

# MEGACYCLE CAMS

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## YAMAHA 350 WARRIOR, XT, BW (1987—2001) 250 TT, XT (1980—1983) Also Wolverine



\$179.00	Hardfaced on Megacycle billet/ no core needed.
116.00	Hardfaced cam, on customer core.
59.00	#252-01 vernier adjustable cam sprocket.
58.00	#101-Y R/D valve spring kit 250/350.
99.80	#121-Y R/D valve spring kit with <b>titanium tops</b> .
104.82	Wiseco 10 $\frac{1}{4}$ :1 piston with rings, pin, clips (350)
	4419 PS (83 mm) 3268 XC or XG
	4419 P2 (83.5mm) 3287 XC
	4419 P4 (84 mm) 3307 XC
28.80	W-5746 Wiseco head and base gasket kit (350).

CAM NUMBER	VALVE LIFT	DUR. AT .040"	LOBE CNTR	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	VALVE LASH
252-x1	.450"	276°	106°	Must use #101-Y spring kit. OK with stock piston.	32 btc/64 abc	.006"
	.450"	276"	106°	Must modify valve cover for exhaust lift. Mid-range and top-end power. Fast TT, enduro racing. Must use vernier cam sprocket to adjust power band.	64 bbc/32 atc	.006"
252-x2	.415"	246°	106°	Best all-around cam for mid-range power. OK with stock piston. MUST use 101-Y valve springs or equivalent.	17 btc/49 abc	.010"
	.395"	245°	106.5°		49 bbc/16 atc	.010"
Stock	.380"	232°	108°	Stock Yamaha 250 TT/XT cam.		
	.382"	233°	108°	Stock Yamaha warrior YFM, BW 350 cam.		

## YAMAHA 500 TT, XT, SR (1975—1982)



\$179.00	Hardfaced on Megacycle billet/ no core needed.
116.00	Hardfaced cam, on customer core.
58.00	Rocker arms, weld and grind, cost each, on customer cores.
59.00	#251-01 vernier drilled sprocket.
58.00	#102-Y R/D valve spring kit with aluminum tops.
99.80	#110-Y R/D valve spring kit with <b>titanium tops</b> .
19.50	#80-0514 K.P.M. valve springs only, uses stock tops.
11.80	#80-4029 K.P.M. clutch springs.
	Wiseco 10:1 piston, ring, pin and clips
122.30	#4045 PS—P4 (std thru .040")
134.00	#4045 P6 & P8 (.006 & .080")
123.38	#4190 PS Wiseco 11:1 piston 90mm (3mm o/s).
44.00	W-5079 90 MM <b>copper</b> head gasket.
21.50	W-5688 88-90 MM head & base gasket set.

CAM NUMBER	VALVE LIFT	DUR. AT .040"	LOBE CNTR	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	VALVE LASH
251-30	.500"	273°	108.5°	Best all around cam for off-road, TT style riding.	28 btc/65 abc	.005"
	.500"	273°	108.5°	Must use modified piston and springs.	65 bbc/28 atc	.005"
251-40	.480"	256°	108°	OK with stock pistons. Must use 08-0514 or 102-Y springs. Best for low-end, off-road riding on muddy trails. Great torque and throttle response.	20 btc/56 abc	.005"
	.480"	253°	106.5°		53 bbc/20 atc	.005"
251-62	.495"	300°	102°	Use modified piston and springs. Racing use for TT, ice race or road race, where mid-range and full <u>top-end</u> power are needed. Smooth power band. TDC lift in = .233" ex = .225"	48 btc/72 abc	.005"
	.465"	296°	102°		70 bbc/46 atc	.005"
251-80	.585"	285°	105.5°	Torque cam for fully modified engines only. Racing springs and piston, modify spring bottoms. Off-road racing, moto-X, desert, etc.	37 btc/68 abc	.005"
	.580"	283°	106.5°		68 bbc/35 atc	.005"
251-x18	.590"	300°	107°	Full race cam. Top-end. Use modified pistons and springs. TDC lift in = .254" ex = .215"	43 btc/73 abc	.008"
	.530"	300°	107°		77 bbc/43 atc	.010"
Stock	.390"	244°	107°	Stock TT 500 cam for your reference.	15 btc/ 49 abc	
	.390"	246°	108°		51 bbc/ 15 atc	

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