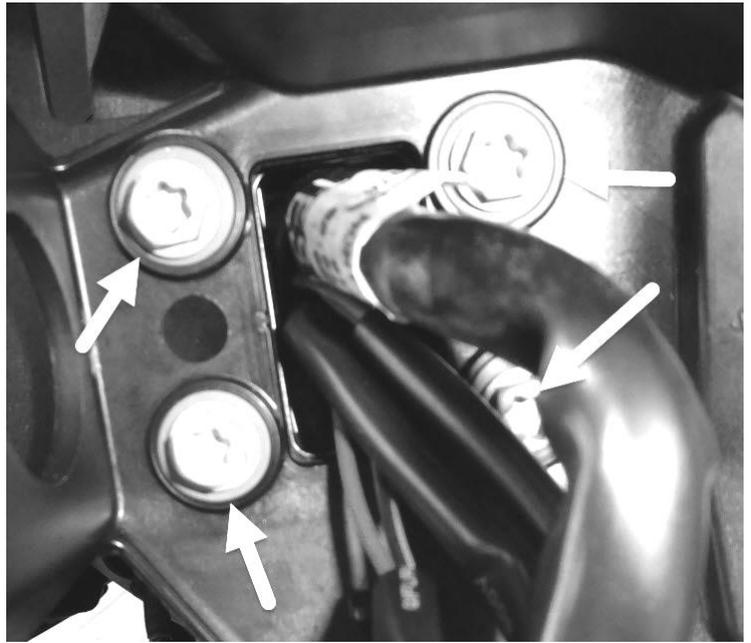


STEP 2: – Remove the wiring harness plug and detach the instrument panel.



STEP 3: – Remove the cigarette lighter socket by pulling the plug off of the end, then unscrewing the plastic nut. Pull it completely out of the mounting hole.

STEP 4: – Remove the four factory screws holding the instrument panel base to the bike. Pull this plastic base off carefully over the wiring harnesses. You **WILL NOT** be re-using these screws, but save them somewhere with the other bike parts being removed.



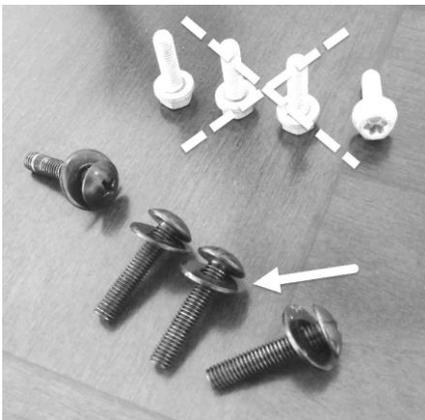
STEP 4: – There are four screws behind the headlight housing, two above and two below as shown above. Remove them and hold onto them. This allows you to pivot the small fly screen and headlamp assembly forward, which you will need to do in a minute to remove the factory windshield bracket.



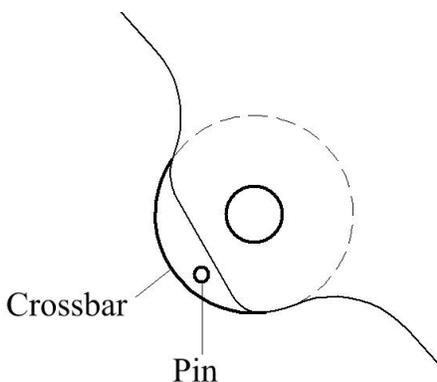
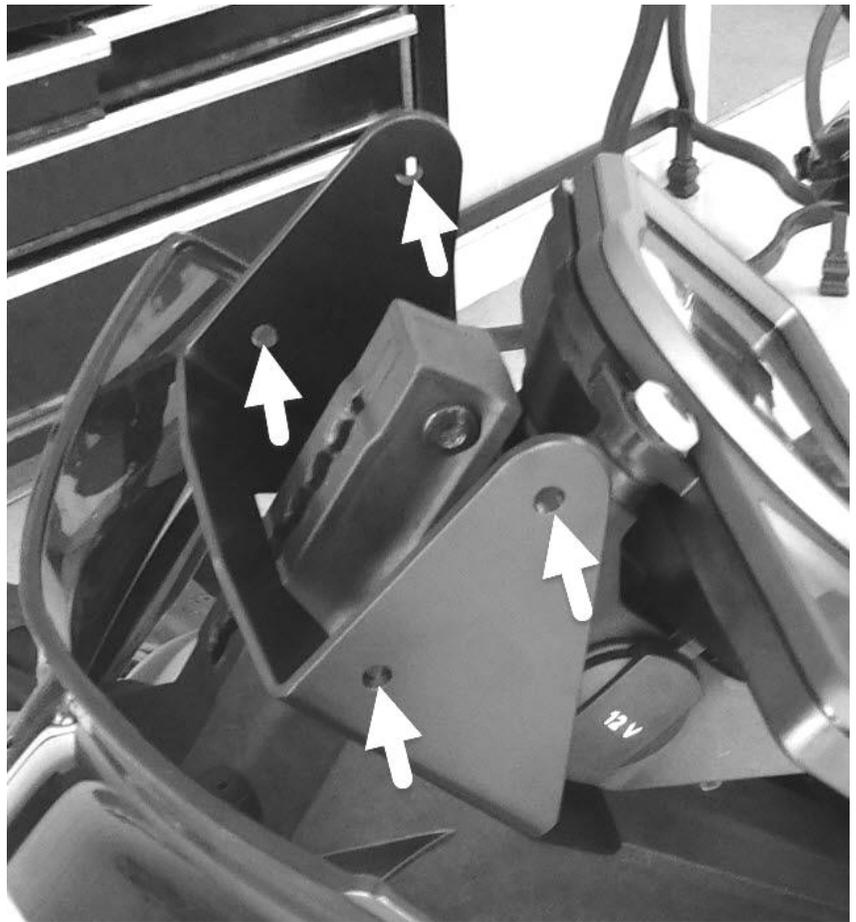
STEP 5: – There is a side screw at the top of the windshield adjustment. Remove that screw and pull the cap up off of the stem. You should then be able to tilt the flyscreen forward a bit and slide the factory windshield bracket up and out of the stem. After that, replace the cap, cap screw and the four headlight housing screws you removed in Step 4.



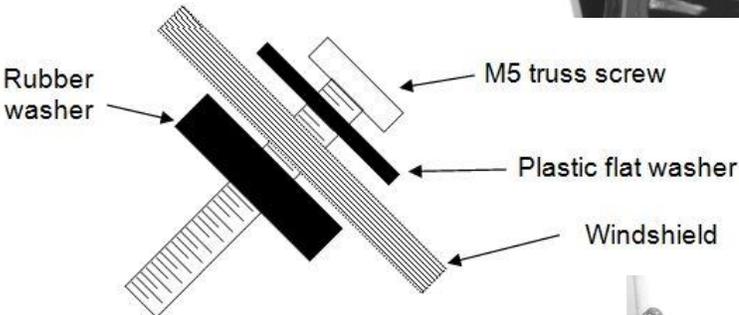
STEP 6: – Feed the wiring harnesses through the bottom of our mounting base and set it onto the mounting platform of the bike. Then feed through the factory instrument panel bracket and set it on top of our base plate. Fasten down through both using the MadStad Phillips screws provided. Then re-attach the instrument panel.



STEP 7: – With the mounting base installed it should look like the photo at right. The four indicated holes are where you will attach the MadStad adjustable brackets, to the outside of the mounting base. Use four M6 x 12 screws through the brackets then the base, then put a flat washer and nylock nut on the inside and tighten. Once the brackets are installed you can slide the crossbar in between the two brackets at the crossbar mounting holes (to arrow at right) and secure the bar with the M6 x 12mm screws and lock washers on each side. The bar has a protruding pin on one side, and this pin prevents the bar from rotating once installed. It does not matter which side the pin goes on, so long as it is outside of the brackets. See the side view diagram below to see how this works.



STEP 8: – The windshield attaches to the four rubber well nuts on our adjustable brackets as shown at right. Use the four Phillips truss screws with plastic flat washers and rubber washers. Pre-install them onto the windshield as shown below before attaching the windshield to the brackets.



Do not overtighten the windshield screws! Snug them up until the well nuts swell up at the back of the brackets, and about 1/8 inch of the screw threads are coming out.

The finished installation should look like the image at right.



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!

To try a different windshield position, bring the motorcycle to a complete stop and out of traffic. Loosen the two knob screws and tilt the windshield forward or back 2-3 degrees or so, and/or adjust it up or down if necessary. Re-tighten the knobs and go for another ride.

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 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 mount has a pivot screw on each set of brackets, located near the center of the bottom bracket. 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. 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.

NOTES:

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Thank you for your support, and ride safely!

