

KAWASAKI 900/1000 (1973—1983) 2-valve



New billet cams, no exchange cores needed.
 Hardfaced on new billet [.490" to .530" lift].
 #40-0449 K.P.M. valve springs to .425" lift.
 #40-1016 K.P.M. racing valve springs to .475" lift.
 (K.P.M. springs use stock tops or #1008-Ti tops)
 #40-1008-Ti K.P.M. **titanium tops**, shim under.
 #40-1013 K.P.M. cam followers, shim under (8).
 #306-K R/D valve spring kit with alloy tops.
 #308-K R/D valve spring kit with **titanium tops**, shim under.
 K-1045 Wiseco 10 $\frac{1}{4}$:1 piston kit (with W-3917,W-5380 base)
 K-1075-1 Wiseco 10 $\frac{1}{4}$:1 piston kit (with W-3918,W-5380 base)
 R-1075 12:1 race only piston kit with W-3918,W-5380 base)
 Head gaskets W-3917 (1015), W-3918 (1075-1135),
 W-3919 (1172-1202).

Any of the profiles shown on this page can be used in GPZ, J models with our sprockets #477-97

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	BASE CIRCLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
470-05	.354"	254°	110°	1.110"	OK with stock pistons and springs. Improved mid-range power 3500 to 7500. No cutting needed to clear cyl head. Street/road performance.	17 btc/57 abc 57 bbc/17 atc	.004"
470-75	.380"	261°	107.5°	1.110"	Best all around street/road profile. OK with stock pistons in 1000cc, must check in 900cc. Strong top-end. Use springs #40-449.	23 btc/58 abc 59 bbc/22 atc	.004"
A	.380"	261°	108.5°				.004"
470-15	.410"	250°	108°	1.110"	Torque cam. Street/drag performance. Must use modified pistons and springs. Good mid-range and some added top-end with 10 $\frac{1}{4}$:1. Best cam for use with oversize valves.	17 btc/53 abc 53 bbc/17 atc	.005"
A	.410"	250°	108°				.006"
470-25	.417"	268°	107°	1.110"	Road race/drag race, use 12:1 or more compression. Use modified springs and pistons. Full power top-end, some added mid-range. Shim on top O.K.	27 btc/61 abc 61 bbc/27 atc	.004"
A	.417"	268°	107°				.005"
470-x22	.410"	270°	108°	1.075"	Drag race profile where top-end power is most important.	27 btc/63 abc 63 bbc/27 atc	.004"
A	.384"	270°	108°				.005"
470-x26	.355"	232°	110°		Mild turbo profile. OK with stock pistons and springs	6 btc/46 abc 46 bbc/ 6 atc	.005"
	.355"	232°	110°				.006"

Remaining cams for Kawasaki 900/1000 require shim under type cam followers #40-1013 and tops #40-1008-Ti as well as racing springs and pistons. (KZ-650 cam followers & tops can also be used for shim under profiles)

470-45	.480"	270°	108°	1.020"	Pro stock combination. Full race profile for high R.P.M. use with 13:1 or more compression.	27 btc/63 abc 68 bbc/32 atc	.005"
A	.450"	280°	108°	1.050"			.007"
470-55	.405"	230°	110°	1.110"	Turbo charged race motors only. Racing springs, turbo pistons, etc.	5 btc/45 abc 49 bbc/ 1 atc	.005"
A	.405"	230°	114°				.005"
470-65	.438"	258°	108°	1.090"	Best all around profile. Very strong mid-range. Good acceleration to 8000+ R.P.M. Shim under. Base circle is .020" under stock unless special ordered.	21 btc/57 abc 57 bbc/21 atc	.006"
A	.438"	258°	108°				.007"
470-85	.465"	270°	108°	1.050"	Drag race, maximum top-end power. Use 13:1 or more compression. Shim under. 1.050" base circle	27 btc/63 abc 63 bbc/27 atc	.005"
A	.465"	270°	108°				.007"
470-x15	.465"	264°	108°	1.050"	Drag race and mini sprint. Good torque and acceleration in motors to 1150cc. Shim under.	24 btc/60 abc 62 bbc/22 atc	.006"
A	.465"	264°	110°				.007"
470-x24	.520"	277°	109.5°	1.00"	Competition drag race—intake only. Specify B.C.	29 btc/68 abc	.006"
470-x25	.490"	279°	112.5°	1.020"	Competition drag race—exhaust only. Specify B.C.	72 bbc/27 atc	.007"
A							
470-x28	.495"	265°	107.5°	1.00"	Drag race and mini sprint. OK with 12:1 compression. Great torque and acceleration.	25 btc/60 abc 63 bbc/22 atc	.006"
	.495"	265°	110.5°	1.00"			.008"
Stock cams	.327"	237°		1.110"	Kawasaki Z-1 stock cams for your reference.		
	.296"	229°					

Note: If a special base circle diameter is needed, allow 14 working days. There is a 50% deposit on special orders.

A Cams showing this note may require machining of the cylinder head and/or cam cover for lobe clearance.

TDC LIFT FIGURES FOR YOUR REFERENCE IN CALCULATING VALVE TO PISTON CLEARANCES:

CAM # 470-15	.410"/250°	CAM # 470-25	.417"/268°	CAM # 470-65	.438"/258°	CAM # 470-x15	.465"/264°
TDC Lift at 104° LC = .111"		TDC Lift at 100° LC = .171"		TDC Lift at 100° LC = .199"		TDC Lift at 100° LC = .194"	
106° LC = .103"		102° LC = .162"		102° LC = .189"		102° LC = .183"	
108° LC = .095"		104° LC = .153"		104° LC = .180"		104° LC = .173"	
110° LC = .088"		106° LC = .145"		106° LC = .170"		106° LC = .163"	
112° LC = .080"		108° LC = .136"		108° LC = .160"		108° LC = .152"	
		110° LC = .128"		110° LC = .150"		110° LC = .142"	
		112° LC = .120"				112° LC = .132"	
		114° LC = .112"				114° LC = .122"	