



# Mustang Motorcycle Seat Styles & Descriptions

This is an overview of Mustang seat styles and descriptions; styles may vary slightly for different makes and models. Contact our Seat Experts at Mustang to discuss the design best suited for your particular riding style.

NOTE: Although several Mustang seats are sold as separate solos and passenger seats, most of our seats that are built on a two-piece baseplate are sold as a set. While it may be possible to purchase just one of the two pieces, this is not recommended for several reasons. Buying the solo only, for

instance, eliminates much of the support for the driver's back that is provided by the front of the passenger seat on styles without a driver backrest. (Refer to "Compatibility with Stock".)

**DayTripper™:** Mustang's advanced comfort technology has been incorporated into this sleek custom seat. Ride low and look cool and still be comfortable at the end of the day's ride. This style is available in the original or Wide Touring versions.

**Cobra Style:** The lean, low look. The Cobra style provides a clean profile while maintaining comfort through molded, controlled density polyurethane foam.

**Fastback™:** Fastbacks™ are cut low to the ground with just enough foam to be comfortable. The tapered rear section flows smoothly to the fender, yet has adequate padding to still be used as a passenger seat.

**Squareback™:** A low cut seat for the driver and a squared off passenger seat make for functional two-up riding.

**Regal Style:** Soft pillow comfort with just enough folds and pleats to allow the cover full freedom to flex and conform. The Regal style is offered in many seat versions. Buttons are tightly sealed with o-rings at the base. This style is available in the original or Wide Touring versions.

**Vintage Style:** The classic look with simple, straightforward lines. Skirt around the front features a braided edge trim. No conchos and no studs. This style is available in the original or Wide Touring versions.

**Studded Style:** Traditional in style, modern in comfort. Most Mustang studded seats feature a skirt with braided edge trim, chrome studs, and leather-tied conchos. This style is available in the original or Wide Touring versions.

- **What is the difference between your Smooth and Regal Style seats? Which is more comfortable?**

Both styles of Mustang seats use the same seat foam on the same baseplate and each style provides equal comfort. The outer covering of most styles are glued to the foam for a snug fit. The cover of the Regal style, however, is gathered ("tufted") and held down with covered buttons, this allows the seat cover to attain the "pillow" look.

- **What is the difference between a pillion pad and a passenger seat?**

When referring to the part of the seat that a passenger sits on, a pillion pad, a passenger seat and a rear seat are the same thing.

# Care and Maintenance of Seats and Accessories

## Wet Seats

Whether due to rain or washing the bike, motorcycle seats, backrests, tank and fender bibs get wet. These Mustang products are not damaged in any way by getting wet--or even staying wet for a day, a week, or a month.

For the outside of a seat or pad to be waterproof, it would have to be a molded plastic cover, like some OEM seats, with no stitching in the cover. Any seat or pad that has an upgraded, upholstered cover with stitched seams (like most aftermarket seats) cannot be totally impermeable to water. Water will tend to leak through the stitching (see "Washing, Waxing & Treating" regarding waterproofing below). If the seat or pad does get wet, it will need awhile to dry out--just like your car seat if you left the window open during a rainstorm. (Some riders choose to use a seat rain cover to prevent their seat from getting wet.)

Mustang has been designing and manufacturing motorcycle seats since 1980. We, ourselves, mix the chemicals to make the foam for every seat. Our foam will not be damaged if it gets wet in a rainstorm or while washing the bike. It simply has to dry out, at which time it will return to its original resilience.

However, since no one likes to have a "wet butt," you might want to minimize the intake of water along your seat seams. The best and easiest way to achieve this is by using ProtectAll™. Applying ProtectAll™ will not only help seal the seams, but is also excellent for cleaning, polishing, waxing and treating all vinyl seats (see below: Washing, Waxing, Treating).

Another method to minimize wet seats is to apply clear (not white) paste wax with your finger just along the stitched seams. Rub the wax into the seam and wipe off excess. This will help seal the seams and reduce water intake. (Do not wax the entire seat since you do not want to sit on a "slippery" seat.)

Our pillow top "Regal" style seats feature a small rubber gasket under each covered button to prevent water from seeping through the button holes in the cover.

## Washing, Waxing & Treating Seats and Accessories

Mustang seats and accessories are made of the highest quality vinyl and will retain their looks for years without any extra care. Mustang seats can be washed with any mild, non-abrasive detergent. Mustang recommends ProtectAll™, a do-it-all type of cleaner that cleans, polishes, waxes, treats and protects every surface. ProtectAll™s water repellent carnauba wax formula provides durable protection against all elements. The quality of carnauba wax, incorporated into the formula, is largely responsible for providing durable protection. Simply spray, wipe, and polish dry for a beautiful, durable, lasting shine.

ProtectAll's™ anti-static property is ideal for treating vinyl to a clean, dry natural appearance. It leaves NO oily film to attract dust and dirt. With regular use, ProtectAll™s highly effective UV absorber additive helps to protect all surfaces by absorbing the UV light rays and blocking them from reaching the finish.

## Cuts, Scratches or Scuff Marks

As with any upholstered product (such as couches, chairs or car seats), there is a possibility of cutting or tearing the cover material. Please contact Mustang directly and one of our seats experts will provide you with the best possible advice about your particular situation. (Most local upholstery shops do a very good job of repairing vinyl.)

If your seat has been scratched or scuffed, try gently applying a small dab of black paste shoe polish on the affected area. Allow it to dry completely, then buff out with a clean soft cloth. If you have any questions, please contact Mustang and speak to one of our seat experts.

# Mustang Motorcycle Seat Construction

Mustang's President, Al Simmons, insists that every Mustang seat is built to show bike quality standards. Our seats will retain their looks with no maintenance on your part--just years of comfortable riding! Mustang believes that, with a well-designed seat, there is no reason to be uncomfortable. You should always enjoy your ride--whether five miles or all day.

Mustang seats are meticulously designed so that the baseplate, foam and cover components combine to make the finest, most comfortable seat possible. All seat components are hand assembled at our New England facility to give you the high quality seat that makes Mustang America's choice for comfort.

## Baseplates

Mustang seats are constructed on either a single baseplate (both the driver's seat and the passenger's seat are built on the same, single baseplate) or a two-piece baseplate (the driver's seat is constructed on a separate baseplate from the passenger's seat).

Both of the pieces on a two-piece baseplate can be attached together for two-up riding or separated to ride as a solo seat. Some Mustang seats feature a "two-piece look" but are actually built on a single baseplate. Mustang baseplates are constructed of either marine-grade fiberglass or steel.

- **Mustang Baseplates for Honda, Kawasaki, Yamaha, Suzuki and Victory Seats**  
All baseplates for these seats are made of marine-grade, 3/16" thick fiberglass, finished in high gloss gel coat. All brackets are riveted in place. Exposed brackets are bright chrome plated. Polyurethane rubber bumpers are strategically located and riveted to the baseplate to prevent it from touching the frame and fender and to minimize vibration. Bumpers will not crack with age and are ozone protected. The hidden brackets have a tough, black epoxy

powder coat finish and the edges of all baseplates have a steel reinforced, impact absorbing vinyl edge trim to protect the seat cover. Mustang's unique internal support wings are added to the baseplate to provide maximum driver and passenger comfort. These wings support the entire width of the molded foam. This feature is found on most Mustang touring seats.

- **Baseplates for Mustang Seats for Harley-Davidson®**
- Formed 16 gauge steel baseplates are black epoxy powder coated on both sides for complete rust proofing. Carpet protects fender paint. Exposed brackets are bright chrome plated. *NOTE: FLHT/FLHR Ultra and 2006-up Dyna baseplates are made of marine-grade fiberglass 3/16" thick finished in high gloss gel coat. This allows for the use of a fender mounted driver backrest kit.*

The edges of all baseplates have a steel reinforced, impact absorbing vinyl edge trim to protect the seat cover. Polyurethane bumpers are strategically located and riveted to the baseplate to prevent it from touching the frame and fender and to minimize vibration. Mustang's unique internal support wings are added to the baseplate to provide maximum driver and passenger comfort. These wings support the entire width of the molded foam. This feature is found on most Mustang touring seats. Bumpers will not crack with age and are ozone protected. Solos with built-in driver backrests have the receiver welded and reinforced to the baseplate for strength. Foam surrounds the hardware to provide maximum comfort.

### **Foam**

All foam is compounded and molded at our New England facility. For a seat to be comfortable, "it's what's inside that counts". The most important component of comfort is the seat foam--both the quality of the foam itself and its design. Each Mustang foam is formulated and cast to be soft enough for comfort and resilient enough to stand up to those "thousand- mile" days. Mustang has over 25 years of experience in compounding the right chemical mix to create the best controlled density polyurethane foam for all-day comfort. The foam has a density of approximately four pounds per cubic foot, depending on the size and thickness of the seat. The foam must then be molded to the correct shape to support your body at the best angle.

Mustang's high quality foam usually feels firmer than stock but is less firm than other aftermarket seats. It will compress enough to mold itself to your body shape within about 15 minutes of riding time--every time you ride. You do not need a "break-in" period to be comfortable. Your 100th ride will be equal to your 10,000th mile. Mustang seats are known for retaining their shape and support after years of use.

- **What is "split-foam" construction?**
- The term simply refers to the look of one style of seats that has the appearance of being made from two parts (a solo seat and a passenger seat) but which is really constructed on a single baseplate. The foam for seats with this look has been split in the middle to give it a two-piece appearance.
- **Does Mustang use gel in the seats?**
- No, Mustang does not use gel in our motorcycle seats. We manufacture our seats with the very best controlled-density, polyurethane foam possible. To put it simply, gel does not compress—it just changes its shape. Foam compresses (what you need your Mustang seat to do) while gel displaces (imagine a tube of toothpaste). Gel may be suitable for a very

high-pressure application in a limited area such as bicycle seats or soles of shoes. However, to be fully supported and all-day comfortable, your posterior needs and deserves the cushioning of Mustang foam.

## **Cover Material**

All covers are designed, cut and individually sewn at our New England facility. Covers are made of the highest quality expanded vinyl available. They have the appearance of black leather but the durability and resistance to the elements that exceed original equipment standards for motorcycle seats. All seams are sewn twice for strength. The bottom edge that holds the cover to the base plate is hemmed where the rivets hold the cover to the baseplate.

The edges of our seat skirts are finished with braid. Regal styles are tufted with covered buttons which are double-tied with four cords, not two. Mustang seats do not lose their buttons.

- **Does Mustang offer seats in different colors?**
- No. Mustang seats are available in black only; We currently do not offer seats in any other color.  
*NOTE: Although all seats and accessories are black, they may appear grayish on the website or in the catalog.*
- **Why does Mustang use vinyl seat covering?**
- Vinyl has the durability to resist all weather conditions better than other materials. It does not fade and requires practically no maintenance.
- **Does Mustang offer leather seats as an option?**
- No, we do not make any seats in leather; all Mustang seats are covered with top quality expanded vinyl for durability and easy care.

## **Studs, Conchos and Fringe**

Decorative studs are chrome-plated brass, not steel, and will never rust. Our custom-made conchos, heavy die cast zinc, not a thin stamping and are hand-tied with genuine leather straps. Our fringe is vat-dyed leather so that the color goes all the way through. If you would like to purchase additional studs or conchos, please contact Mustang.