

MEGACYCLE CAMS

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HONDA XR, XL, FT-500 (1979—1982)



Hardfaced cam, on on customer core.

New billet cam. No core needed.

New needle bearing billet cam NS or NB, no exchange core needed.

#144-HD machine cylinder head for NB cam.

#144-RA rocker arms, weld and grind on customer core, cost each.

#210-HC R/D valve spring kit with cr/moly tops and guides.

#227-H R/D valve spring kit with **titanium tops** and guides.

#1003-4 R/D replacement valve springs for 210-H and 227-H

#209-HC R/D valve spring kit with cr/moly tops, no guides.

#6001 R/D replacement guides, cost each.

Wiseco piston kits with rings, pin and clip.

| 12:1 | | 10 1/4:1 | | | Head | |
|----------------------------|--------|------------|-----------------|------|-------|---------|
| 4163M08900 | 200.69 | 4117M08900 | 89mm | STD | W5426 | 16-6189 |
| 4163M08950 | 200.69 | 4117M08950 | 89.5mm | .020 | W5426 | 16-6189 |
| 4163M09000 | 200.69 | 4117M09000 | 90mm | .040 | W5426 | |
| — | 220.74 | 4117M09100 | 90.93mm | .060 | W5426 | |
| resleeving required 220.74 | | 4117M09500 | 95mm (6mm over) | | W5427 | |

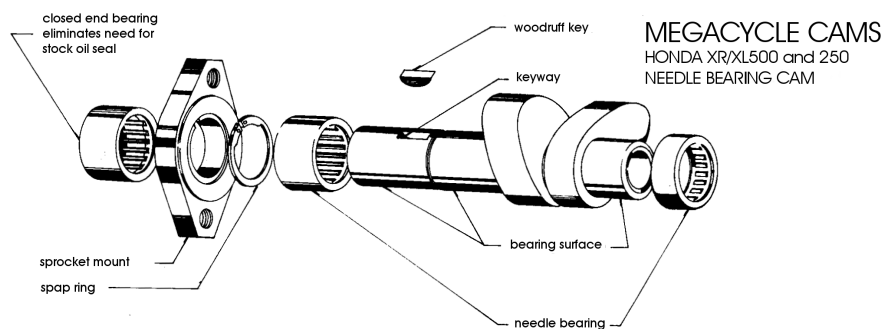
| CAM NUMBER | VALVE LIFT | DURATION AT .040" | LOBE CENTERS | DESCRIPTION AND APPLICATION | INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE | RUNNING CLEARANCE |
|------------|------------|-------------------|--------------|---|--------------------------------------|-------------------|
| 144-30 | .333" | 234° | 108° | OK with stock piston and springs. Increased mid-range power from stock motor. | 9 btc/45 abc | .004" |
| | .333" | 242° | 109° | | 50 bbc/12 atc | .006" |
| 144-40 | .365" | 244° | 105° | All-around off-road cam. Must use 210-HC kit and 4117 piston. Mid-range torque, smooth power band. | 17 btc/47 abc | .004" |
| | .370" | 250° | 109° | | 54 bbc/16 atc | .006" |
| 144-00 | .410" | 249° | 103.5° | Must use modified springs, guides and piston. Enduro, TT, short track profile. Great mid-range throttle response. Good top-end. | 21 btc/48 abc | .005" |
| | .410" | 249° | 103.5° | | 48 bbc/21 atc | .005" |
| 144-20 | .408" | 276° | 100° | Must use modified springs, guides and piston. <u>Best all around cam</u> TT, fast desert riding, road racing. Wide smooth power band. | 38 btc/58 abc | .004" |
| | .408" | 276° | 100° | | 58 bbc/38 atc | .004" |
| 144-21 | .435" | 288° | 110° | Must use racing springs, guides and piston. <u>Full racing profile</u> . Maximum mid-range and top-end. Road race, fast 1/2 mile. | 34 btc/74 abc | .005" |
| | .435" | 288° | 110° | | 74 bbc/34 atc | .005" |
| 144-x25 | .408" | 276° | 108° | Variation of the 144-20. More top-end for high R.P.M. use where low-end is not important. | 30 btc/66 abc | .004" |
| | .408" | 276° | 108° | | 66 bbc/30 atc | .004" |

Note: In FT 500 Models, our closed end bearing on NS and NB cams prevents use of stock tachometer drive pin.

Cam numbers ending in NS = needle bearings for stock diameter head – no boring needed.

Cam numbers ending in NB = needle bearings for oversize diameter – cylinder head must be bored to use these.

Save an otherwise ruined cylinder head with our needle bearing cam. Machining of the cylinder head to remove damaged aluminum is required to allow use of our needle bearing cams. We machine cylinder heads every 15 days. Send the head and cover with cover bolts. Remove rocker arms, springs, studs, etc if possible. Below is a sketch of our needle bearing cam for 1979 to 1982 Honda XL, XR 500, NS or NB available.



HONDA CX-500 twin (1982—1985)

NO LONGER AVAILABLE

All timing is quoted at .040" lift at the valve with zero checking clearance unless otherwise stated.