

PRODUCT REVIEW

Corbin's Dual Touring Heated Leather Saddle for 2014+ R 1200/1250 RT

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Comfort is surely a subjective issue, but BMW forums are positively teeming with grievances about the abysmal Wethead and Shift-Cam RT stock seats. Whether it's the squishy, unsupportive foam or the board-flat shape, there's clearly room for improvement. Luckily, there are aftermarket alternatives, and I've spent the last six months putting Corbin's Dual Touring heated leather saddle through its paces with commendable results.

Designing my Corbin saddle was actually the most entertaining part of the process. The company's innovative online Visual Design Tool is positively addictive. There, the seat is pictured in a 3D view, and the rider can select from dozens of different material color and texture combinations each for the seating areas, side panels, welts, stitch-

ing, and logo. The sheer variety of skins, hues, and surfaces is what sets this seat apart from other aftermarket choices, and ensures that each rider can create a unique, custom-tailored solution to his/her specific tastes.

Our test model featured luxurious Aspen leather seating surfaces and welts, tastefully highlighted by matte black sides and stitching, which perfectly accented my 2019 R 1250 RT's Option 719 Sparking Storm Metallic paint.

Installation is straightforward, but not quite as simple as the stock setup. Note that the Corbin saddle is built on its own proprietary one piece "Fibertech" base pan, which can be a bit finicky to get into place initially. Likewise, the wiring for the seat's heating elements is not plug-and-play. The wires must be either connectorized to mate with the stock

BMW power / control harness (BMW connectors not included,) or the bike's stock power / control harness connectors cut off and replaced with standard male / female crimp connectors to mate with the seat. Either way, it's going to be a few minutes with the wire cutters and crimper before installation is complete.

Once installed, the exterior contour fits completely flush against all body panels for a sleek appearance, while stylish details such as the discrete BMW M-Sport tri-color stripes stitched next to the Corbin logo abound. The overall aesthetics are plainly gorgeous, and certainly leagues better than the lackluster stock bench.

On the road, the Corbin's firm "Comfort Cell" foam and ergonomically "dished" shape hug your bum from the sides inward, like a sports car's bucket seat. The rider's weight is spread among a larger surface area than the stock unit, for more room to move and stretch. Seating area for the rider is a plentiful 15.25" wide x 13" long, with 14" wide x 11.5" long available for the passenger. Seat height is comparable to stock, at 32.2 inches. Heat is controlled the same way as stock, namely with the Wonderwheel for the rider section and via a rocker switch on the seat itself for the passenger. My testing over six months of daily commuting and a few extended tours confirmed an excellent rating for comfort, with no soreness even after 14+ hours on the road.

Overall, this Corbin excels in every critical requirement of a quality aftermarket saddle: long distance comfort, superb build quality, and a myriad of color and texture choices for a personalized appearance to fit any taste. This seat's MSRP is \$998.00, and the optional "Ovalbac" backrest shown is also available for an additional \$345.00.

corbin.com

Product provided by Corbin for review

