

Seat Mod - Did My Own

By: Redbike (ridersforum.com)

I modified my stock seat. Here is some FYI info. I will NOT provide full directions as to exactly what I did here unless asked. Here are some links to others' directions:

http://www.knoplace.com/Gel_Pad_Installation.html

<http://www.obairlann.net/reaper/motorcycle/ninja/seat/>

<http://www.diymotorcycleseat.com/>

My goals were:

1. To add a gel insert for comfort.
2. To reduce the seat height.
3. To somewhat reduce the forward slant to the seat.

I worked on the seat, start to finish, for three hours last night. I have worked on two or three seats before, so I knew the process already, and had the materials on hand. Here are some notes specific to the 650R seat:

Removal of staples and re-stapling the seat cover is much easier on this seat compared to others I've worked on - there is not much in the way of the areas you need to reach under the seat pan.

There was plastic wrap between the seat cover and seat foam. I've never seen this on prior seats. Hope the plastic wasn't important as I did not use it when I put the seat back together as I glued the seat cover to the seat foam.

As with most seats, the closer you get to the front part (closest to the tank), the less foam, so be careful working on that portion as you'll quickly be down to the base-pan.

Goal 1: I had the gel piece in the picture left over from a failed attempt on a prior bike. It looked to be just enough for this application, and I had left over smoothing foam, so I used this stuff. I went on a short ride today, and seat seams to feel much better so far. However, only a longer ride will tell. So, as for goal 1 - I certainly didn't make things worse, and appears to be some improvement.

Goal 2: When shaving the foam down, I primarily went across the seat, with the idea of flattening it down some, and did not shave the edges down much; on a prior seat I shaved too much there and there was not enough support. On this seat, not shaving enough has resulted in the opposite problem - when putting both feet down on the ground, I can feel the edge under my legs. Also, as the seat is wide in this respect, it may have counter-acted my goal of lowering the seat height - no more of my foot touches the ground. I found this same thing when I put a Corbin seat on my Vulcan 750 - although the seat was lower than stock, its width made reach to the ground worse. So, goal 2 was not met. I may re-work this part of the seat later if it bothers me much. However, with my modified 650 seat as it is, things are fine when I'm in riding position.

Kawasaki Ninja 650R & ER-6N Resource

Goal 3: Seems to have been achieved. I think one of the problems with the forward slant to the stock seat is that as I slide forward, it causes the underside of my thighs to become pinched, and thus I was constantly re-positioning my legs. Hopefully, this will alleviate that, but only a longer ride will tell. Certainly isn't worse, however.

Regarding the pics:

In one of the pics you can see how much I shaved the foam down. However, that edge seen between the shaved down portion and the rear part of the driver's portion of the seat was smoothed down later.

On one of the pics you can see the smoothing foam covering the portion of the seat I worked on.

The seat looks shorter/narrower with the cover on.



Kawasaki Ninja 650R & ER-6N Resource



Kawasaki Ninja 650R & ER-6N Resource



Kawasaki Ninja 650R & ER-6N Resource



Actually, this was a bit of a hack job that happened to turn out right. The bottom surface of the area I dug out for the gel should be a bit smoother. However, the gel fit just right as it was, so I didn't bother to work it any further. I think if one had a Dremel tool it would make the job MUCH easier and results would be more

Kawasaki Ninja 650R & ER-6N Resource

precise. Here are pics of the seat with the cover. Note: the line across the back portion of the driver's section of the seat is from a bungee cord that runs across there, but I removed it for the picture.