



Hardtail



51-0457



51-0457

Exact Replica!



51-0823



51-0920



51-0781

The Bobber Replica

The "Bobber" style was perhaps the first mainstream customized motorcycle following the motorcycle's evolution from utilitarian form of transportation to a vehicle used for recreation. From the Harley-Davidson 'Shop Dope', Nov. 16, 1973: "Suggestions for preparing 1937 & 1938 'WLDR' model motorcycles for long-distance racing such as 200-mile race at Daytona, Florida. Remove headlight, horn, muffler, speedometer, front mudguard, and rear half of rear mudguard. (Some riders make up short narrow front fender for sand kicked up by the front wheel.)" There are an additional 12 points concerning the turning & preparation of the motorcycle for racing, you can see the beginning of the bobber style. It wasn't a big step for racing enthusiasts to copy the racers of the day, strip off all unnecessary parts from there stock bikes to reduce weight and make them at least look fast and lean. This was the birth of the "Bobber", a styling cue named for the 'bob tailed' rear fender and based more upon what's not there, a minimalist form- follows function exercise. Plus it was a financially economical look; any kid from the early 1950's could buy a beat up or army surplus motorcycle for a few bucks, take off the some sheet metal and the muffler and have a hot rod. Add a fancy paint job and you have custom motorcycles to go along with the chopped and channeled hot rod cars of the day. 'Speed' lines borrowed from the art deco era & graphic embellishments like scallops made them all look like they were going 100 mph whole standing still. Scallops got longer and evolved into flames. Bobbers eventually evolved into choppers, where frames were chopped & raked to accommodate extended front ends, everything got chromed, and the motorcycles were customized from the frame out. But the Bobber was where it all started.

CLASSIC

Big Twin Weld-On Hardtails fit to stock frames for 1958-85.

VT No. Drive Style

- 51-0920 Chain Drum
- 51-0781 Replica Drum
- 51-0457 Replica Assembly
- 51-0823 Replica Rear Section

Miscellaneous

- | VT No. | Item |
|----------|---------------------------------------|
| 51-5001 | 200 SERIES XL RIGID CHASSIS KIT |
| 52-0232 | 18" X 2.15" BLACK POWDER COAT RIM |
| 52-0898 | 16" X 3.00" FRONT WHEEL, CHROME |
| 52-1255 | 18" X 2.15 FRONT OR REAR WHEEL |
| 52-2038 | 16" X 3" REAR WHEEL, STAINLESS STEEL |
| 49-0010 | SPROCKET SEAL RING, STEEL |
| 49-1648 | HEADLAMP STUD NUT |
| 49-1872 | INNER PRIMARY REBUILD KIT |
| 49-1920 | SOLO REAR KICKSTAND CATCH, CHROME |
| 49-2003A | KICKSTAND BUSHING ONLY, PARKERIZED |
| 49-2382 | JIFFY KICKSTAND LEG ONLY, CHROME |
| 50-0621 | BLACK RIGID TOOL BOX KIT |
| 51-0106 | WYATTS 250 RIGID FRAME |
| 51-0704 | 250 FRAME REAR SECTION |
| 51-0823 | RIGID HARDTAIL FRAME REAR SECTION |
| 51-0966 | 4-SPEED FRAME W/O TRANSMISSION PLATE |
| 51-0979 | REAR SWING ARM, CHROME |
| 51-1341 | OE WIDE REAR TIRE KIT W/O REAR PULLEY |
| 51-1342 | WIDE TIRE KIT |
| 51-0337 | SWITCHBLADE REMOVABLE WINDSHIELD |
| 49-1518 | 45" FRONT SEAT BRACKET |
| 49-1380 | SEAT T SPACER RIVET PLATE, RAW |
| 49-1381 | SEAT T CROSS STRAP, RAW STEEL |
| 35-0037 | S&S "B" CARBURETOR KIT |



Tedd Cycle first use in 2003