

INDIAN WARRIOR - 500 PARALLEL Twin 1950's

\$330.00 Hardfaced cams per pair, on customer cores only.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
780-x1	.358"	275°	104.5°	ROAD RACE CAM. Modified pistons and springs needed.	33 btc/62 abc	.008"
	.358"	275°	108.5°		66 bbc/29 atc	.010"
780-x2	.343"	270°		Alternate road race profile.		
Stock	.245"	288°		For reference.		

KTM LC-4 600cc (1989—1991), 400 (1995)

**ALSO fits 620cc but customer will sacrifice use of compression release. \$253.00 New billet cam (cam has no compression release).

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
702-25	.415"	282°	106°	Best for 1/2 Mile, Road-race & fast off-road. Use modified pistons and springs. Mid range, top-end.	35 btc/67 abc	.006"
	.405"	277°	106.5°		65 bbc/32 atc	.008"
702-45	.450"	264°	108°	T.T. style power. Strong mid-range torque. Great throttle response. Use modified piston and springs.	24 btc/60 abc	.006"
	.450"	264°	108°		60 bbc/24 atc	.008"
702-x4	.375"	295°	104.5°	Fast Road-race. Top-end power. Use with modified piston and springs.	43 btc/72 abc	.006"
	.375"	285°	104.5°		67 bbc/38 atc	.008"
Stock	.365"	249°	111.5°	For your reference.		

LAVERDA 750 Twin (1970—1976)

\$399.00 Hardfaced cam on customer core (2 piece).
94.00 Rocker arms, weld/grind - cost each.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
585-x4	.446"	284°	100°	RACE PROFILE. Mid range and top end increase	42 btc/62 abc	.006"
	.448"	284°	100°		62 bbc/42 atc	.008"
585-x8	.440"	282°	101°	6-C reproduction.	40 btc/62 abc	.006"
	.406"	283°	101.5°		63 bbc/40 atc	.008"
585-x9	.437"	272°	103°	5-C reproduction.	33 btc/59 abc	.006"
	.364"	272°	104°		60 bbc/32 atc	.008"
stock	.384"	254°	102°	For your reference.	27 btc/47 abc	.006"
	.374"	259°	100.5°		50 bbc/29 atc	.008"

LAVERDA Triples

\$399.00 Hardfaced cams per pair 3-cylinder.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
584-x1	.380"	261°	104.5°	OK with stock pistons and springs in all Jota and Mirage models. Improved throttle response, strong mid-range power retains good top-end.	26 btc/55 abc	.003"
	.380"	261°	104.5°		56 bbc/25 atc	.004"
584-x2	.367"	269°	103.5°	Reproduction of factory 3-C profile. Top-end power, open road profile	31 btc/58 abc	.003"
	.367"	269°	103.5°		60 bbc/29 atc	.005"
584-x3	.393"	280°	105°	Reproduction of factory 4-C profile. Use these timing figures for high performance street use. Road race profile. This is the standard cam supplied in most Jota and Mirage models.	35 btc/65 abc	.003"
	.393"	280°	108°		68 bbc/32 atc	.005"
584-x3	Alternate timing per factory manual		102° 106°	This timing was recommended by the factory for ROAD RACING. We feel the 105/108 timing shown above is better suited to high performance street riding.	38 btc/62 abc 66 bbc/34 atc	.003" .005"

GILERA Twin

\$366.00 Hardfaced cam on customer cores per pair.