



November 22, 1972

Mr. Paul Dunn
1155 Islington St.
Apt. 4
Portsmouth, N.H. 03801

Dear Mr. Dunn:

Enclosed you will find a porting spec sheet to convert your Stiletto MX to a Stiletto TT. The only other difference is in the piston. The TT piston is an MX piston with 4mm more cut away from the intake skirt. You can perform this modification to your piston, or purchase a new TT piston and the end result will be the same. As you stated, the gearbox is also different, but I would recommend using your gearbox as it works very well with the TT engine's power characteristics. In fact, many of our sponsored riders use this combination in their TT bikes.

In answer to your other questions, I know of no rear hub which will accommodate a right side brake backing plate on an Ossa. I am certain that a reed valve could be adapted to an Ossa with good results if done properly; however, I have no specific information on such an arrangement.

Yankee Motor Company does not do engine porting work on a retail basis, so you should check with your dealer on this matter. Please remember that any changes in port timing will necessitate changes in expansion chamber dimensions and carburetor jetting to obtain optimum performance.

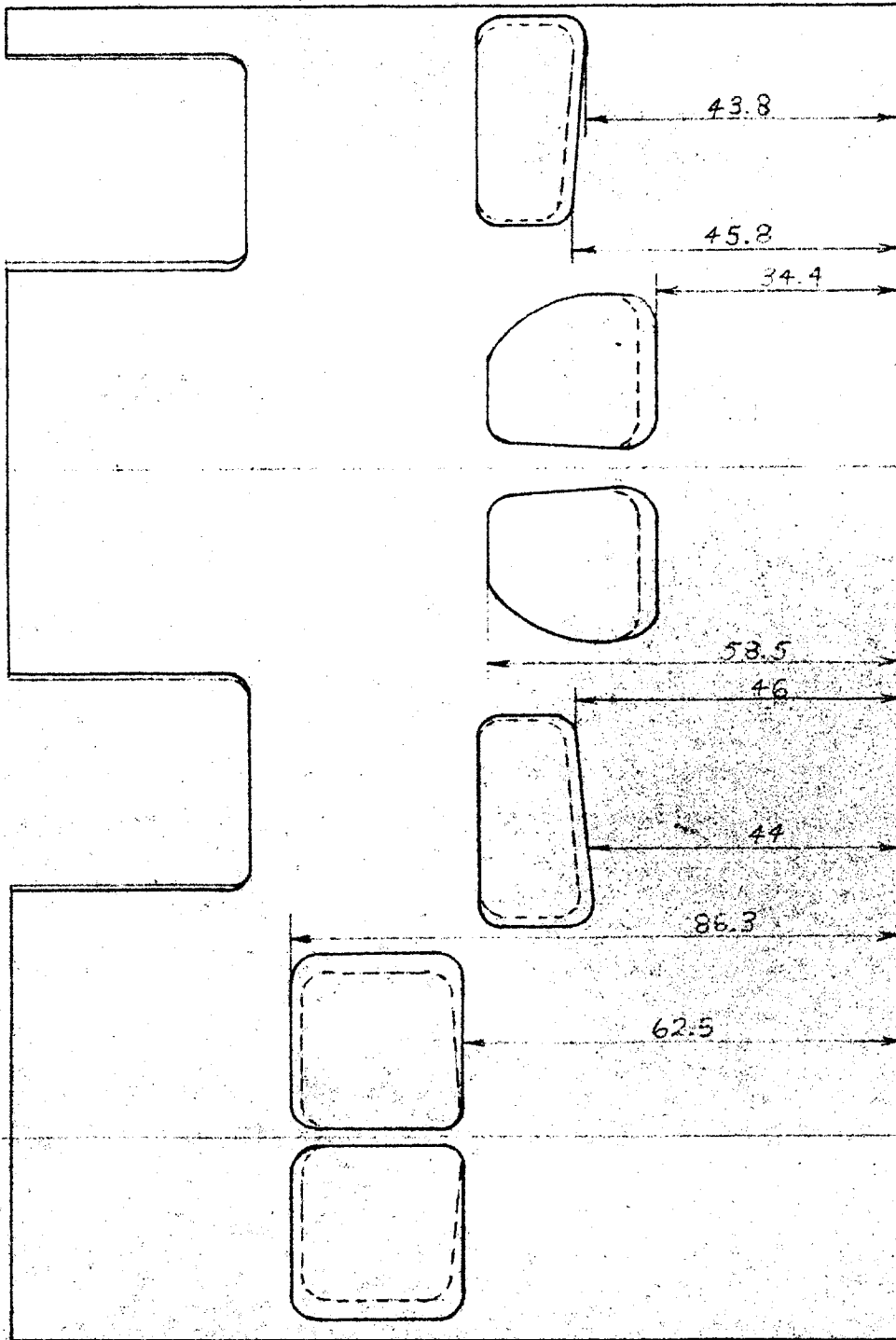
Very truly yours,

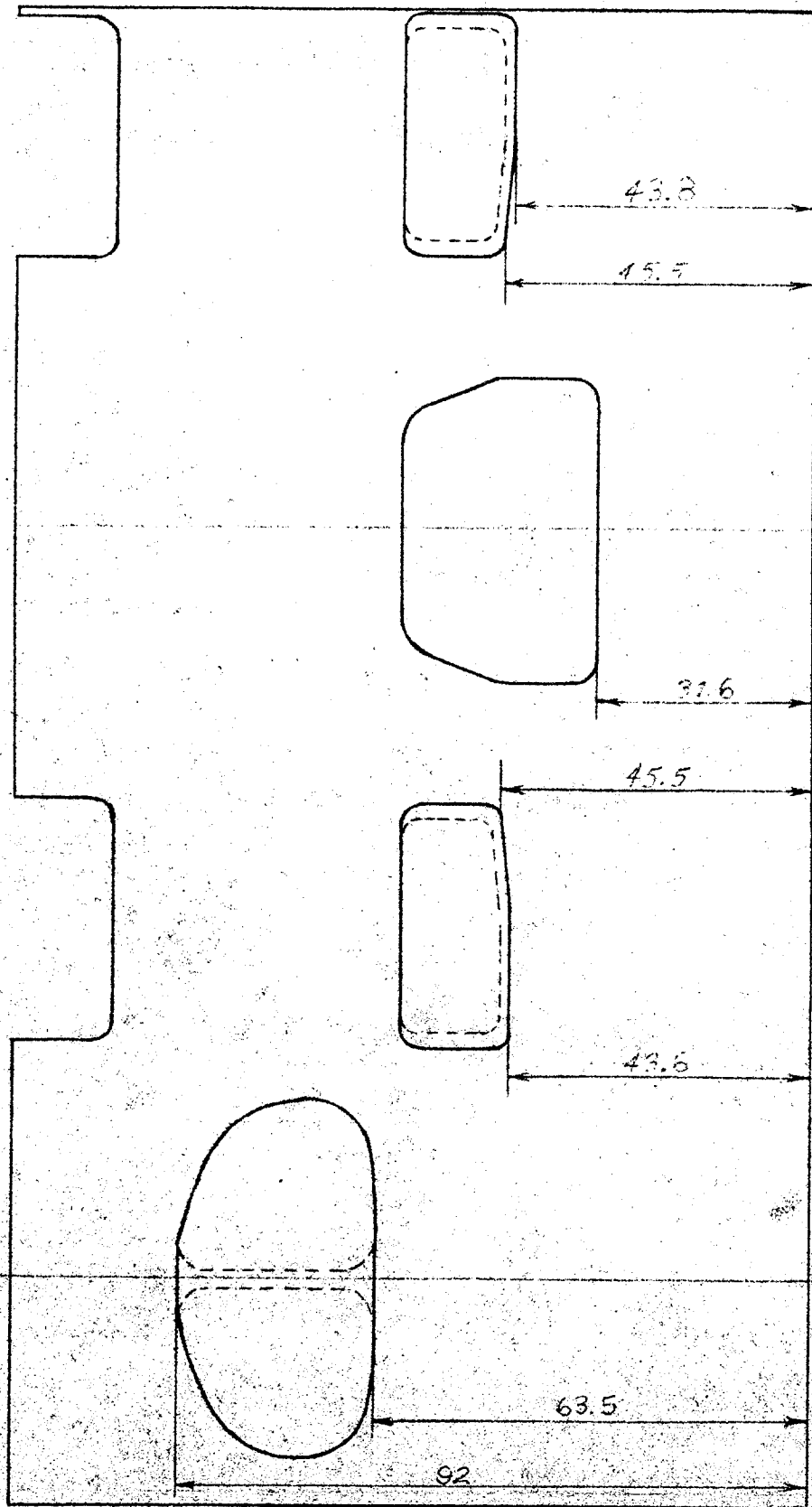
Thomas Vincent

Thomas Vincent
Assistant Service Manager

TV:jh

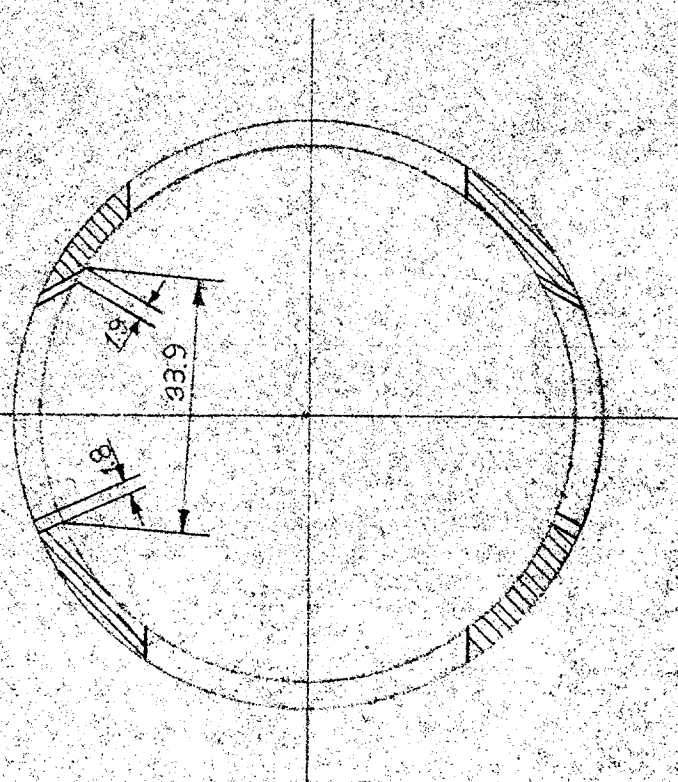
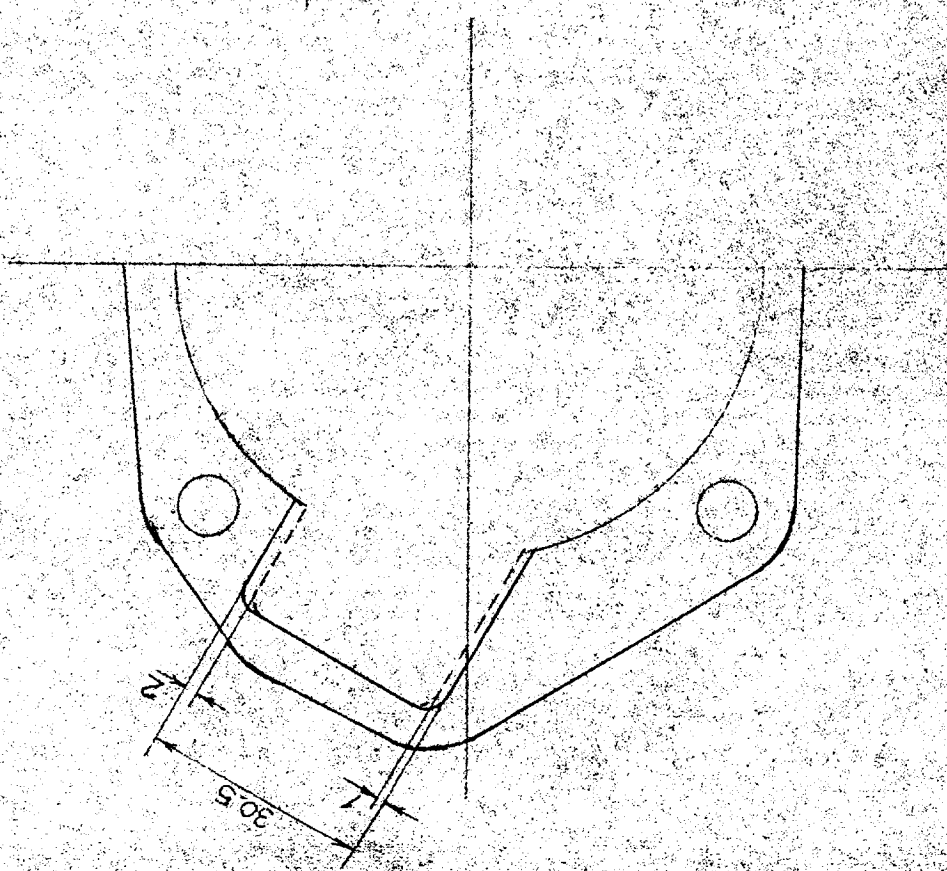
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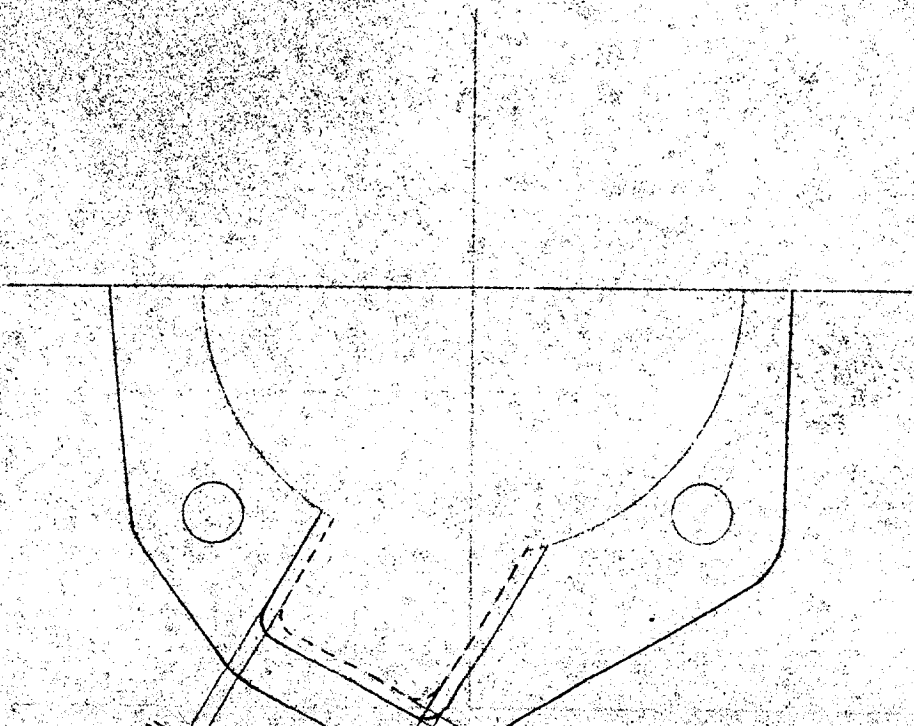
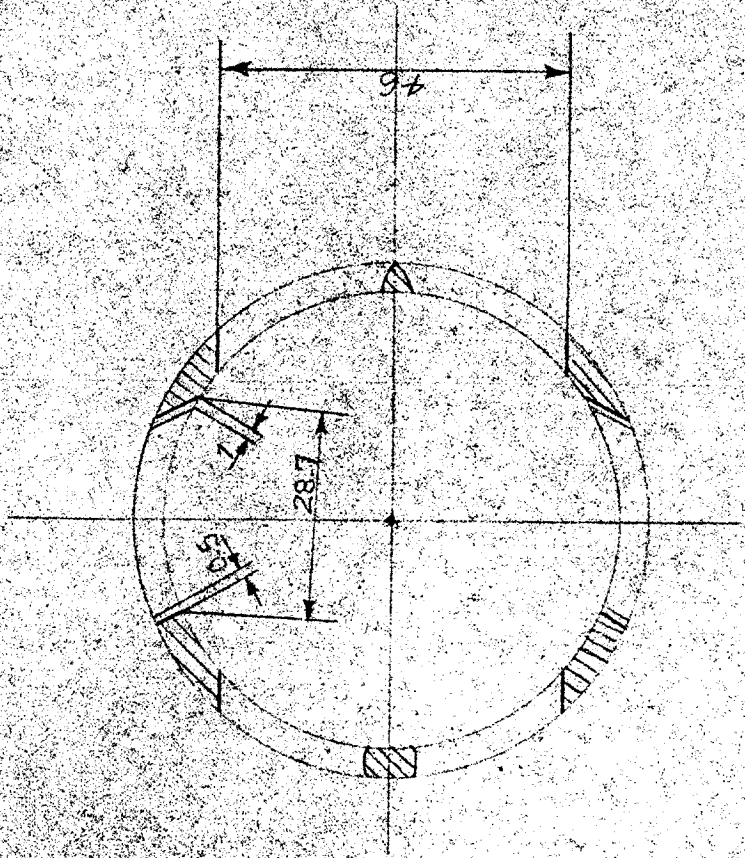


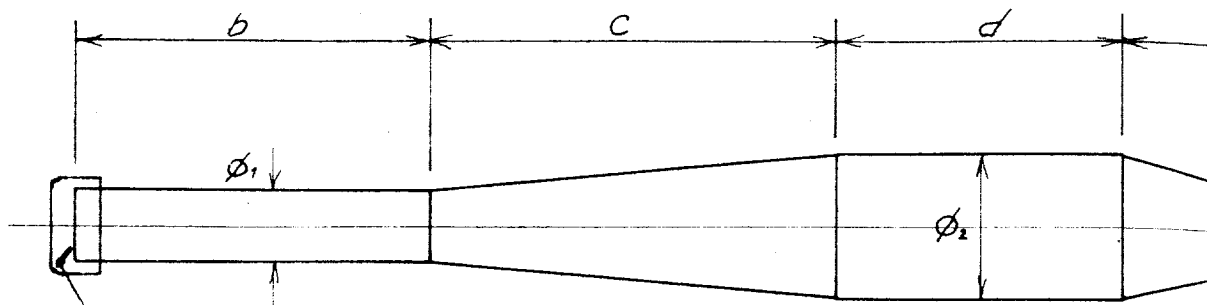
230-250cc





		SCALE	DRAWN BY
		175, 230 & 250	RLD
TITLE			
CYLINDER PORTING SPECS			
DATE		DRAWING NUMBER	
8-28-70		C040002	





OSSA PART NO. 112921

	a	b	c	d
175 cc	40	241	270	190
230-250 cc	35	231	415	100

	IGNITION TIMING	CARB ϕ	BALANCE FACTOR	EXHAUST TIME
175 cc	3	29 ÷ 33	57 ÷ 60%	180°
230-250 cc	3	33	57 ÷ 60%	184°

*

CHAMPION	AUTOLITE	BOSCH	LODGE	NGK	KLG
N-57R	AG-603	W310T17	RL50	B10EN	FE 280
N-54R	AG-403	W400T17	RL51	B11EN	FE 310
N-52R	AG-203 AG-103	W440T17	RL53	B12EN	FE 340

