KAWASAKI 650/750 KZ, GPZ, and ZX-750 (1976—1985)

Hardfaced (HF) cams, per pair, on customer cores.
#40-0893 K.P.M. valve springs to .425" lift.
#40-4089 K.P.M. valve springs to .475" lift.
#40-1008 K.P.M. **titanium tops** (use for 40-4089).
#40-1013 K.P.M. cam buckets (shim under 650/750).
#305-K R/D 750 KZ/GPZ valve spring kit.
Wiseco 10¼:1 K-700 for 650
and K-810 kit for GPZ, KZ-750 (3mm o/s).
W-2486 for 650, or W-3163 for 750 head gaskets.

See note below regarding base circles.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
471-00	.354" .354"	254° 254°	110° 110°	OK with stock pistons and springs. Mild increase in power from 3800 to 7500. Good mid-range.	17 btc/57 abc 57 bbc/17 atc	.004" .004"
471-70	.380" .380"	256° 261°	105° 108.5°	All around street/road performance cam. Wide smooth power band. GPZ-750 OK with stock pistons and springs. All other models require modified pistons and springs.	23 btc/53 abc 59 bbc/22 atc	.004" .004"
471-10	.410" .410"	250° 250°	105° 105°	Use racing pistons & springs. Road race/drag race. Great throttle control. Mid-range and top-end. Great for ¼ and ½ mile mini sprints.	20 btc/50 abc 50 bbc/20 atc	.006" .006"
471-20	.417" .417"	268° 268°	107° 107°	Use racing pistons & springs. Road race & drag race with 12½:1 or more compression. High R.P.M. Cut cyl. head for lobe clearance.	27 btc/61 abc 61 bbc/27 atc	.004" .005"
471-60	.438" .438"	258° 258°	108° 108°	Drag race profile. Use racing pistons and springs. Mid-range and top-end power in full race motors.	21 btc/57 abc 57 bbc/21 atc	.006" .006"
471-90	.428" .428"	264° 264°	108° 110°	Superbike race profile. Wide smooth power band. Use racing pistons and springs. Mid-range and top-end. Cut cyl. head for lobe clearance.	24 btc/60 abc 62 bbc/22 atc	.006" .006"
471-50	.405" .405"	230° 230°	110° 114°	Turbo profile. Use turbo pistons and racing valve springs. Racing use in turbo charged motors.	5 btc/45 abc 49 bbc/1 atc	.006" .006"
Stock GPZ-750	.354"	250°		Stock KZ-650	.308"	220°		

Caution: GPZ 750 engines made 1983 and 1984 require special 1.070" base circle diameter in some models. All other 750 and all KZ-650 engines have a stock base circle of 1.110". To be sure, measure your stock cams.

KAWASAKI KZ-750 twin (1976—1983)

Hardfaced cams per pair, on customer cores.
#40-1015 P.M. valve springs. Discontinued - call K.P.M.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
475-20	.406" .417"	238° 268°	108° 107°	OK with stock pistons and springs for all around street and road. Increased mid-range and top-end.	11 btc/47 abc 61 bbc/27 atc	.005" .005"
475-40	.465" .465"	270° 270°	108° 108°	Full race cam. Use modified pistons and springs. Drag race, road race, high R.P.M. power.	27 btc/63 abc 63 bbc/27 atc	.005" .005"

KAWASAKI Vulcan 800

Hardfaced cams per pair, on customers cores.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
414-x1	.368" .368"	255° 256°	108° 110°	All around road performance. Designed for stock pistons & springs. Improves mid-range and top-end. TDC lift IN = .109" EX = .095"	20 btc/56 abc 58 bbc/18 atc	
Stock	.325" .310"	230° 228°	112° 112°	For reference. TDC lift IN = .049" EX = .046"	3 btc/47 abc 46 bbc/2 atc	.005" .011"

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