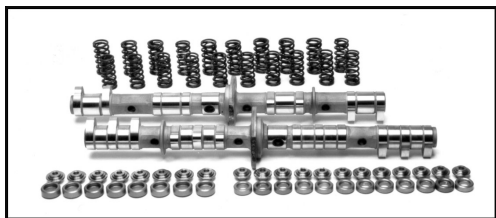


## YAMAHA FZ-750, FZR-1000 (1986—1992), OWO1, YZF-750



FZ-750 hardfaced cams, per pair, on customer cores.  
 FZR-1000 hardfaced cams, per pair, on customer cores.  
 R-1029 Wiseco FZR-1000 R 1987-88 12:1 76.5mm 1.5mm o/s.  
 R-1041 Wiseco FZR-1000 1989-96 12:1 77mm 1.5mm o/s.  
 R-1070 Wiseco FZR-1000 1989-96 12:1 78mm 2.5mm o/s  
 resleeving required.

CAM NUMBER (OWO1)	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
FZ-750 FZR-1000						
271-x1 275-x1 (278-x1)	.305" .305"	258° 258°	104° 104°	Race kit cam profile. For short road race courses. Increased top-end and some mid-range gain. Must use racing springs. Must check VTP clearance, .060" is needed.	25 btc/53 abc 53 bbc/25 atc	.007"-.008" .009"-.010"
271-x2 275-x2 (278-x2)	.335" .335"	250° 250°	106° 106°	Must use racing springs and pistons. Best all around road race profile for a mixture of long and short tracks. Best mid-range, peak horsepower and throttle control with this cam.	19 btc/51 abc 51 bbc/19 atc	.007"-.008" .009"-.010"
271-x3 275-x3 (278-x3)	.335" .335"	258° 258°	106° 106°	Long course road race. Best all around in FZR-1000. Must use racing springs and pistons. Best mid-range and top-end in big motors for high R.P.M. race applications.	23 btc/55 abc 55 bbc/23 atc	.007"-.008" .009"-.010"
271-x4 275-x4 (278-x4)	.355" .355"	264° 264°	105° 105°	Drag race, professional road race only. Use 13:1 or more compression and #119-Y springs. Top-end, Daytona style power band.	27 btc/57 abc 57 bbc/27 atc	.007"-.008" .009"-.010"
271-x5 275-x5 (278-x5)	.308" .308"	250° 250°	104° 104°	Should work with stock pistons and springs. Moderate increase in mid-range and top-end.	21 btc/49 abc 49 bbc/21 atc	.007"-.008" .009"-.010"
Stock FZ-750	.297" .292"	243° 241°	103.5° 103.5°	5.75° lobe offset sample timing for reference.	18 btc/45 abc 44 bbc/17 atc	
Stock 1986 FZR-1000	.287" .282"	241° 233°	103.5° 103.5°	8° lobe offset	17 btc/44 abc 40 bbc/13 atc	
Stock 1989 FZR 1000	.299" .315"	244° 243°		8° lobe offset	Stock 1987 FZR-1000	.299" 243° .293" 242°
Stock 1990 OWO1	.301" .317"	251° 251°		7° lobe offset	OWO1 factory race cam.	.304" 258° .320" 258°

## YAMAHA XS-1100 (1979—1983—including 2-valve XJ models)

Hardfaced cams, per pair, on customer cores.  
 #254-02 drilled cam sprocket, per pair, outright price.  
 Wiseco 10 $\frac{3}{4}$ :1 piston kits (bore into stock cylinders)  
 K-1179 = 74mm  
 K-1196 = 74.5mm

254-00	.354" .354"	254° 254°	110° 110°	OK with stock pistons and springs. Slight increase in mid-range power for street/road riding.	17 btc/57 abc 57 bbc/17 atc	.006" .008"
254-70	.380" .380"	261° 261°	107.5° 108.5°	Best all around road cam. Must use springs #109-Y or #80-0449. Should clear stock pistons, must check, .060" VTP clearance is needed. Great mid-range and added top-end.	23 btc/58 abc 59 bbc/22 atc	.007" .009"
254-20	.417" .417"	268° 268°	107° 107°	Drag race, certain road race - long course, high R.P.M. power. Must use racing springs and pistons.	27 btc/61 abc 61 bbc/27 atc	.007" .009"
254-10	.410" .410"	250° 250°	105° 108°	Shim under tappets, racing pistons and springs are needed. Drag, torque, mid-range throttle response.	20 btc/50 abc 53 bbc/17 atc	.007" .009"
254-60	.438" .438"	258° 258°	108° 108°	Drag race, competition use. Shim under. Must use racing springs and pistons. Max. cylinder pressure.	21 btc/57 abc 57 bbc/21 atc	.007" .009"
Stock	.345"	235°		XJ models - stock timing (more radical than XS stock models)		