

## SUZUKI GSXR-750/1100 (1986—1990)



Hardfaced cams, per pair, on customer cores.  
 Rocker arms, weld and grind, cost each.  
 #60-1002 K.P.M. valve springs only, uses stock tops.  
 #60-4155 K.P.M. **titanium tops**.  
 R771—71mm GSXR-750 Wiseco 13:1 kit thru 1987  
 R775—74mm GSXR-750 Wiseco 13:1 kit 1988-89  
 R1109—78mm GSXR-1100 Wiseco 12:1 1986-88  
 #60-4156-1 shortened valve guides for cams over .380".

All cam timing is measured at .040" lift at the valve with zero checking clearance.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
395-20	.379" .360"	252° 265°	104° 104.5°	Best all around performance. Road race. Must use high performance springs. Designed for stock pistons, but check clearance.	22 btc/50 abc 56 bbc/28 atc	.006" .008"
395-x2 exhaust	.379"	252°	105°	Use with 395-20 intake for tight road race courses and mini sprint ¼ and ⅜ mile tracks. Must use racing springs. Designed for stock pistons - check clearance.	51 bbc/21 atc	.008"
395-x10 exhaust	.355"	249°	103.5°	Use this exhaust cam with 395-20 intake for improved mid-range torque on short course road race or other mild performance applications. OK with stock springs.	48 bbc/21 atc	.008"
395-x5	.375" .375"	260° 260°	106° 106°	Good mid-range and top-end power. Must use racing springs and pistons. Drag race and other high R.P.M.	24 btc/56 abc 56 bbc/24 atc	.006" .008"

All profiles shown above can be used with stock valve guides.

The profiles shown below (.380" or more valve lift) require use of shortened valve guides. In some cases it may be possible to sink the guides (press them into the cylinder head) to allow the required .020" clearance to stem seal. Failure to check this may cause severe damage to the valve train.

395-x15	.397" .397"	260° 260°	104° 110°	Maximum top-end power with valve train reliability use 13:1 or more compression, racing valve springs and short guides. Drag race, especially for 1250 + cc engines.	26 btc/54 abc 60 bbc/20 atc	.007" .009"
395-x13 in	.423"	253°	104.5°	Race combination. Best mid-range power and acceleration. Use this cam when throttle response is most important. Use Yoshimura valve springs.	22 btc/51 abc	.006"
395-x12 ex	.400"	242°	104°		45 bbc/17 atc	.008"
395-x6	.425" .425"	254° 254°	104° 104°	Drag race. Upper mid-range and top-end power. Use racing pistons, springs and guides.	23 btc/51 abc 51 bbc/23 atc	.006" .008"
395-x7 intake	.435"	270°	104°	Intake only. Full race, competition drag race. Cylinder head must be cut.	31 btc/59 abc	.006"
395-x8	.442" .442"	268° 268°	104° 104°	Full race motors only. 14:1 or more compression Racing pistons, springs and guides. Cylinder head must be cut.	30 btc/58 abc 58 bbc/30 atc	.006" .008"
Stock	.355" .334"	248° 242°	104° 104°	Stock 1988 GSXR 750 for your reference.	20 btc/48 abc 45 bbc/17 atc	
Yosh	.380"	246°		Yosh stage II cam data.		
STG II	.328"	236°		For reference only.		

**Cylinder head cutting:** It is necessary to check for lobe clearance and rocker arm clearance when using any high lift cams. It may be necessary to grind away some aluminum for lobe clearance.

**Rocker arms:** We offer welding and grinding of the stock rocker arms. We will remove the damaged or worn chrome plating, weld a new rocker pad and precision grind for a long wearing surface. On customer cores only.

## SUZUKI GSXR-750/1100 (1991—1992 U.S. models)

We do not offer camshafts or valve springs for 1991-92 models. Due to the fragile valve train design, we do not recommend installing high performance cams in these models. It is possible to convert to 1989-90 style cams, rocker arms, etc. The charge is \$100.00 per cam to weld and machine the thrust flange on 1989-90 cams to be used in the 1991-92 cylinder heads.