

DUCATI 250/350 (valve spring single)



New billet cam, no core needed.
Rocker arms, weld and grind, cost each.
Extra cost to restore "valve end" of rockers.
#607-D R/D valve spring kit. Must remove metal from cylinder head to clear OD of spring.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST	OPEN/CLOSE	RUNNING CLEARANCE
564-00	.412"	283°	102.5°	High performance race profile. Good throttle response/ mid-range. Check all clearances.	39 btc/64 abc	.005" - .006"	
	.390"	302°	104°		75 bbc/47 atc	.007" - .008"	
564-x9	.440"	290°	106°	FULL RACE CAM. MAXIMUM MID RANGE	39 btc/72 abc	.006"	
	.400"	293°	105.5°	AND TOP END. Use all race components.	73 bbc/41 atc	.008"	
Stock	.358"	268°		Stock 250 for your reference.			

DUCATI 750/860 (valve spring twins)

New billet cams, no cores needed.
Rocker arms, weld and grind on exchange cores, cost each.
Valve spring kit with **titanium tops**.

565-20	.412"	283°	102.5°	All around road race. Good mid-range and some added top-end. Check clearances.	39 btc/64 abc	.005"	
	.390"	302°	104°		75 bbc/47 atc	.007"	

DUCATI 450 DESMO single

New billet cam, no core needed.
Rocker arms, weld and grind on customer parts, cost each.

563-00	.410"	306°		Road race profile.	50 btc/75 bbc		
	.390"	298°			75 bbc/44 atc		

DUCATI DESMO Twins (Early Bevel Gear Drive)

New billet cams, per pair, no core needed.
Rocker arms, weld and grind on customer parts, cost each.

566-00	.464"	290°	106°	Road race. Stock mid-range and top-end.	39 btc/71 abc		
	.429"	292°	106°	Use modified pistons. Check clearances.	72 bbc/40 atc		
566-x15				Imola Profile—reproduction			

DUCATI DESMO 750 PANTAH (belt drive) also F1-B

New billet cams, per pair, no core needed.
Rocker arms, weld and grind on customer parts, cost each.

561-x2	.447"	305°	102.5°	High performance profile.	50 btc/75 abc	n/a	
	.410"	305°	102.5°	Reproduction of NCR-07.	75 bbc/50 atc	n/a	
561-x3	.447"	305°	106.5°	NCR-07 with 4 degree wider	46 btc/79 abc	n/a	
	.410"	305°	106.5°	lobe center for more top-end.	79 bbc/46 atc	n/a	

Ducati rocker arms: which require repair to the "valve" end - extra charge of \$18.00 per rocker arm.



Each to weld/grind, restore.
This Includes 748, 916, 996 models.
Our procedure:
We grind .035" off the existing rocker pad to remove the chrome plating and prepare the surface for welding. We weld a .040" layer of nickel-chrome hardfacing alloy to the surface to create the new pad. We grind, edge, finish this new pad to the correct radius. The finished depth of the nickel-chrome alloy is a minimum of .035". This is double or triple the thickness of the original chrome plated surface on the pad.