

Part Number: P-MP3

Description: Scooter Saddle

Fitment: Piaggio MP3

Revision: 1



Tools Required		Parts List
10 mm socket wrench	Flathead screwdriver	
8 mm socket wrench	Needlenose pliers	
5/32" allen wrench		

NOTE: We highly recommend using a removable strength thread lock product such as Loctite® on the bolts when installing your saddle.

You can install this saddle alone, but to make it easier to manage, it would be helpful to enlist the help of a buddy to support the saddle during the installation.

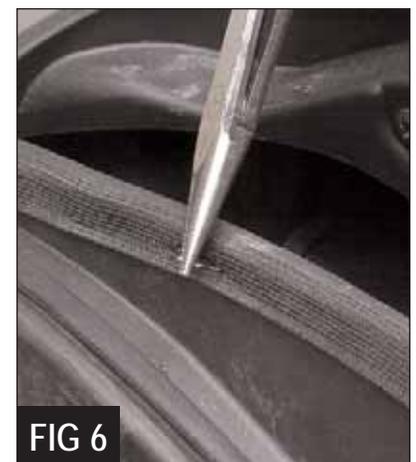
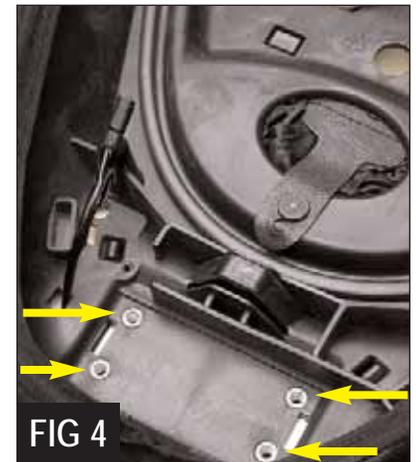
1. Remove the three bolts on your stock mounting bracket (*Figure 1*).

CAUTION: After removing the bolts, don't pull the seat away because the sensor wire is still connected.

2. Lift up the clip on the connector, using a small flathead screwdriver (*Figure 2*), then disconnect (*Figure 3*).

3. Now you can remove the seat and remove the four stock bolts on the mounting bracket that's on the seat, using a 10mm socket wrench (*Figure 4*).

4. Now you need to remove the rider sensor. To do this, remove the staples on the front half of the saddle cover by first using a flathead screwdriver to lift up the staple (*Figure 5*), then removing it by using needlenose pliers (*Figure 6*).



5. Turn the stock saddle over and pull back the cover half way to expose the foam strip in the middle of the saddle (Figure 7).



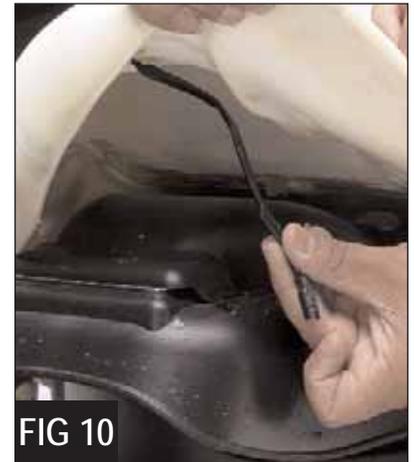
6. Lift up the foam strip in the middle of the saddle (Figure 8)



NOTE: If the inner felt pouch doesn't come up when you lift the outer foam strip, open it up carefully (Figure 9), otherwise remove the pouch and open.



7. Pull out the sensor connector up through the top of the base of the saddle (Figure 10).



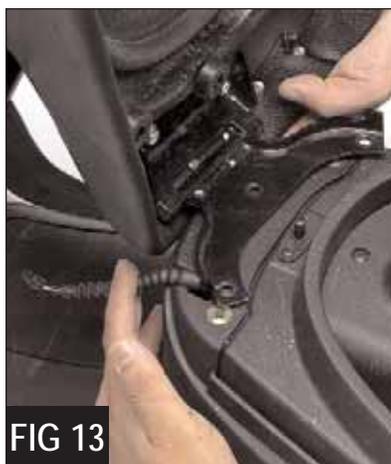
8. Next, carefully pull out the sensor (Figure 11).
DO NOT BEND!!!!!!



9. Put the stock mounting bracket onto the Corbin saddle, securing with the stock bolts (Figure 12). Use Loctite® and tighten to 6 ft. lbs.



10. To install the Corbin saddle onto your bike, make sure the wire is positioned out through the front (Figure 13), then secure the saddle using the stock bolts (Figure 14).



11. Latch down the Corbin saddle.

NOTE: When the seal on the saddle is new, you need to put on a little pressure over the locking system until the seal starts to break in (Figure 15).



12. Open up the double flap protection system (Figure 16).

13. Locate the sensor alignment holes (Figure 17).

14. Position the sensor right reading down and align the silver dots to the holes in the seat (Figure 18).

15. Loop excess wire to make a strain relief and position it so it doesn't cover the circuit board (Figure 19), then carefully plug the connectors together (Figure 20).

16. Tuck in everything into the double flap system (Figure 21), then carefully close up the velcro (Figure 22), making sure the silver dots are still aligned with the holes on the saddle.

NOTE: From under the saddle, you should be able to confirm position of the sensor by looking through the holes in the bottom of the seat. You should see the small silver "chips" just like you did on the stock seat.

NOTE: If the Corbin saddle doesn't perform **EXACTLY** like stock, stop riding, re-adjust the sensor and check wire connector.



FIG 15



FIG 16



FIG 17

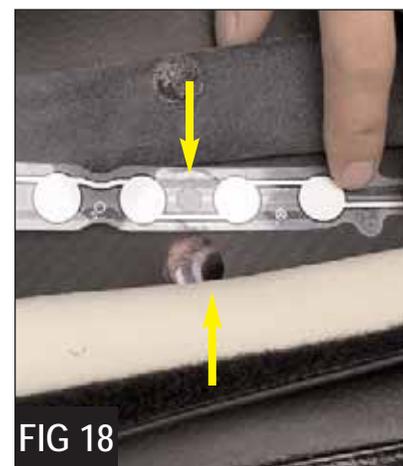


FIG 18



FIG 19



FIG 20



FIG 21



FIG 22

Questions? Give us a holler...
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