

SAWN-OFF STREET BOB

MEET MY NEW FRIEND,
MR ANGLE GRINDER

Our Street Bob of the issue this time is, as we mentioned last issue, less of a bolt-on job and more of a sawn-off special, and is the Pintail put together by Rocket Bobs in Faringdon, Oxfordshire.



The most radical of the series to date, it shows how strong the base Street Bob is, because it's still visible through a host of alterations. Okay, so it was intentional: when something is as good as the Street Bob in its original form, why mess with its strengths when you can work with them to such good effect.

In case you're wondering where you've heard Rocket Bobs' name before, look no further than last issue's news pages and the more heavily modified, stunning FXCW Rocker, which qualifies that last statement better than any further description.

The Pintail shows what can be achieved when a custom builder cleans up after a production engineer, returning a bike to what the design designer wanted in the first place ... and then some.

Starting with a clean-up of the frame, Pete ground off a whole host of lugs and brackets that weren't relevant to the Street Bob – including what he calls the unnecessary and massive rear tank mount – or else hold on bits that will be removed, before attacking the rear struts and reshaping the top shock mounts.

What remained was powder-coated in a mirror-finish black that he'd got in from the US, together with a pair of new rims – a 21x3½ front and an 18x5½ rear – the original hubs, the original bottom yoke matched up to a 2008 Dyna Lowrider top, the RSD Short Stack 'bars, oem tank console, derby cover, the side panels and a selection of nuts and bolts. It's probably worth mentioning, that Pete runs a powder-coating company.

Cutting off the rear mounting bracket for the tank and reshaping the scar is a common modification for Rocket Bobs bikes, and Pete reattaches the rear on a simpler mini rubber-mount, which has the effect of lowering it by about 6mm at the back and dramatically alters the overall line, allowing it to flow better into the seat. The original Street Bob's 'distressed' badges were swapped for a pair of simple black and chrome alternative from a V-Rod, the gloss black of which tied in with the console and a flush-fit Harley P&A filler and fuel gauge.

The motor was blacked-out further by fitting the rocker covers from a Night Train and a Rocket Bobs carbon fibre air-cleaner, as well as blacking the oem foot controls, with stainless fasteners all round as an accent to provide contrast.

The signature item, the Pintail seat is the prototype, and slightly smaller than the production version, which have a larger seat pad that includes layer of memory foam as well as gel pads to ensure a full day's riding without crippling yourself. It has been blown over in Denim Black to match the tank, features a sandblasted, hand-stitched horsehide leather seat with baseball style stitching on the panels and is a straight bolt-on fit once the struts have been removed.

A hugger mudguard is available, and will keep the law happy – and make the bike more practical in the rain – but isn't fitted here. Mounted on the swing-arm, it fits tight to the rear tyre – thin, minimalist and flat black – retaining the clean appearance of a unshielded tyre, but most people will probably run it in this hardcore state and put up with a wet jacket.

It'd be foolish to clean the back end up and then clutter it up again with massive lights, so Pete has fitted the tiny but ultra-



bright, E-marked and legal Kellermann LED stop/tail/indicators, their billet aluminium blacked to blend in better. The Rocket Bobs side-mount plate isn't a whole lot more complicated, looking like a simple plate recessed into a surround, but with an inconspicuous LED strip actually illuminating the plate, which is cool.

Suspension is taken care of by a pair of blacked-out Ohlins at the back and a pair of Rocket Bobs lowered springs within the Titanium Nitrided fork stanchions, mated to blacked-out (what else?) sliders and their billet fluted caps.

The front end is kept as clean as the back thanks to internally wired bars, a very neat Rocket Bobs front indicator mounting bar with another pair of tiny Kellermann indicators, their wiring running internally through the bottom yoke. You probably needed telling that, because it's not obvious once your eye has been drawn to Pete's favourite part of the whole build. The Joker Machine 5-Point headlamp with its five single filament 30w halogen bulbs, can be wired to suit your preference, is machined from a solid billet of 6061 aluminium, and comes chromed or Hard Anodised in black; and is simply the best piece of work that Pete has ever seen – which explains why he's become a dealer for them: there's a Joker Machine air cleaner fitted now, which will be in the news pages if the system works.

Obviously the motor has been staged – you'll see that from the V&H Short Shots – and is currently running in an open-loop configuration with a Power Commander III, and there will be a host of other fine details that we've forgotten, between us, so barring a mention of the Avon Rubber, I'll close with Pete's thanks to his friends at Joker Machine, to Marion at Kellerman and Paul at Snakebikes.se, Rocket Bob's new European distributor, and a big thanks to Col.

Words: Bob (and Pete) Pictures: Rich King

