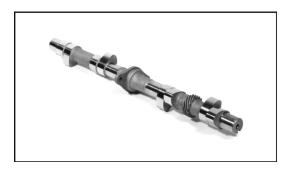
90 MITCHELL BOULEVARD ■ SAN RAFAEL, CALIFORNIA 94903 ■ 415 472-3195 ■ FAX 415 472-1497

HONDA 750 CB, K, F (2-valve to 1978)



Hardfaced cam, on customer core.

Rocker arms, weld and grind, on customer core, cost each.

#30-0307 K.P.M. valve springs, uses stock tops.

K-836 K & F models Wiseco 101/4:1 piston kits.

(Kits include pistons, rings, pins and head gasket)

W-4934 Wiseco graphite gasket, 811cc—836cc.

* note - billet cams are no longer available for this model.

		A		В		NITAKE ODENIOLOGE	C
CAM NUMBER	VALVE LIFT	DUR. AT .040"	LOBE CNTR	TDC LIFT	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	VALVE LASH
125-00	.340"	246°	104°		OK with stock piston and springs. Best	19 btc/47 abc	.004"
	.330"	247°	104.5°		with heavy duty springs. All around power	48 bbc/19 atc	.004"
					increase with smooth power band. This was		
					originally a production road race profile.		
125-NR	.350"	252°	106°		Norris R profile. Mild performance increase.	20 btc/52 abc	.005"
	.350"	252°	106°		Road/Road Race. Some tq engine builders	52 bbc/20 atc	.006"
					prefer this profile for small tracks in basically stock		
					motors. Springs #30-0307 stongly recommended.		
125-20	.338"	268°	105°		Use high compression pistons and K.P.M. or R/D	29 btc/59 abc	.005"
	.337"	283°	111.5°		springs. Mid-range and top-end power, yet	73 bbc/30 atc	.005"
					retains good low-end.		
125-30	.407"	266°	105°		Especially for F-2 1978 models. Great mid-range	28 btc /58 abc	.005"
	.407"	268°	106°		and top-end. Must use modified pistons and	60 bbc/28 atc	.005"
					springs. Check carefully in CB, K models.		
125-60	.375"	257°	103.5°		Best all around cam for street and road with K-836	25 btc/52 abc	.004"
	.354"	253°	103.5°		kit and R/D or K.P.M. springs. Strong mid-range	50 bbc/23 atc	.004"
					great top-end. Lobe clearancing needed.		
125-70	.400"	262°	105°		High performance street/road with big bore kit.	26 btc/56 abc	.005"
	.375"	257°	104.5°		Use racing pistons and springs. Mini sprint	53 bbc/24 atc	.005"
					3/8 and ½ mile. More top-end power than our		
105.00	004"	0050	405 50		#125-65. Lobe clearancing needed.	07.1.4.4001	005
125-90	.384"	285°	105.5°		Drag race profile. Must use racing pistons	37 btc/68 abc	.005"
	.384"	284°	105°		and springs. 12:1 or more compression	67 bbc/37 atc	.005"
105 110	420"	070°	10E°		needed. Not for street use. High R.P.M. cam.	20 hts/00 she	005"
125-x12	.430" .445"	270° 273°	105° 106.5°		Race profile. Great throttle control. Maintain	30 btc/60 abc 63 bbc/30 atc	.005" .007"
	.445	213	100.5		high cylinder pressure with this cam. Racing	63 DDC/30 atC	.007
					pistons and springs required. 12:1 or more. 850cc and larger.		
125-D	.345"	265°	105.5°		Kenny Harman "D" grind. OK with stock pistons.	26 btc/59 abc	.005"
billet	.325"	280°	100.5 110°		Use HD springs. Mid-range and some top-end.	70 bbc/30 atc	.005"
125-F	.385"	270°	107°		Kenny Harman "F" grind. Use racing pistons and	28 btc/62 abc	.005"
billet	.330"	278°	110°		springs. Mini sprint, mid-range and top-end.	69 bbc/29 atc	.005"
125-N-T3		215°	109.5°		Turbo profile Norris design	2 btc/37 abc	.004"
.20 14 10	.312"	222°	110°		Turbo charged engines. Use race components.	41 bbc/ 1 atc	.006"
Stock	.315"	220°			- and a single anglineer and race as inportation		
K/F	.313"	235°					
	.0.0						

These are a special order. Send a stock core or add core deposit. Allow 10 days.

Worn stock rocker arms can be welded and ground in 7 days. This produces a long wearing, durable rocker surface for use with all cam types. Rocker arms are done on customer parts only.