

YAMAHA 600 TT, XT, SRX, 550 TT (1982—1996)



Hardfaced cam, on customer core.

Rocker arms, weld and grind, cost each, on customer core.

#111-Y R/D valve spring kit with aluminum tops to .450" lift.

#112-Y R/D valve spring kit with **titanium tops** to .450" lift.

#120-Y R/D valve spring and guide kit **titanium tops** to .500" lift.

Wiseco 11½:1 piston, ring, and pin kits

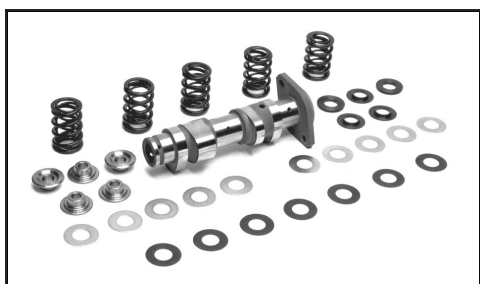
#4619M09500 — STD for TT chrome bore only (95mm)

#4596M09500 — STD for SRX or TT cast iron bore (95mm)

#4596M09600 — .040" over for SRX,TT,XT (96mm)

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
266-00	.375" .365"	246° 244°	108° 108°	OK with stock piston. Must use spring kit. Good mid-range, improved throttle response.	15 btc/51 abc 50 bbc/14 atc	.004" .006"
266-20	.430" .415"	278° 281°	102° 102.5°	Must use modified piston and springs. Great mid-range and top-end power. TT, road race, fast off-road and desert racing. Best all around.	37 btc/61 abc 63 bbc/38 atc	.005" .007"
266-x4	.490" .470"	276° 276°	108° 108°	Racing use only. Use racing piston and #120-Y spring and guide kit. Full power in mid-range and top-end. Cut cylinder head to clear lobes.	30 btc/66 abc 66 bbc/30 atc	.005" .007"
266-x6	.430" .415"	278° 281°	108° 108.5°	All around performance for more top-end than 266-20. Use modified pistons and springs. ROAD RACE profile.	31 btc/67 abc 69 bbc/32 atc	.005" .007"
266-x10	.452" .412"	292° 294°	108° 112°	Top end/road race. Use racing pistons and springs	38 btc/74 abc 79 bbc/35 atc	.005" .007"
266-x12	.452" .412"	292° 294°	102° 106°	Road racing, more low end than 266X10. Must use racing springs and pistons.	44 btc/68 abc 73 bbc/41 atc	.005" .007"
Stock	.342"	239°	108°	Stock XT-550/600 for your reference.		

YAMAHA 660 RAPTOR (2001—2006) XT 5-VALVE (1990—1994)



Hardfaced cam on customer core.

#123-Y R/D valve spring kit with **titanium tops**.

#80-80030 K.P.M valve spring kit with **titanium tops**.

#4737 Wiseco pistons 100 MM to 101 MM 11:1 Raptor.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
280-x2	.395" .372"	243° 236°	106.5° 106°	Mild performance. Increased torque and mid-range. Must use R/D or KPM springs.	15 btc/48 abc 44 bbc/12 atc	.005"-.007" .007"-.009"
280-x3	.452" .429"	276° 274°	102° 102°	All around/ increased mid-range and top-end. Retains good throttle response. Must use R/D or KPM springs.	36 btc/60 abc 59 bbc/35 atc	.005"-.007" .007"-.009"
280-x4	.452" .429"	276° 274°	108° 108°	All around/ more top-end than 280-x3. Must use racing piston. Use R/D or KPM springs.	30 btc/66 abc 65 bbc/29 atc	.005"-.007" .007"-.009"
280-x11	.395" .372"	243° 236°	107.5° 108°	Mild performance/ Mid-range & some top end. Must use R/D or KPM springs.	14 btc/49 abc 46 bbc/10 atc	.005"-.007" .007"-.009"
280-x14	.452" .412"	292° 294°	108° 108°	Full race / upper mid-range & top-end. Best with BIG BORE/ High compression. Must use either KPM or R/D springs.	38 btc/74 abc 75 bbc/39 atc	.005"-.007" .007"-.009"