

## **MADSTAD MOTORSPORTS / Installation Guide**

### ***PHOENIX RISING ROOF SYSTEM FOR POLARIS SLINGSHOT (ALL YEARS / FLAT TOP ROLL HOOPS)***

**\*\*READ ENTIRE MANUAL PRIOR TO BEGINNING INSTALLATION \*\***

***This kit normally ships in two or three boxes. One containing the gull-wing tops which are already assembled and ready for installation. The second box contains the center structure, roll hoop mounting plates, rear top skin panels, and the top center skin. The third box has the remaining parts, including the base mount unit and connecting rods.***

***Some of the hardware has been partially preinserted to show placement or is packaged with the part. Others are labeled and placed together in a larger bag.***

***For much of the installation you'll want to leave some adjustment room when tightening attachments. \*Later go back and fully tighten everything.***

***\*The gull-wing tops and rear top panels do not need to be over tightened. The top skins are constructed using aluminum and can be bent if overtightened. The gull-wings are already assembled, but you'll be attaching the rear top skins.***

#### **Installation Overview:**

**TWO PEOPLE ARE REQUIRED FOR THE STOCK REAR PANEL REMOVAL, AS WELL AS THE CENTER STRUCTURE, AND GULL-WING TOP INSTALLATION STEPS.**

Remove rear top panel, install base mount unit, reinstall top panel, install roll hoop mount plates, install center structure and top skin, install connecting rods, install top skins, install gull-wing tops.

**Step 1. Install Base Mount Unit / (1) Base Mount, (4) U-Clamps, (16) Nuts, (8) Washers**

**1a. USE TWO PEOPLE.** Remove factory rear top cover panel to access installation point of the Phoenix base mount unit. This is the single large black piece shipped inside the smaller box. Here is a video showing the panel removal steps. **NOTE:**  
**NUTS AND WASHER**

Factory Rear Top Panel Removal: <https://www.youtube.com/watch?v=HxE5-zuCMKM>

**PHOTO BELOW**

**1b.** The base mount is oriented such that the wider part faces the rear of the vehicle. When positioning the base mount, be aware of the factory wiring harness. It should be free and clear, not pinched under the base mount.

**Note: The U-bolts arrive with nuts and metal washers attached – remove them (will reuse).** Two U-bolts fit around the stock tubing near the rear of the base unit. The other two go around the stock tubing, near the middle section of the base mount. **(See photo 1.)**

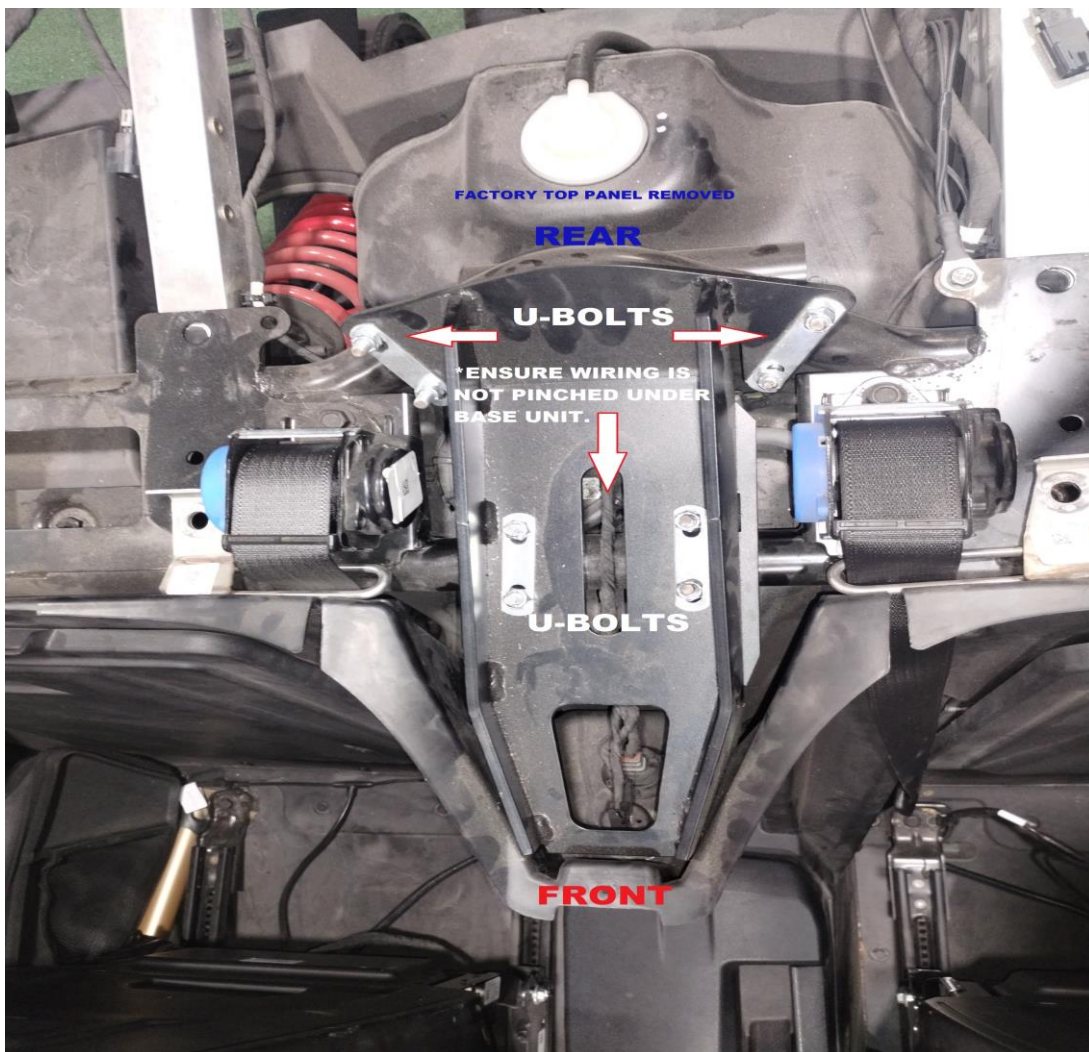
**1c.** Once in place, around the tubing and inserted into the base mount, a flat metal washer and nut go over each U-bolt threaded head. **Completely tighten down all four U-bolts.**

**1d. \*Then install another nut over the first nut on each threading and fully tighten.** This helps to keep the first nut in place. Thread locker can also be used in addition during this step to secure the U-bolt attachment.

### Position of Base Unit & U-Clamps

***Use flat metal washer and two nuts (topside) per threaded head  
(Yours will not have the long silver piece as shown here.)***

Photo 1.



**Step 2. Locate and drill holes for Heim joint / connecting rod – console plastic.** Spacers and longer screws are used at the bottom connecting rod attachment. For now, only insert the screws. Later, after the center structure is installed, you'll attach the two connecting rods between the center structure and this point.



**Step 3. Reinstall factory rear top panel.**

<https://www.youtube.com/watch?v=HxE5-zuCMKM>

**Step 4. Install insert blocks.** Two per side roll hoop, one on each side (front & back) adjoined together. This creates screw holes and foundation for the roll hoop plates. The screws for the blocks come preinserted in the kit.





Step 5. **Install roll hoop mounting plates.** *They are not alike, front/rear and up/down orientation.* The screws go into the open holes of the hoop block spacers installed in the previous step.

**IMPORTANT – when installing front plate, also install latch plate at same time. The latch pin is upward and outward. Use the provided screws and washers. - THIS IS AN ADJUSTMENT AREA.** You can fine tune in the latch pin to meet the latch of the gull-wing top. It too is partially loose from the factory.

ROLL HOOPS mounted to hoop blocks. (*\*center structure mounted in the next step*)



**Step 6. USE TWO PEOPLE. Install center structure to roll hoop mounting plates.** There are four total holes, two in the rear and two in the forward roll hoop mounting plates. Use the provided M8 screws and nuts to fasten the center structure to the roll hoops. Tighten. *You will tighten again as part of the last step.*

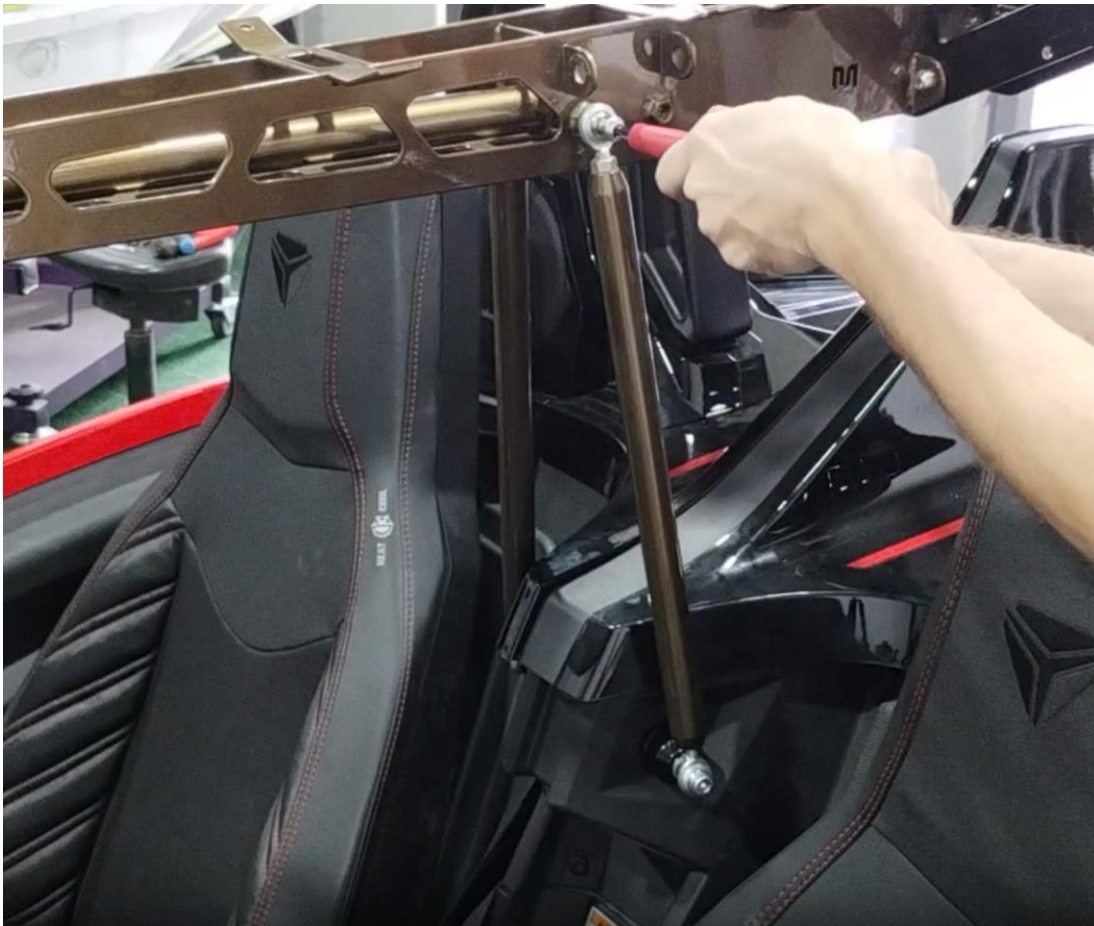


Step 7. **Attach the connecting rods.** Install from top first. Note: **Spacers** and longer screws are used for the **bottom** attachment. Gauge where to pin hole drill the factory cover for the bottom attachment. Next drill the hole to be the diameter of the Heim joint threading.



The spacer is placed behind the Heim joint, in front of the plastic trim cover. Gauge where to pin hole drill the factory cover. Next drill larger, but only needs to be the diameter of the Heim joint threading.

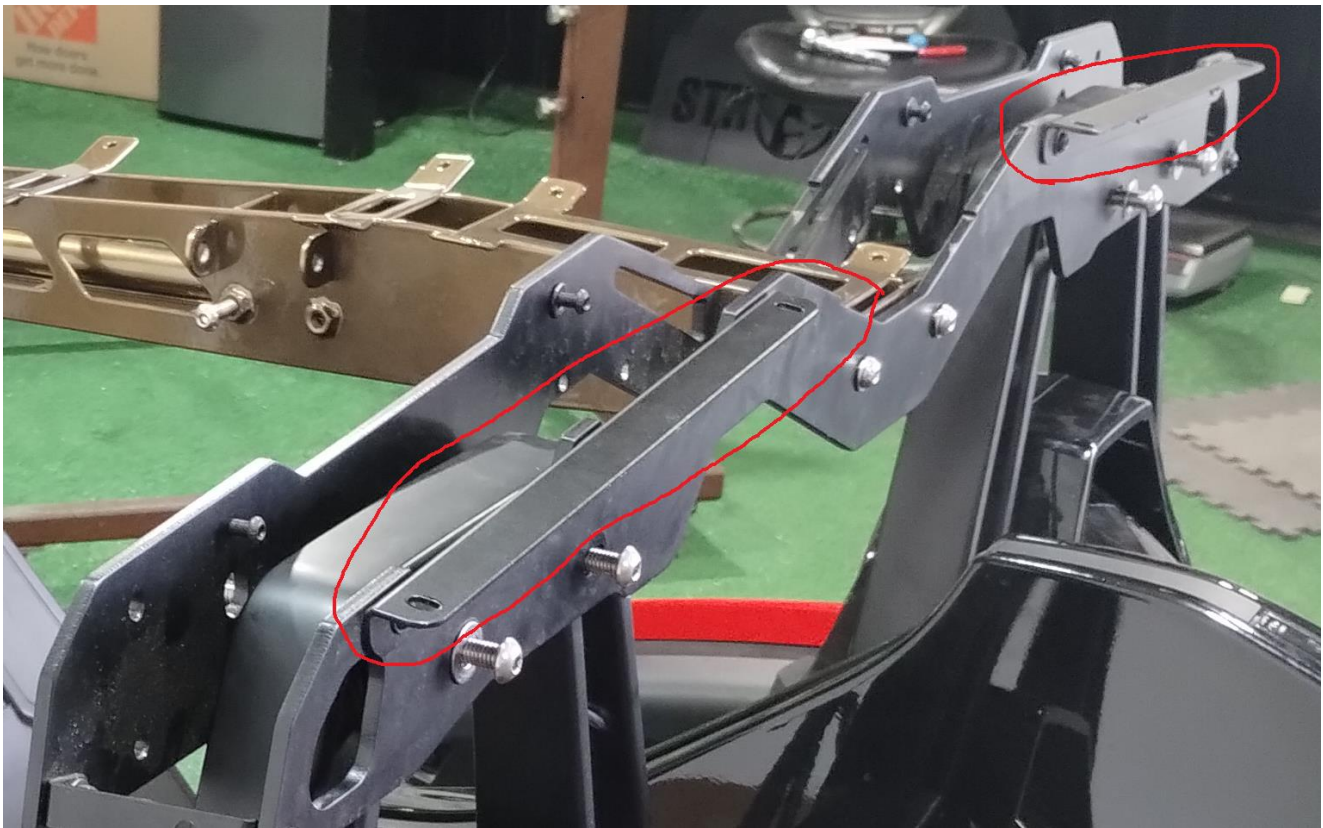
7b. Install connecting rods on both sides. Keeping the nut single nut loose, turn the connecting rods to tighten the connection between the center structure and the bottom mount plate. **This should be very firm. Once set, tighten the single nut on each connecting rod to keep the tension setting.**



Step 8. **Install Center Top Skin panel.** The hardware is sorted, 12 shorter M5 screws toward the front holes with provided M5 locking nuts. These are installed. **However, the 4 longer screws for the back holes are not installed until step 9.**

**Step 8b. Install cross support brackets for rear wing top skins.** - These are two small raw pieces that go between the roll hoop mounting plates to make a place for the rear top skin to mount. It is placed on each outer side, in between the plates. The orientation is with the slot more rearward. The attachment hardware comes with the piece.

**Step 9. Install rear top skin panels.** First attach rear top panel brackets to the backside of the rearward roll hoop mount plate using the provided hardware. Install rear top panel. Screw holes are located on top and side. Do not overtighten.



**Step 10. Install gull-wing tops.** Using two people, align a top to the correct side of the vehicle. Copper bushings, hinge pins, and locking nuts have been preinserted. Align, insert pin and fully tighten nut.

**THE LATCH IS AN ADJUSTMENT POINT.** Align with latch pin to dial in mechanism. Fully tighten this and the latch pin plate.

**Step 11. Install gull-wing struts.** *Orientation is rod downward.* Using the provided locking nuts, install the struts - attaching from the roll hoop mount tab to the gull-wing tops as shown below. Tighten securely with provided locking nuts.



**Step 12. Securing all fasteners.** The internal base unit was fully tightened in that step. Now go back to all of the other points of attachment to ensure that all are fully secure.

*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 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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