

Sargent World Sport Performance Seat: In General, a Major Improvement

By Richard J. Atkins, Ed.D. #93162

THE TIME HAD COME TO REPLACE THE seat on my 2004 R1150R. Stock from BMW, the original dome-shaped seat was starting to show its age. Two tears in the covering, my own development of back pain and hotspots were reasons enough to look for a solution to the problems. In fact, one of my riding buddies has referred to his BMW original equipment manufacturer (OEM)

excellent communication on its progress. A short time after that, the box arrived at my front door. Typically, a seat that is in stock will ship within 24 hours. Seats made from scratch can take 5–7 business days (even the heated ones), depending on order volume at the time. Special order seats like the Modular Seat Systems with PODS will take longer.

Installation was a snap, as the new seat (two parts) replicates the old seat pan. Here, any resemblance to the OEM part ended. While installing the seat, I was aware that the fitment tabs from the front of the original seat weren't present on the replacement. Apparently, they're not needed. With design changes, the tabs and receivers were rendered obsolete. They are now legacy design features and won't create any issues with fit. In fact, this new seat is positioned more snugly against my tank than the original BMW seat.

The Sargent World Sport Performance Seat is comprised of a closed-cell Super Cell Atomic Foam. In general, stock seat foams are too soft. They offer inadequate support and are known to bottom out. By design, Super Cell Atomic Foam provides good, firm and comfortable support and suspension on long rides and will not collapse or bottom out. As a result, it is best described as "firm, but not hard." There isn't a break-in period, but over time, the foam will take on a bit of the rider contour. Some riders may be a little concerned with the firmness at first, but in the long run, will appreciate the riding support it provides. This feature helps minimize hotspots or pressure points caused by standard, dome-shaped seat foams.

Being comfortable means being safe. Inferior seat design and materials can cause



seat as a "modern-day medieval torture device." With many brands to choose from, I found that some of the best user-generated reviews were for Sargent seats.

After ordering from the company directly, it was a pleasant surprise to have very quick turnaround time (this was ordered during the off-season), especially considering the seat was made to fill my order. Also, quite commendable was their





discomfort in the form of back pain. My OEM seat (as well as other forward-angled ones) kept me in the most forward position possible, locking me into a fixed location. The lack of back support causes the body to compensate for poor posture. The result is lower back problems. Between arthritis in my lower spine and a bulging disc, I know what they mean.

The World Sport Performance Seat is comfortable. It slopes back, creating a better angle for the rider. The shape of the foam is as critical as the support it provides. The Sargent Seat has the correct

angle (level). It has a slight dish in the riding platform, which changes how the rider weight is supported. Truly, this creates a different riding posture. I find now that my legs aren't as cramped as they used to be. My legs feel less "scrunched" because the pan goes farther back on the motorcycle than the original seat did. The loss here is in the amount of seat room afforded to the passenger. This may not be of great importance, until a passenger and/or a top case is introduced (for instance, the Givi V-46 that I use further cuts into passenger room area). In order to ride two-up with the new

Sargent seat, the top case will have to go. That's fine for a day trip, but for extended touring, a top-case solution will have to be achieved in order to keep the seat, the top case and the passenger happy!

Sargent seat covers are fabricated using waterproof, marine-grade vinyl designed for outdoor use. The material floats slightly over the foam on the seat, ensuring no leaking or bubbling. On initial trial runs the overall comfort of the seat was very good, but I found that a modification to the leading edge of the seating platform and leg scallop would improve my leg drop when placing both feet on the ground. Sargent offered an easy fix for this. They accepted the seat back at their facility and stripped the upholstery, worked the foam, and put the cover back on. It's a service they perform for customers who would like to round out the edges of the seating platform. For a small charge, the modification was completed, and we were back in (riding) business.

My Sargent World Sport Performance Seat has seen over a thousand miles of inner-city commuting already (my constant trips to and from Manhattan) in addition to a 3,000-mile run through 10 states in the Northeast U.S. Since then, my lower back pain has decreased noticeably. I'm sold. This seat is a winner.

Sargent Seat BMW R1150R Black - WS-525-19. Visit <http://www.sargentcycle.com> - \$619.95 + tax and shipping. ©

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