

Part Number: HD-SR-H, HD-SR-HP, HD-SR-H-C, HD-SR-SMUG

Description: Hollywood Solo, Pillion & Smuggler

Fitment: Harley-Davidson Street Rod

Revision: 1



NOTE: We recommend the use of Loctite or similar threadlock compound when assembling parts on your motorcycle.

1. Your solo, pillion and smuggler should have arrived with brackets preinstalled as shown in Figure 1 at right. On the pillion and smuggler there is a rear bracket and two tabs. On the front seat there is a hinge assembly with latch pin.

2. Begin by removing your stock seats from the motorcycle. Refer to your owners manual if necessary. Remove the cable "seat keeper" from the seat basepan and leave connected to your chassis. You will be using this with the Corbin saddle.

3. Install the rear seat by sliding the seat into position rear first engaging the tongue on your fender into the bracket at the rear of the pillion pad.

4. Align the front tabs of the seat with the mounting holes from the original seat and secure with the original bolts as shown in Figure 2. Use the included nylon washers between the metal tabs and your fender.

NOTE: All brackets on the pillion pad can be adjusted slightly if needed.

5. Install the lock bracket onto your chassis as shown in Figure 3 using stock and included hardware. Again there is a little adjustment in this bracket if needed.

6. The hinge / latch pin bracket should already be installed on the solo saddle so with the locking bracket in place, you are ready to mount the front seat.

7. Remove the e-clips from the hinge pins on the Corbin latch bracket and slide the saddle into place engaging the hinge pins with your chassis. Do not re-install the e-clips yet.



FIG 1



FIG 2

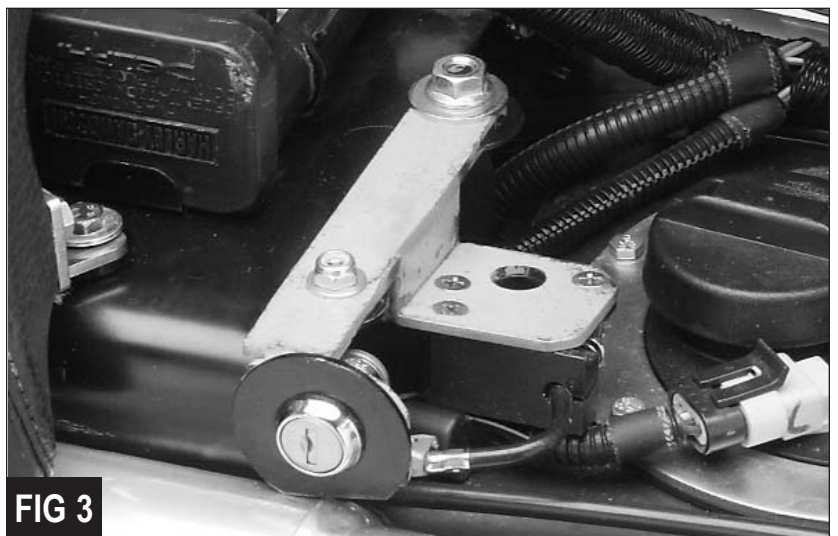


FIG 3

IMPORTANT NOTE: Please do not let the seat sit open with the basepan edge resting against the chassis as this can damage the cover at the pan edge.

8. Secure the seat keeper cable to the Corbin saddle by running the included chrome button head allen screw through the loop in the cable and into the seat as shown in Figure 4, marked "B". While you are doing this, please take care not to push the seat open so far that the edge of the seat hits the chassis.

9. With the cable reinstalled, you can now take on the tricky task of putting the e-clips onto the hinge pins. We've found a pair of needle nose pliers to be the most useful tool for this task.

10. The saddle should now close and latch with the included lock. To open the seat, simply turn the key to release the lock and hinge the saddle open. Often with brand new seats, the fit is a bit snug because the rubber bumpers have not broken in yet. In this case, you may need to apply downward pressure to the seat while turning the key to get the lock to release. This will ease as the bumpers relax a bit.

11. Many folks have asked why we have designed the seat to install with a lock rather than just the hinge like the factory equipment. In a nutshell, it is to protect your investment and guard your Corbin saddle against theft. Really, it happens!

If you are opposed to the additional key required to open the saddle, you can remove the latching pin from the bracket shown in Figure 4, marked "A". This will allow the saddle to be opened without the key lock.

Enjoy the ride and thank you for choosing a Corbin!

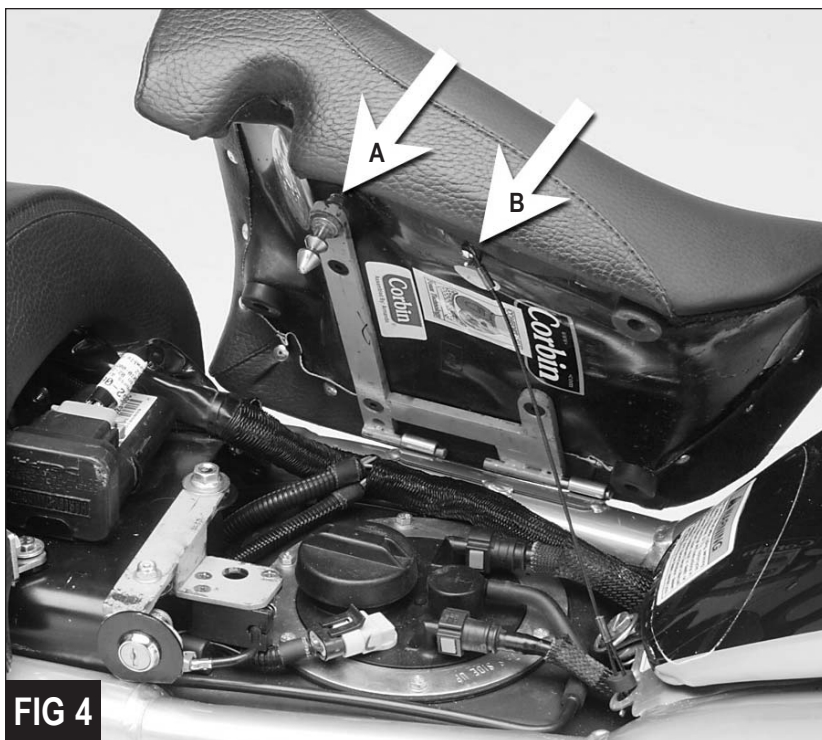


FIG 4

Questions? Give us a holler...
800-223-4332
tech@corbin.com