

INDIAN WARRIOR - 500 PARALLEL Twin 1950's

Hardfaced cams per pair, on customer cores only.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
780-x1	.358"	275°	104.5°	ROAD RACE CAM. Modified pistons and springs needed.	33 btc/62 abc	.008"
	.358"	275°	108.5°		66 bbc/29 atc	.010"
780-x2	.343"	270°		Alternate road race profile.		
Stock	.245"	288°		For reference.		

KTM LC-4 600cc (1989—1991), 400 (1995)

**ALSO fits 620cc but customer will sacrifice use of compression release.

New billet cam (cam has no compression release).

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
702-25	.415"	282°	106°	Best for 1/2 Mile, Road-race & fast off-road. Use modified pistons and springs. Mid range, top-end.	35 btc/67 abc	.006"
	.405"	277°	106.5°		65 bbc/32 atc	.008"
702-45	.450"	264°	108°	T.T. style power. Strong mid-range torque. Great throttle response. Use modified piston and springs.	24 btc/60 abc	.006"
	.450"	264°	108°		60 bbc/24 atc	.008"
702-x4	.375"	295°	104.5°	Fast Road-race. Top-end power. Use with modified piston and springs.	43 btc/72 abc	.006"
	.375"	285°	104.5°		67 bbc/38 atc	.008"
Stock	.365"	249°	111.5°	For your reference.		

LAVERDA 750 Twin (1970—1976)

Hardfaced cam on customer core (2 piece).

Rocker arms, weld/grind - cost each.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
585-x4	.446"	284°	100°	RACE PROFILE. Mid range and top end increase	42 btc/62 abc	.006"
	.448"	284°	100°		62 bbc/42 atc	.008"
585-x8	.440"	282°	101°	6-C reproduction.	40 btc/62 abc	.006"
	.406"	283°	101.5°		63 bbc/40 atc	.008"
585-x9	.437"	272°	103°	5-C reproduction.	33 btc/59 abc	.006"
	.364"	272°	104°		60 bbc/32 atc	.008"
stock	.384"	254°	102°	For your reference.	27 btc/47 abc	.006"
	.374"	259°	100.5°		50 bbc/29 atc	.008"

LAVERDA Triples

Hardfaced cams per pair 3-cylinder.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
584-x1	.380"	261°	104.5°	OK with stock pistons and springs in all Jota and Mirage models. Improved throttle response, strong mid-range power retains good top-end.	26 btc/55 abc	.003"
	.380"	261°	104.5°		56 bbc/25 atc	.004"
584-x2	.367"	269°	103.5°	Reproduction of factory 3-C profile.	31 btc/58 abc	.003"
	.367"	269°	103.5°	Top-end power, open road profile	60 bbc/29 atc	.005"
584-x3	.393"	280°	105°	Reproduction of factory 4-C profile. Use these timing figures for high performance street use.	35 btc/65 abc	.003"
	.393"	280°	108°	Road race profile. This is the standard cam supplied in most Jota and Mirage models.	68 bbc/32 atc	.005"
584-x3	Alternate timing per factory manual		102° 106°	This timing was recommended by the factory for ROAD RACING. We feel the 105/108 timing shown above is better suited to high performance street riding.	38 btc/62 abc 66 bbc/34 atc	.003" .005"

GILERA Twin

Hardfaced cam on customer cores per pair.