

**Part Number:** Y-FJR13-6-F(E) & Y-FJR13-6-R(E)  
Y-FJR13-6-SMUG



**Description:** Front and Rear Saddles & Smuggler Trunk

**Fitment:** 2006 Yamaha FJR 1300 Modular

**Revision:** 2

Tools Required	Parts List
10mm open wrench 4mm Hex key (Allen wrench) Short Phillips screw driver	1 #CB-PWR-HRN-36=02 Wiring Harness 1 #FACC-05 Small fuse adapter / pigtail 1 #FUSE-B-S Small fuse box cover 1 2' Extension 3 8" Zip ties

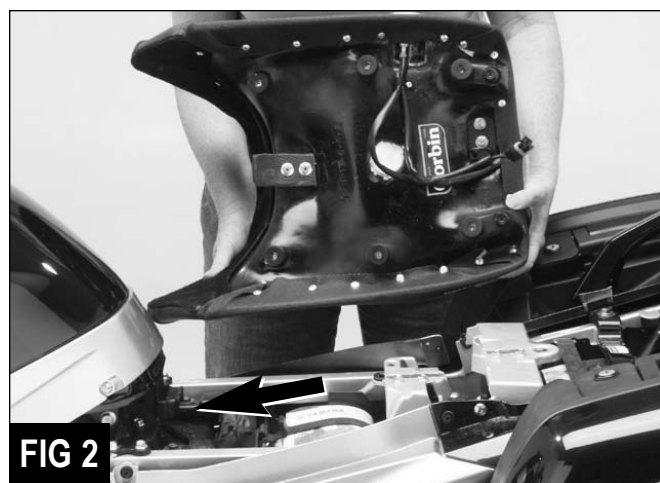
**NOTE:** The Corbin front saddle is **NOT** height adjustable. Instead, we've made the saddle with the best ground reach possible and designed it to fit perfect with the Yamaha body work.

**NOTE:** If you're installing a heated seat model, skip ahead to the electrical installation portion of this sheet before mounting your new saddle / Smuggler.

1. Remove the plastic bracket used with installation of the stock seat and set aside, you won't need this for the Corbin saddle. (Figure 1)



2. Front saddle will now install very much like stock using a tongue in the front and a latch in the rear that integrates with your Yamaha key lock (Fig 2). The latch bracket is adjustable to provide a perfect mesh. Getting the latch in the right spot is critical to saddle latching.



3. Rear saddle will now mount just like stock too. Rear bracket and latch hook come preinstalled. Just like the front seat, getting the adjustable latch in just the right position is critical and may take a little patience.

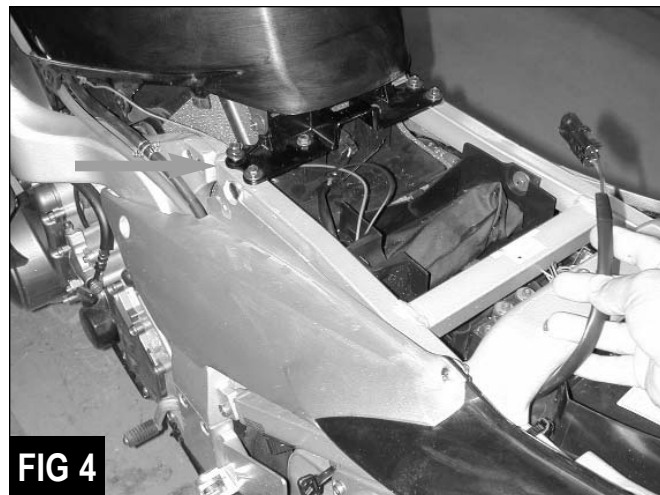
**Electric Heat Installation:**

1. Start by removing your stock seat, then remove the right top side panel. To remove this panel you will need to remove the 6mm allen bolt and the quick fastener screw. Then gently pull the panel outward until the cover pin in the cover releases from the rubber grommet.

2. Next remove the fuse panel out so you can have access to it. This panel is located at the top right side, under the handle bar grip. To remove this panel you will need to remove 3, 6mm hex bolts and two quick fastener screws. Once this panel is free, pull it up so you can get better access to the fuse box. Once the fuse box is exposed unclip the fuse box off the panel.



3. Now you are ready to route the wire harness in place. Start at the chassis under where the seat will go and route it up ward on the right side of the bike heading towards the fuse box. The black wire, which is your ground wire, will be connected to the right side behind the gas tank (Fig 4). Once you get the red wire up to the fuse box, connect the fuse pig tail adapter to it (Fig 5).



4. Remove the signal fuse from the fuse box (Figure 6), then install it on the empty slot of the pig tail adapter. This pig tail will be connected in place from where you just removed the back up fuse.

**NOTE:** The fuse box door will no longer close due to the pig tail being in the way so we have provided a fuse box rain cover.

5. To instal the rain cover, slip the pig tail through the hole at the top of the cover, then connect it to the fuse box. Slip the cover all the way on and line up the hole of the rain cover with the fuse box clip and then connect it back to the cover panel (Figure 7).



6. Before reinstalling the panel back in place, lay your seat on the bike and connect the plug to your seat heater. Turn on your ignition switch and test the seat. If the switch illuminates, your saddle heater is working properly. Once it checks out ok, go ahead and resecure the fuse panel and your side panel back in place.

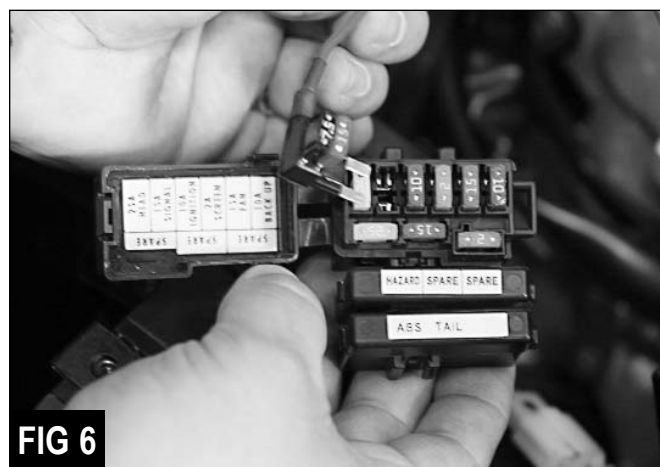
7. Make sure all the wires are neatly secured out of the way with the included zip ties so they won't get pinched or damaged by the seat or side panels. Install the seat(s) / Smugger as described at the beginning.

**NOTE:** Heater controller shuts off automatically after 1 hour. Turn switch off and on to restart for another hour.

Enjoy your new saddle!

**Latching Concerns:** Because of the close fit and rigid baseplate material, when new your Corbin saddle can be difficult to get in position and latch. This is commonly due to the rubber bumpers not being broken in yet. You may need to lube the bumpers a little (WD-40 works great) and apply some pressure to get the saddle to slide forward all the way.

Another latching issue is due to the adjustable latch loop. Although it may line up properly with the lock slit in the chassis, it may not be lined up on the actual catch. You may need to loosen it and adjust it a little for proper latch operation. This won't need to be adjusted again after the first installation.



Questions? Give us a holler...  
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