MEGACYCLE CAMS 90 MITCHELL BOULEVARD ■ SAN RAFAEL, CALIFORNIA 94903 ■ 415 472-3195 ■ FAX 415 472-1497

TRIUMPH 650/750 Twin (1960—1973)



New billet cams per pair, -no exchange cores needed. Re-radius tappets on customer core, cost each. #506-T R/D valve spring kit with **titanium tops**. #70-0301 K.P.M. 650 Triumph alloy pushrods. #70-0447 K.P.M. 750 Triumph alloy pushrods.

Tappets — "R" = 1¹/₈" radius "STD" = 3/4" radius When R is specified you can also use STD which will produce more low RPM power.

CAM	CAM	DURATION	LOBE	TAPPET		INTAKE OPEN/CLOSE	RUNNING		
NUMBER	LIFT	AT .020"	CENTERS	STYLE	DESCRIPTION AND APPLICATION	EXHAUST OPEN/CLOSE	CLEARANCE		
510-05	.348"	282°	100°	"R"	Best for low-end and some mid-range	41 btc/61 abc	.010"		
	.348"	282°	102°		increase. Street/road performance 2500	63 bbc/39 atc	.010"		
					to 7000 R.P.M. Should clear stock pistons,				
					check clearance. Uses stock springs				
510-15	.355"	297°	105.5°	"R"	The legendary Kenny Harman #15 grind.	43 btc/74 abc	.007"		
	.355"	297°	105.5°		(Also known as JOMO 15). TT, flat track,	74 bbc/43 atc	.009"		
					all around use. Must use modified pistons				
					and springs.				
510-x1	.401"	308°	102°	"STD"	Reproduction of Sifton 460. Racing Use.	52 btc/76 bbc	.008"		
	.401"	308°	106°	only	Mid-range and top-end power.	80 bbc/48 atc	.010"		
510-65	.355"	292°	101°	"R"	For 650 or 750. Best all around street and	45 btc/67 abc	.010"		
	.355"	295°	104.5°		road cam. Broad power band, mid-range an	d 72 bbc/43 atc	.010"		
	TDC LIFT		.163" in		top-end. TT style performance. Use modified pistons and				
			.150" ex		springs. (Recommended by Motorcyclist Ma	igazine)			
510-75	.400"	326°	102°	"STD"	Racing use only. Must remove material from	61 btc/85 abc	.008"		
	.400"	326°	105°	only	the tappet guide blocks to install this cam.	88 bbc/58 atc	.008"		
TDC LIFT @		102° LC = .159" 105° LC = .146"			High R.P.M. power. Must use racing springs				
					and pistons. Check clearances.				
510-x2	.375"	296.5°	103°	"R"	New race profile. Best all around road-race.	45.5 btc/71 abc	.008"		
	.375"	296.5°	105°		Best peak horsepower. May need to trim	73.5 bbc/43 atc	.010"		
					flywheel clearance. Use racing pistons and s	springs.			
					IDC LIFT in = .174" @ 1.1 rocker ratio/with lash				
Base circle diameter = .812"					ex = .153"				
510-95	.400"	340°	108°	"STD"	Full race only. All racing components	62 btc/98 abc .008"014"			
	.400"	340°	108°	only	required. High R.P.M. drag race, grass	98 bbc/62 atc .008	'014"		
					track, competition.				
Stock	.322"	272°			.322" 278° Stock for your reference.				
650	.322"	272°			.322" 278° 750 short rod				

Since the 1984 purchase of Kenny Harman's K.H. Cams by Megacycle - K.H. grinds are available upon request.

TRIUMPH 500 Twin

All cams listed below will work with "R" or "STD" tappets						N6 #5 R6	New billet cams per pair, no exchange needed. #513-T R/D valve spring kit, titanium tops , 1967 and later. Re-radius customer tappets, cost each.			
CAM NUMBER	CAM LIFT	DURATION AT .020"	LOBE CENTER	RS	DESCR	RIPTION AND APPLICATION	۷	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE	
512-05	.348" .348"	282° 282°	100° 102°		Desig Good	ned for stock pistons a Throttle response/ all	and springs. around performance.	41 btc/61 abc 63 bbc/39 atc	.010" .010"	
512-65	.355" .355"	292° 295°	101° 104.5°		Best a	all-arround street/road	race profile.	42 btc/67 abc 72 bbc/43 atc	.010" .010"	
512-x5	.293"	237°			1938 [·]	Triumph 500 Twin stoc	k reproduction.			
512-x8	.375" .375"	296.5° 296.5°	103° 105°	on "l on "l	ן "א ק" ן י	Best competition road- peak horsepower and Must use racing piston Trim flywheel for cleara	race profile. Maximum throttle response. Is and valve springs. ance.	44.5 btc/71 abc 73.5 bbc/43 atc	.008" .010"	