

MATERIALS

Only Wild Ass offers three different models using three different materials. Our wide material selection gives you good, better and best cushion solutions depending on your budget, average riding time, riding style and overall comfort needs.

WILD ASS CLASSIC (NEOPRENE RUBBER)



Made with medical grade neoprene rubber the Wild Ass Classic series are the ultimate in comfort, elasticity and natural "butt feel" in a motorcycle seat cushion. Neoprene provides superior reduction of painful pressure points, promotion of blood flow and reduction of shock and vibration. Classic cushions are premium priced for frequent long distance riders who only want the best level of comfort money can buy.



SMART



SPORT



PILLION

WILD ASS AIR GEL (POLYURETHANE + GEL)

Made with three layers of polyurethane makes Wild Ass Air Gel more durable than Wild Ass Lite. In addition, gel pads inserted inside each individual air cell provides additional cushioning, shock absorption and vibration dampening. Air Gel can also be used without air when the rider wishes to feel 100% "close to the bike" yet needs some additional cushioning. A great mid-priced cushion for riders who have multiple comfort needs for short and long rides.



SMART



SPORT



PILLION

WILD ASS LITE (POLYURETHANE)

Made of economical light weight polyurethane. Reduces painful pressure points, promotes blood circulation, reduces heat and moisture build-up and lowers shock and vibration better than any other low cost comfort product on the market. Great for the budget conscious occasional rider.



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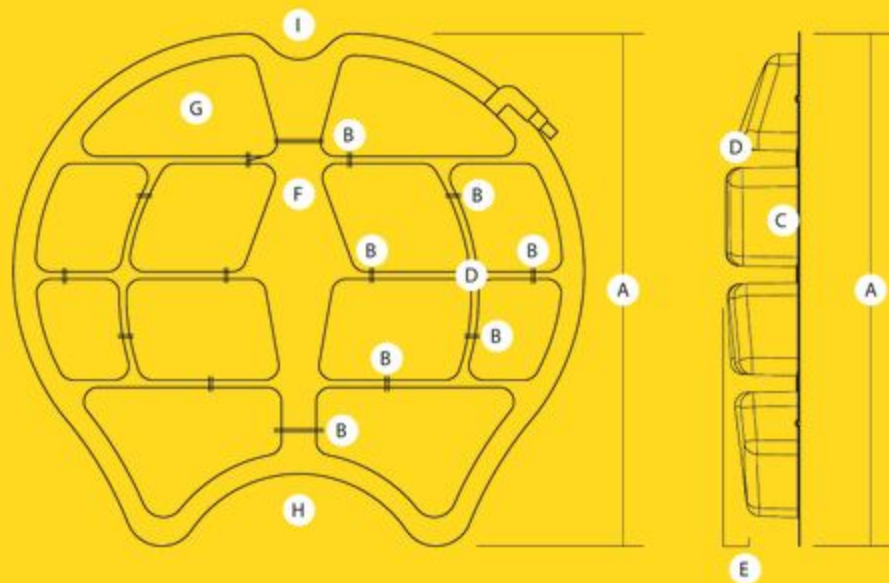


SPORT



PILLION

HOW IT WORKS



A) Spreads your weight across the entire cushion area to eliminate painful pressure points.

B) Constant transfer of air from cell to cell promotes blood flow and reduces numbness.

C) Air zone between rider and seat reduces shock and vibration.

D) Space between air cells allows ventilation to disperse heat and moisture.

E) Tapered front and back air cells provide optimal fit to front and back seat contours, improved leg passage and reduced pressure on the scrotum and tail bone.

F) Wide front to back center cut out reduces contact with the scrotum, prostate and tail bone.

G) Wide low profile air chambers provide increased stability.

H) Front end concave design improves seamless fit to the saddle and reduces pressure points on the scrotum.

I) Back end cut out reduces contact with the tail bone.