

# MEGACYCLE CAMS

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## YAMAHA VIRAGO XV 700, 750, 920, 1000 (1981—1992) & 1100



Hardfaced (HF) cams, on customer cores.

#107-Y R/D valve spring kit for 750 only, with aluminum tops.

#122-Y R/D valve spring kit for 920/1000 only, with **titanium tops**.

Venolia XV-750 .010" 11:1 piston, cost each.

Rocker arms, weld and grind, cost each.

Our needle bearing cams have extra timing pin holes to allow cam timing advance or retard. These are stock diameter/ no boring needed

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
258-x2	258-x2 NS	.502"	268°	108°	Road-race. Must use modified pistons and springs. Mid-range and top-end power.	26 btc/62 abc .005"
		.502"	268°	108°		62 bbc/26 atc .007"
258-x5	258-x5 NS	.420"	264°	108°	OK with stock pistons. Spring kit recommended. Improves mid-range power in an otherwise stock motor. Check clearances.	24 btc/60 abc .005"
		.420"	264°	108°		60 bbc/24 atc .007"
258-x3	258-x3 NS	.495"	300°	107°	Must use racing pistons and springs. Road-race performance mid-range and top-end	43 btc/77 abc .005"
		.475"	300°	107°		77 bbc/43 atc .007"
258-x1	258-x1 NS	.580"	283°	104.5°	Race only - 1000 motors. Fully modified engine.	
Stock		.401"	245°	107.5°	Stock 750 and 920 for your reference.	15 btc/50 abc
		.401"	247°	107.5°		51 bbc/16 atc

## YAMAHA XS-750 III 3-cylinder (1976—1979)

Hardfaced cams, per pair, on customer cores.

#40-0449 K.P.M. valve springs (use with stock tops, bottoms)

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
253-00	.354"	254°	110°	OK with stock pistons and springs. Improves mid-range, smooth idle.	17 btc/57 abc	.005"
	.354"	254°	110°		57 bbc/17 atc	
253-70	.380"	261°	107.5°	Best all around street and road performance.	23 btc/58 abc	
	.380"	261°	108.5°	Must use modified pistons and springs.	59 bbc/22 atc	
253-20	.417"	268°	107°	Road race, drag race. Must use high compression pistons and springs.	27 btc/61 abc	.005"
	.417"	268°	107°		61 bbc/27 atc	
Stock	.347"	239°		Stock cam for your reference.		
	.328"	241°				

## YAMAHA 650/750 SECA, MAXIM (1980—1985)

Hardfaced cams, on customer core.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
256-00	.354"	254°	108°	OK with stock pistons and springs. Good mid-range. Some top-end. Best in stock motor.	19 btc/55 abc	.005"
	.354"	254°	108°		55 bbc/19 atc	.007"
256-30	.375"	257°	108.5°	Should clear stock pistons, but must check.	20 btc/57 abc	.005"
	.375"	257°	108.5°	Best all around road race. Must use #106-Y.	57 bbc/20 atc	.007"
256-40	.410"	250°	105°	Drag race. Mid-range torque. Great throttle response. Use racing pistons and springs.	20 btc/50 abc	.005"
	.410"	250°	105°		50 bbc/20 atc	.007"
256-20	.417"	268°		Road race. Best for top-end. Use #106-Y + 12:1 or more compression.		
256-60	.438"	258°		<b>Shim under!</b> Drag race. Use #106-Y + 12:1 compression.		
Stock	.335"	236°		Stock XJ-650 for your reference.		
	.305"	232°				

## YAMAHA XJ-900 SECA 4-cylinder (1983—1984)

Hardfaced cams, per pair, on customer cores.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
262-00	.375"	257°	107.5°	OK with stock pistons and springs. Street and road cam for improved mid-range and top-end.	21 btc/56 abc	.006"
	.375"	257°	107.5°		56 bbc/21 atc	.007"
262-10	.410"	250°	108°	Must use modified pistons and springs. Race only. Racing pistons and springs needed.	17 btc/53 abc	.007"
	.410"	250°	108°		52 bbc/17 atc	.008"
Stock	.343"	240°	108°	Stock cams for your reference.	12 btc/48 abc	
	.326"	236°	108°		46 bbc/10 atc	

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