

## HONDA 500/550 four (1971—1978)

Hardfaced (HF) cam, on customer core.  
 #126-RA rocker arms, weld and grind, cost each.  
 #30-4045 K.P.M. valve springs, uses stock tops.  
 #212-H R/D valve spring kit with aluminum tops (500/550).

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
126-00	.296"	240°	105°	OK with stock piston and springs.	15 btc/45 abc	.004"
	.280"	240°	105°	Improved mid-range and top-end.	45 bbc/15 atc	.005"
126-20	.363"	259°	104.5°	Must use modified piston and springs. Road race or street/strip. Great throttle response.	25 btc/54 abc	.004"
	.333"	259°	104.5°		54 bbc/25 atc	.005"
126-x1	.316"	227°	113.5°	Turbo profile. Use racing pistons and springs.	0 tdc/47 abc	
	.313"	225°	112.5°		45 bbc/0 tdc	
126-x6	.440"	296°	111°	Full race profile. Use 12:1 compression. Big bore race motor 620cc and larger.	37 btc/79 abc	.006"
	.440"	296°	111°		79 btc/37 abc	.006"

## HONDA XR-650-R (2000—2003)

Hardfaced cam on customer core.  
 Remove and replace decomp. mechanism.  
 #270-H R/D valve spring kit with **titanium** top retainers.  
 Wiseco Piston kit with rings/pin/clips.  
 10:1 11:1  
 4715M10000 216.98 4716M10000 100 mm 3937 XS  
 4715M10240 238.68 4716M10240 102.4 mm 4032 GF  
 W 5892 100 mm Wiseco gasket (W 5891 102.4 mm)

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
106-x1	.435"	268°	106°	High performance for mid-range and top-end power	28 btc/60 abc	.010"
	.415"	262°	107°	MUST USE R/D springs & Wiseco piston or equiv.	58 bbc/24 atc	.010"
stock	.374"	246°	105°	Part # 14000 MBN 670 for your reference.	18 btc/48 abc	.060"
	.375"	248°	105.5°		49 bbc/19 atc	.010"

## HONDA NT-650 HAWK (1988—1991) 500 ASCOT twin (1983—1984)



Hardfaced cams per pair, on customer cores.  
 241-H R/D valve spring kit with **titanium tops**.  
 Wiseco piston lits K 663, K 696  
 11:1 80mm and 82mm (cyl boring only)  
**The 1990-91 XL-600 V Transalp uses the same cams as the NT-650.**

153-x1	.350"	251°	106.5°	OK with stock pistons 500 or 650. Improves mid-range power and increases top-end pull. Best with valve springs #241-H.	19 btc/52 abc	.004"
	.350"	253°	106.5°		53 bbc/20 atc	.005"
174-x2	.380"	290°	110°	Long-course road race profile. Must use racing springs and pistons. Top-end power.	35 btc/75 abc	.006"
	.370"	286°	110°		73 bbc/33 atc	.008"
174-x8	.375"	266°	106°	New grind for ROAD RACING. Use racing springs and pistons. Best short-course road race where throttle response and mid-range are most important. BEST ALL AROUND PROFILE.	27 btc/59 abc	.008"
	NEW .400"	272°	110°		66 bbc/26 atc	.010"
Stock	.315"	233°	103.5°	Stock NT-650 for your reference.	13 btc/40 abc	
	.325"	237°	104.5°		43 bbc/14 atc	

## HONDA CB-650 4-cylinder (1979—1982)

NO LONGER AVAILABLE