

THUNDER AT THE RIVER

POW MIA 2015



6th Annual Salute to Veterans
June 19 - 21, 2015

Honoring Veterans

Pure Thunder Escorted Veterans Memorial Ride
Sat. 12:00 Noon - 3:00pm
Special Entertainment



Terri Clark
Fri, June 19
@ 9PM

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Little River
CASINO RESORT



Cushy tush

"Close" Classic Heated Solo Saddle

Corbin
"Close" Classic Heated Solo Saddle
for Dyna Glide,
P/N HD-FXD-6-CS-E, \$593
Ovalbac Leather Backrest,
P/N 02-SB, \$218
www.corbin.com

Reviewed by Moshe Levy

Corbin's Classic Solo Saddle is a fine choice for any rider looking to upgrade for comfort, appearance, or both. The seat pictured is the most



Corbin Seat installed on a Dyna Switchback—note the key slot to the rear of the Corbin logo, which allows seat removal within seconds without the need for tools

basic model, a natural-grain black leather variant. Incredibly, the rider can choose from over 40 different color/texture combinations each for the seating areas, side panels, welts and stud bands, allowing for a truly customized package. This sheer variety of choices, above all else, is what sets this seat apart from other aftermarket choices.



Illuminated three-position rocker switch controls the heat settings on the seat

Decorative chrome or black studs are also an option, for those who desire that look.

Thankfully, the Corbin feels as good as it looks, thanks to the firm "Comfort Cell" foam and ergonomically sculpted shape. It has a "bucket seat" feeling that hugs from the sides inward, spreading your weight among

a larger surface area than the stock seat for improved long-term comfort. Useful seating area is a svelte 12.75" wide x 15" long. For shorter riders, the "Close" version tested moves the rider an additional 1.5" forward compared to the standard version. At 5'8" with a 30" inseam, I found the "Close" version perfect for my fitment on my 2014 Dyna Switchback.

Installation is straightforward, but slightly more involved than swapping for another Harley-branded seat due to Corbin's dual latch-pin mounting arrangement. The seat itself is built on its own rigid "Fibertech" base pan, which is secured to the Dyna's frame via two metal latch pins and a stout metal bracket. This setup allows the seat to literally lock into place, and a pair of keys is included so the rider can pop the seat on and off in seconds (without any tools) once the aforementioned pins and bracket are installed to the Dyna's frame. A wiring harness is also included on this heated version I tested, which plugs directly from the seat to the battery for 12V DC power. An illuminated three-position rocker switch on the left side of the seat allows the rider to adjust heat between Lo/Hi/Off modes. The instructions provided are clear and concise, and total installation time is under 30 minutes for the average DIYer.

Once installed, the exterior contour snugly fits right up against the tank and rear fender seamlessly, for a truly integrated appearance, while the seating area's dished shape perfectly complements the traditional Dyna silhouette. There is no mistaking the luxury of the genuine leather seating surface, either.

My testing over months of commuting and a few long days (500-plus miles) confirmed that functionally, it's a top-notch saddle with no hotspots or sagging, even after double-digit hours on the road. The Corbin Classic succeeds in every functional requirement of a good quality aftermarket saddle: all-day comfort, excellent build quality and optional backrests for a more supportive fit. As for warm buns on a cold winter day's ride? Priceless!

This seat starts at \$453 without heat, or \$593 with. The optional Ovalbac leather backrest shown adds another \$218. Matching passenger touring pillions are also available, and this Classic seat model family fits all standard Dyna Glides from 2006-up, and Dyna Wide Glides from 2006-2008. ▶