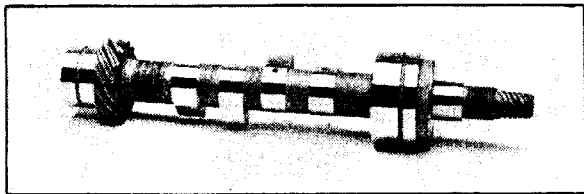


## MOTOGUZZI 750/850 Twins



316.00 New billet cam, hardfaced, no core needed.  
tappet diameter = .864"

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
620-x3	.325"	252°	108°	Designed for stock pistons and springs, check all clearances. Improved road performance. Improved mid-range.	18 btc/54 abc	.005"
	.325"	252°	108°		54 bbc/18 atc	.007"
620-x10	.355"	264°	105°	Road performance. Use racing springs and piston. Improved throttle control.	27 btc/57 abc	
	.355"	264°	105°		57 bbc/27 atc	
620-x7	.382"	296°	108°	Norris 382 profile. Use modified springs and pistons. Mid-range and top-end/road race use.	40 btc/76 abc	
	.382"	296°	109°		76 bbc/40 atc	
620-x8	.372"	294°	104°	<b>Norris RR3 profile.</b> Road race performance, mid-range, good throttle response. Use modified pistons and springs	43 btc/71 abc	
	.360"	285°	108.5°		71 bbc/34 atc	
620-x9	.338"			<b>Norris S.</b> OK with stock pistons and springs.	btc/ abc	
	.338"				bbc/ atc	
620-x11	.360"	282°		<b>Norris SS.</b> Drag Race/Hi Performance.	36 btc/66 abc	.008"
	.360"	282°			68 bbc/34 atc	.010"
Stock	.316"	268°		Alternate at .020"	283°	
	.289"	253°			280°	

Shown below are alternate timing figures taken at .020" (these are figures previously quoted by Norris Cycle cams). We prefer to quote all timing at .040" (1mm). We have listed the Norris figures to help you identify these cam profiles.

CAM NUMBER	VALVE LIFT	DURATION AT .020"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
620-x7	.458"	322°	108°	<b>Norris 382 profile.</b> Use modified springs and pistons. Mid-range and top-end/road race use.	53 btc/89 abc	
	.458"	322°	108°		89 bbc/53 atc	
620-x8	.446"	320°	104°	<b>Norris RR3 profile.</b> Road race performance, mid-range, good throttle response. Use modified pistons and springs	56 btc/84 abc	
	.432"	318°	108°		87 bbc/51 atc	
620-x9	.405"	290°	108°	<b>Norris S grind.</b> Mild performance for use with stock pistons and springs. Some exhaust tuning may be needed for best performance.	37 btc/73 abc	
	.405"	290°	108°		73 bbc/37 atc	
620-x11	.424"	304°		<b>Norris SS profile.</b> Drag race/Hi performance	47 btc/77 abc	.008"
	.422"	302°			78 bbc/44 atc	.010"

## MOTOGUZZI V-65 LARIO Twin (1984-1987)

DUE TO TAPPET PROBLEM, NO CAMS AVAILABLE FOR THIS MODEL.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
610-x1	.275"	262°	108°	Road race, all around high performance for all around road use. Greatly improved throttle response and top-end power. Check all clearances.	23 btc/59 abc	.006"
	.275"	262°	108°		59 bbc/23 atc	.008"
Stock	.235"	241°	107.5°	Intake for reference Exhaust for reference	13 btc/48 abc	
	.235"	241°	107.5°		48 bbc/13 atc	

## MOTOGUZZI V-50 and V-65 Monza

**\*\*DISCONTINUED\*\***

\$234.00 Hardfaced cam on customer core only.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
630-x1	.308"	250°	106°	Road race profile. Improved mid-range torque plus increased top-end power. Must check valve to piston and valve spring coil bind.	19 btc/51 abc	.006"
	.308"	250°	106°		51 bbc/19 atc	.008"
Stock	.236"	240°	106°	V-50 cam #19053320 Used in V-65 C, V-65 SP, V-65 STD, V-50 MK III Note: cam #19053301 is used in models: V-50 MK I, V-50 MK II, V-35	14 btc/ 46 abc	
	.236"	240°	109°		49 bbc/11 atc	