

MEGACYCLE CAMS

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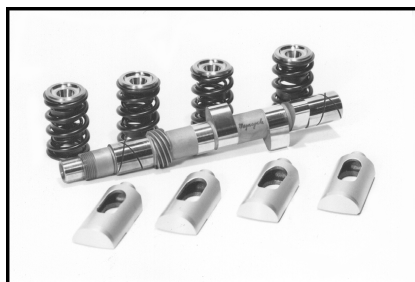
90 MITCHELL BOULEVARD ■ SAN RAFAEL, CALIFORNIA 94903 ■ 415 472-3195 ■ FAX 415 472-1497

M.V. AGUSTA (all models)

Four cylinder cams hardfaced on customer core.
Single cylinder cam hardfaced on customer core.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE
588-x2	.323"	254°		Four cylinder — copy of stock cam.	
588-x3	.366"	268°		Four cylinder — copy of factory high performance cam.	
588-01	.200"	226°	112°	Single cylinder profile.	1 btc/45 abc
	.200"	226°	112°	High performance — road race.	45 bbc/1 atc

NORTON 750/850 TWINS (also 500 ATLAS and 650)



New billet cam, no core needed.
#901-N R/D valve spring kit with **titanium tops**.
Re-radius cam followers (3" radius) on customer cores, cost each.
Flat tappets - resurface flat on customer cores, cost each.

When flat follower is specified, it is O.K. to substitute the 3" radiused follower.
However - when 3" radiused follower is specified, only radiused follower can be used.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
560-N-R	.350"	280°	104°	flat	Best all around performance for 750cc. Strong low and mid-range power band. Good torque. .139" lift at overlap intake and exhaust.	36 btc/64 abc 64 bbc/36 atc	.013" .013"
560-00	.395"	277°	104.5°	3" radius	Best all around road/road race performance. Strong mid-range, increased top-end. Wide smooth power band. OK with stock pistons in 850 Commando. Check in all others models. Must use spring kit #901-N. or equivalent.	34 btc/63 abc 63 bbc/34 atc	.010" .010"
560-20	.400"	283°	103.5°	3" radius	Updated SSS profile to use with radiused tappets. Use racing piston and springs.	38 btc/65 abc 64 bbc/31 atc	.008" .010"
"SSS"	.355"	275°	106.5°				
560-SS	.390"	276°	104°	flat	Reproduction of factory "SS" profile. Use modified pistons and springs.	34 btc/62 abc 60 bbc/32 atc	.006" .008"
	.335"	272°	104°				
560-NSS	.359"	284°	104°	flat	Norris SS profile. This is not the same as the factory SS profile shown above. This provides added top-end power . Especially good in 850cc and larger motors. Springs recommended.	38 btc/66 abc 66 bbc/38 atc	.008" .010"
	.359"	284°	104°				
560-D+	.405"	296°	105°	flat	Norris fuel/drag competition cam. Racing springs, and pistons required. Race only.	43 btc/ 73 abc 73 bbc/ 43 atc	.015" .015"
	.405"	296°	105°				
560-N480	.436"	312°	106°		**Full race cam for top-end power. Must use racing pistons and springs. This is the Norris 480 profile.	50 btc/82 abc 82 bbc/50 atc	
	.436"	312°	106°		** Special BSA A-65 follower.		
560-x10	.328"	260°	106°	flat	Stock Atlas profile reproduction.	24 btc/56 abc 56 bbc/24 atc	.008" .010"
	.328"	260°	106°				
Stock	.330"	268°			850 Commando for reference.		

All Norton billet cams manufactured by Megacycle use 1/4-28 UNF threads in the threaded hole which secures the ignition advance mechanism. Some of the Norton original stock cams are threaded 1/4-26 BSW. In this case it will be necessary to replace your original bolt with the proper 1/4-28 bolt.

NORTON MANX

Hardfaced on customer cores per pair.

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
589-x1	.545"	296°			Road race profile.	43 btc/73 abc	.014"
	.465"	269°			TDC lift IN = .282", EX = .170"	58 bbc/31 atc	.020"