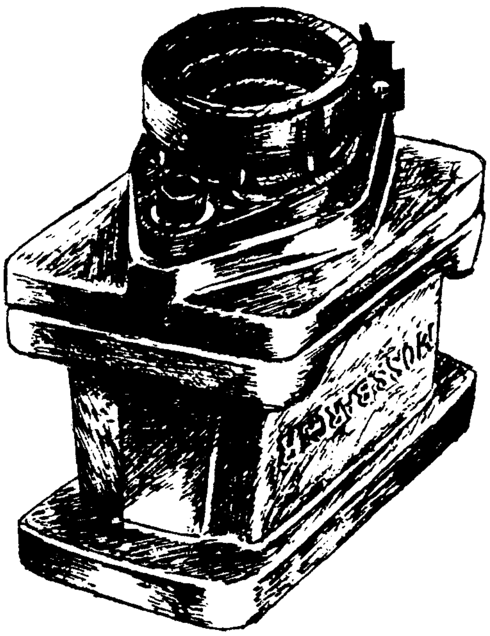
MOSSBARGER RACING

(513) 642-2027



ODYSSEY
FL·CR
6-PETAL
REED

BOLT·ON! BOLT·ON!

- **Increased Volumetric Efficiency**
- **Quicker Throttle Response**
- **More Low & Midrange Torque**
- **Increased Horsepower at Lower Peak Torque [RPM]**
- **Wider Powerband with Greater Tuning Latitude**

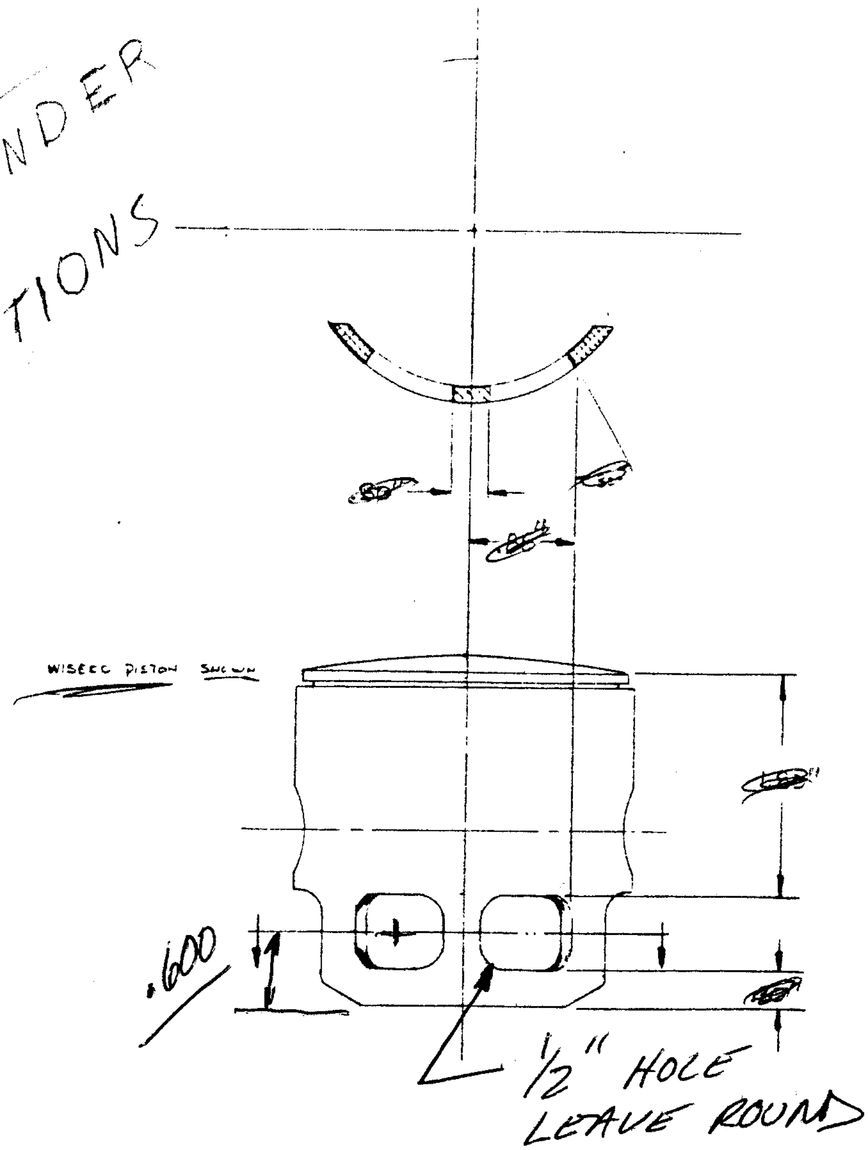
The secret to the high h.p. gains from our reed assemblies is quite simply producing a reed valve that on the flow bench flows more air at a faster rate. Our fiber reeds are calculated to have the correct weight to stiffness ratio for an easier and faster opening. Our reeds keep the gas speed of the incoming fuel at a high constant rate, thus improving intake and volumetric efficiency.

REQUIRES PISTON AND CYLINDER BOOST PORTING FOR MAXIMUM POWER, COMPLETE PORTING SPEC'S ARE INCLUDED, AND WE CAN PROVIDE THE PORT WORK FOR YOU IF NEEDED.

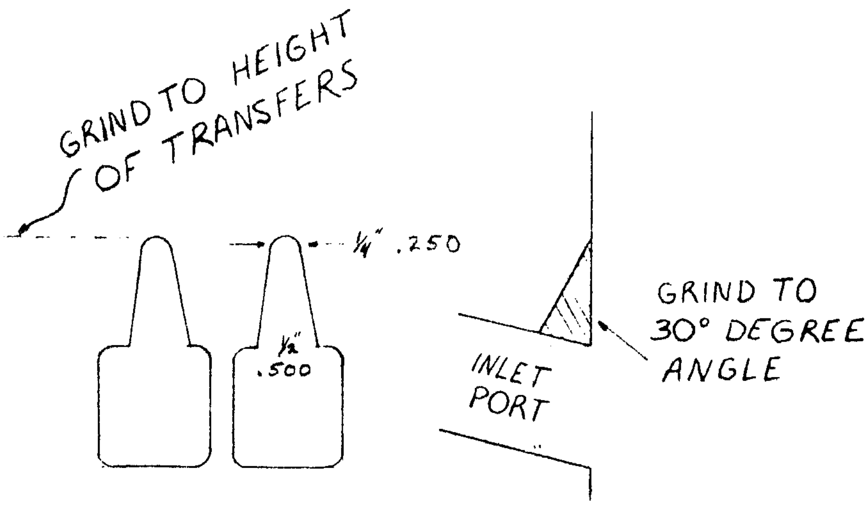
MOSSBARGER RACING PROD. 138 S. CHERRY ST MARYSVILLE OH 43040

MOSSBARGER RACING

ODYSSEY FL/CR
PISTON AND CYLINDER
MODIFICATIONS



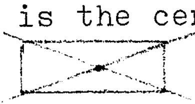
NOTES:



ODYSSEY BOOST PORT INSTALLATION

NOTE... This modification will work eaqually well on either the FL or the CR cylinder.

1. Review all drawings and read thru the instructions before attempting to modify the piton or cylinder.
2. PISTON VENTILATING...use layout fluid to cover the lower portion of the piston skirt. Check to be sure you are marking on the intake side of the piston.
3. Scribe on the piston skirt the top and bottom for each hole. Next, scribe the sides for each hole. Now, you should have 2 rectangular boxes marked on the intake skirt of the piston.
4. Finding the center of the holes is rather easy if you follow these directions. Scribe two diagonal lines in each box, from corner to corner. At the intersection of the diagonal lines is the center for your boost holes.



5. Use an 1/8" drill for the starter hole at the new found center of your boost port.To enlarge the hole, progress in drill sizes as follows; 3/16,1/4,9/32,5/16,11/32, 3/8,and the final size drill is 7/16.
6. After drilling the final hole, you must enlarge thehole to correspond with the drawing. Use a small round file or small hand grinder. Be sure to stay within the previsously scribed lines marked on the piston.
7. Deburr the holes with a slight chamfer on both inside and outside edges. This will not only smooth the air flow, but also increases piston strength by reducing edge fractures.
8. Although there are many theories regarding piston modifications for reed valves, we offer here a tried and proven method that combines maximum piston strength and performance. This is the optimum piston modification for the Odyssey.

1. BOOST PORTING THE CYLINDER... we recommend our 4-hole style boost port for maximum power.

2. If you choose to add your own boost ports, we have included a drawing that will give you the dimensions for the best boost ports for the grind in method.
3. Should be 1/2" wide at the port openig, tapering to 1/4" at the top of the port. The top of the boost ports are to be even with the height of the transfer ports. The boost ports should be cut on an angle of 30 degrees to the bore. Avoid cutting boost ports where the piston ring end gap sweeps the cylinder.