Instruction Disclaimer

Dennis Kirk provides instructions to help our customers better understand how to install the products we sell. The instructions are exact copies of what the manufacturer includes with the product being sold.

That means the quality and accuracy of the instructions is solely dependent on what the manufacturer produces. We do our best to make the text legible and the pictures viewable. However, the end result depends largely on the quality of instructions the manufacturer provides.

Therefore, you will find that some instructions are not of the highest quality. Sometimes text is hard to read and pictures are not easy to see. At times you will find the overall look of the instructions to be less than professional. However, we feel it is better to provide what we have rather than provide nothing at all.

To the best of our knowledge the instructions and application information contained in the instructions is accurate. However, Dennis Kirk assumes no liability related to any errors that may be contained in the copy of the manufacturer’s instructions we provide. Buyers are solely responsible to insure that product use is consistent with their application.

If you have any questions please contact us at customerservice@denniskirk.com or 800-969-7501 so we can further assist you regarding additional product information or any other business related questions.

Thank you for doing business with Dennis Kirk.
Mustang Motorcycle Seats Fitment Guide

Seat Installation
Most Mustang seats are designed to install just like your stock seat—using the same mounting points and hardware as your original seat. It usually takes about fifteen minutes to remove the stock seat and install your new Mustang seat. Detailed “Mounting Suggestions” are included with each seat and can also be found on this site.

Measuring the Width of a Seat
The width of Mustang seats is obtained by measuring across the widest point of the seating area whether for the driver (“front width”) or the passenger (“rear width”).

Compatibility with Stock
Since Mustang seat components are built for precision fitment to each other, it is usually not possible to mix and match Mustang solos and rear seats to stock or other aftermarket solos and rear seats. Before purchasing, please inquire regarding each individual Mustang solo or rear seat’s fitment compatibility with stock.

On those Mustang halves that will mate with stock, the vinyl and stitching patterns are close to the stock seat.

Please note that, on many styles such as solos without the removable driver backrest, the front of the passenger seat provides a large measure of the support for the driver’s back. Buying only the solo eliminates that added back support for the driver.

• Are Mustang solo seats with built-in driver backrests compatible with a stock passenger seat?
  No. The overlap of the passenger seat is not complementary with the backrest post and receptacle. However, Mustang does manufacture a recessed passenger seat specifically for this purpose. (The recessed pad is designed with the necessary clearance to avoid any interference with the driver backrest shaft or adjustment knob.)
Seat Features

Optional Driver Backrests
Some styles of Mustang seats are available with a built-in, removable driver backrest which offers more features than any other backrest on the market (see Removable Driver Backrests below). The receptacle hardware is built directly into the seat.

Optional Driver Backrest Kits for Harley-Davidson FL Models
Mustang also offers a Driver Backrest Kit that only fits with Mustang's One-Piece Touring Seats for Harley-Davidson FL models or the stock, one piece-seat. Driver Backrest Kits have the same features as Mustang's built-in driver backrests (see Removable Driver Backrests below). Kits will not work with solo seats or with any other motorcycle make or model.

Removable Driver Backrests
The more you ride, the more you realize that "the most comfortable seat possible" means comfort for your back as well as for your bottom. Nothing takes the fatigue out of riding more than having full back support and being able to effortlessly adjust your lumbar support frequently. Whether sitting in your living room, car or on your motorcycle, your back deserves the best support possible. Mustang's driver backrests are designed and manufactured to the highest standards to be the most comfortable driver backrest on the market—and the answer to your riding comfort, cross-town or cross-country!

Check out our Driver Backrest features:

• The contoured pad measures approximately 7" h x 12" w.
• Folds completely flat for ease of getting on your motorcycle.
• Completely adjustable: up/down, back/forward and pivots:
  ◦ The backrest post is notched allowing four easy "snap-in-place" height adjustment positions.
  ◦ The chromed, knurled thumb screw easily adjusts the tilt angle of the backrest forward or back up to 2" while you are seated. Thumb screw is notched and will not fall out.
○ Backrest pivots to match your back angle.
- All exposed hardware is chrome-plated for a custom look.
- Studded styles feature chrome studs on the back, not on the top where you might catch them with your boot.
- Chrome steel backrest post slides in and out of receptacle that is reinforced and riveted directly into the baseplate for strength.
- Ball-end, spring loaded detent screw is set at the factory to ensure positive height adjustment stops.
- Foam surrounds the hardware to provide maximum comfort.
- Nylon friction washers and stop nuts keep the mechanism tight with smooth operation.
- Backrest is easily removed without any tools or the need to remove the seat.
- When backrest is not in use, the receptacle's slot is covered by a leather flap held tightly with a hook-and-loop closure for a smooth, clean appearance.

• Can a driver backrest be added later to a seat?
  No. The receptacle that houses the receiver mechanism for the driver backrest is built into the seat baseplate. It is carefully engineered for utmost strength for driver safety. This receiver cannot be added to an existing Mustang seat.

• Are Mustang solo seats with driver backrests compatible with stock passenger seats?
  No. Mustang solo seats with driver backrests are not compatible with most stock passenger seats because the passenger seat would overlap with the backrest post and receptacle. Mustang manufactures a passenger seat that is specifically designed to be recessed to avoid any interference from the driver backrest.

• I want the full support that Mustang’s backrest offers but I’m really tall with long arms. Will I have ample room?
  Most riders are satisfied with the standard backrest post, but those who need more room from the handlebars can opt for an “offset post” that will set the backrest back slightly—see below.

**Mustang’s Offset Driver Backrest Post**
Mustang's Offset Driver Backrest Post (#75099) is available for riders looking to move back away from their handlebars and gas tank. This post replaces the standard driver backrest post in all Mustang solo seats that have the built-in driver backrest unit. It has all
slightly with the front end of other Mustang rear seats. This offset post cannot be used in any of the Mustang frame-mounted driver backrest kits that are made for the Harley-Davidson® FLHT, FLTR and FLHR models. It is not recommended for seats on which the driver backrest is built into the passenger seat such as the Honda 1100 Sabre; Kawasaki Vulcan 900, 1500 Classic and Nomad; and the Harley-Davidson® V-Rod.

- **Does an offset backrest post come standard with the purchase of a seat?**
  No, the offset post does not come standard on Mustang driver backrests (exceptions: Yamaha Road Star, Harley-Davidson® Sportster and Honda VT1100 Aero & ACE).

- **Can I order an offset backrest post?**
  Yes. If you decide you need an off-set bracket after you have ridden on your new seat, you can order (Mustang part #75099 for $25). Switching from the original to the offset post is not difficult.

**Passenger Backrests**

- **Does Mustang make a passenger backrest that is built into the seat?**
  No. However, Mustang offers an extensive line of pads that mount onto sissy bars to match all styles of our seats. These sissy bar pads are featured under the specific bike’s make and model on this site. Mustang does not sell sissy bars.
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.