



## MadStad 2012+ V-Strom 650 Adjustable Windshield Brackets

### Installation Instructions

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

#### **What Is In The Box:**

- (1) Set of Pre-Assembled MadStad adjustable brackets
- (1) Instruction Sheet (this document)
- (1) Hardware Packet, contents as follows:

#### **Mounting Screws**

- (6) M5 x 25 Screws
- (4) M5 metal Flat Washers
- (4) M5 Well Nuts

#### **Windshield Screws**

- (4) M5 Phillips truss screws
- (4) M5 soft rubber washers
- (6) M5 flat plastic washer



#### **Tools Needed:**

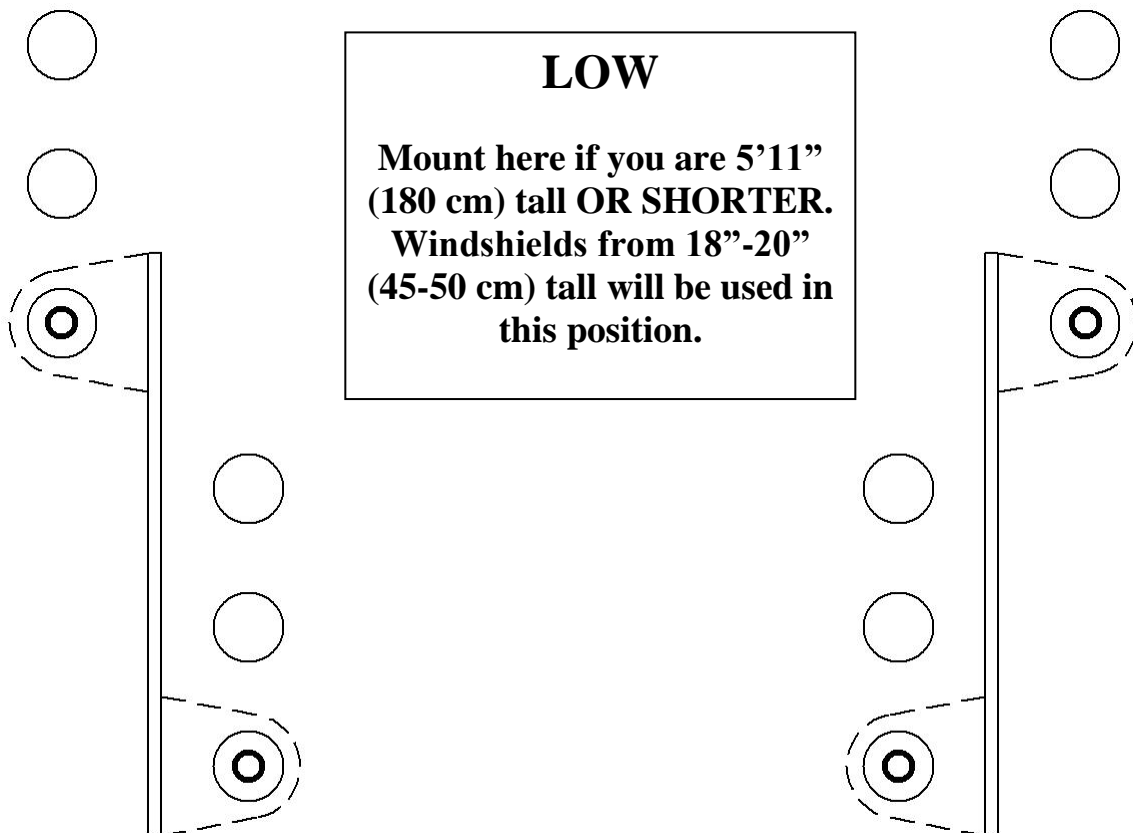
- 3 mm Allen wrench (hex key)
- 4 mm Allen wrench (hex key)
- 10 mm wrench (open-end, box, or small adjustable crescent)

## **On your current V-Strom setup:**

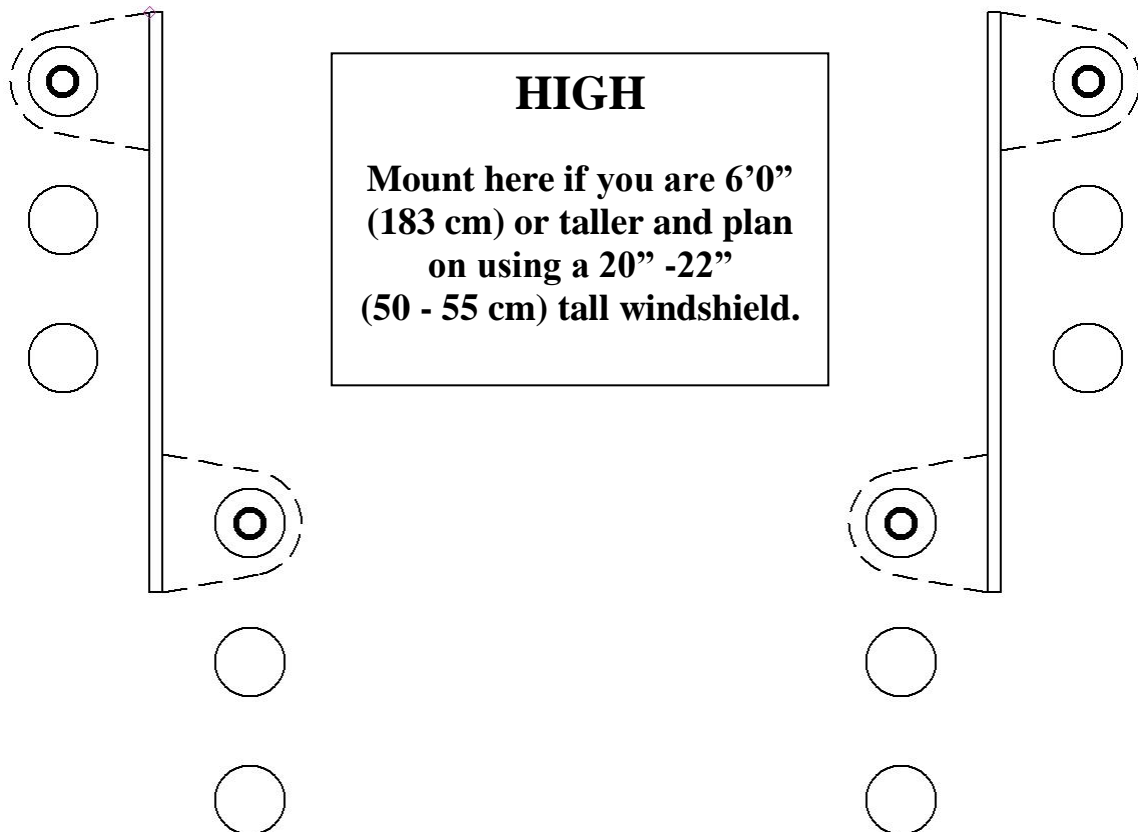
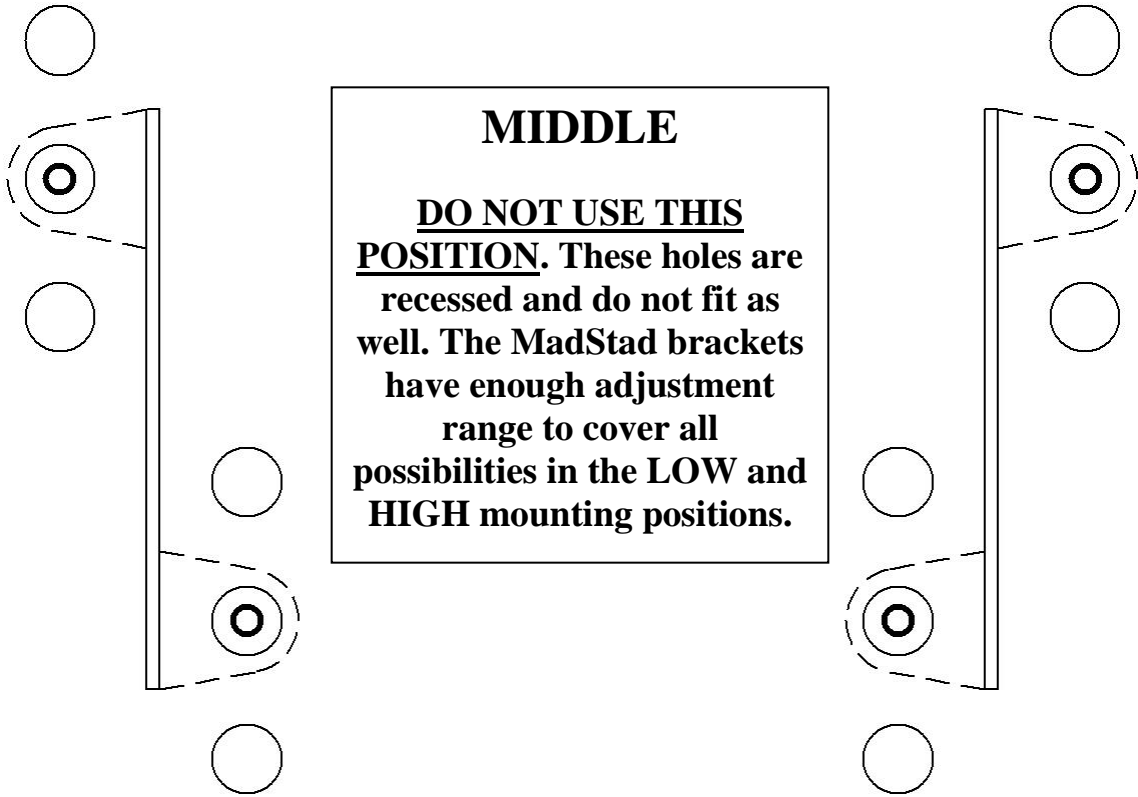
Remove the stock windshield using an M3 Allen wrench. **YOU WILL NOT BE USING THE STOCK WINDSHIELD** so wrap that up in a plastic bag for protection and store it in a safe place. Save the windshield screws, you will have the option to use them with your new windshield.

## **BEFORE INSTALLING YOUR NEW MADSTAD MOUNT**

There are three sets of windshield mounting holes on this V-Strom: High, Middle and Low. Rubber well nuts are inserted into one of the sets of holes, and the others have plastic caps filling them in. Your MadStad brackets can be mounted in any of the three positions but you may need to re-arrange the well nuts and the plastic caps accordingly. Use the following diagrams of the mounting holes to decide where to position the well nuts for bracket mounting.



## Bracket Mounting Positions



The recommendations in these diagrams are general guidelines based on our testing. The MadStad brackets will give you another 2-3 inches (50-75 mm) of height adjustment so you will have a lot of range to work with, however shorter riders *must* use the lower mounting holes if you want to look over the shield rather than through it.

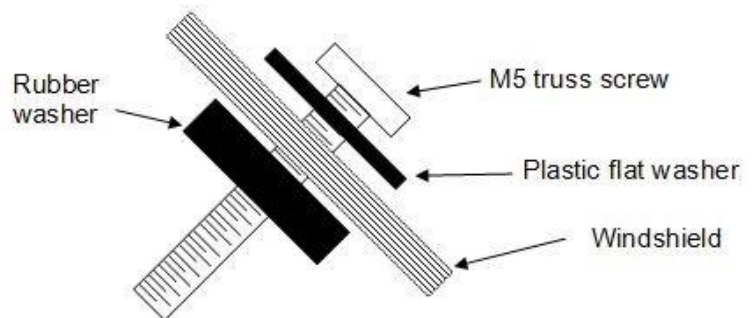
## MOUNTING THE BRACKETS

Your kit comes with four new rubber well nuts which you can insert if needed (upper or lower position) rather than trying to remove the factory well nuts. Attach the brackets to the bike with the adjustment knobs on the inside and up at the top of the dash. Use the M5 x 25 Phillips screws with flat metal washers that were provided in your hardware kit. If you are installing a factory stock shield and trim pieces from the 2004-2011 series V-Strom, re-use the four screws that were holding your 2012 DL650 shield on.

**HINT:** You can loosen the knob one turn and slide the top bracket so that the large hole in the top of the MadStad bracket is positioned over the upper mounting tab. Then run your Phillips screwdriver down through the hole for easy access to the mounting screw below.

## INSTALLING THE WINDSHIELD

You will be using a windshield made to fit the 2004-2011 DL650 or 2012 DL1000. The stock shield from these bikes can be used and if you have the plastic factory trim pieces, those can also be attached. Extra Phillips screws and flat washers have been provided for this purpose. Otherwise use the Phillips truss screws provided (with flat plastic and soft rubber washers) to mount your windshield to the MadStad brackets.



1. Tilt the upper brackets all the way forward and all the way down. This places both brackets in the same position for easy windshield installation.

**Position the windshield over the brackets**, aligning the upper windshield holes with the upper well nuts in the brackets. **DO NOT PUSH HARD** on the windshield screws or you will pop the well nuts out of the back of the brackets. If that happens you must insert it back up through the underside of the hole by squeezing the top together and pushing it. The well nuts *cannot* be inserted down through the top of the brackets!

2. Screw the shield on using the M5 x 20 (or 25) Phillips truss screws provided screws if using a Suzuki factory shield) until each screw begins to protrude through the bottom of the nut and the nut begins to swell up. At this point the screws are snug enough and do not need to be tightened down hard. **DO NOT OVERTIGHTEN** or you could tear up the well nuts!

## **PIVOT SCREWS**

The MadStad mount has a pivot screw on each set of brackets, located near the middle of brackets. A nylon lock nut keeps the screw 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.

The upper pivot hole gives maximum rearward tilt, and the lower pivot hole moves the tilt range 5 degrees more forward. 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 open-end wrench to make the adjustment. If you tighten the lock nut completely you will not be able to slide the brackets.

## **ADJUSTMENT KNOBS**

At each black adjustment knob there is a thin rubber washer inserted between the brackets. When adjusting you must loosen the knobs about

two turns to make sure that the thin rubber washer is free enough to allow the brackets to slide back and forth. Once you have the brackets adjusted, you do not need to tighten the knobs down hard, just snug enough so that the thin rubber washer grips the two brackets and prevents them from moving out of adjustment.

## **ADJUSTING THE MADSTAD AWM**

The knob screws release the brackets allowing the windshield to slide and tilt. **These knob screws must always be tightened securely before riding.**

For the stock windshield, initially slide the brackets about 1/2 way up the sliding range and tilted about 1/2 way back. The windshield angle should be at approximately 60 degrees. 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 MadStad mount while in motion!**

***WARNING:** If you tilt the shield fully backward, it may make contact with the top edge of the brackets. This could scratch the back of your shield, so please check to make sure there is no contact.*

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. If necessary, raise or lower the entire mount to the next set of cowling mounting holes and re-test. 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. **Please make sure that you do not set the windshield in such a way as to cause your handlebars or hand guards (if installed) to hit the windshield when turning.**

## **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!*

