



SPARES for ROYAL ENFIELD & AMAL

EMAIL: info@hitchcocksmotorcycles.com

WEB: www.hitchcocksmotorcycles.com

HITCHCOCK'S MOTORCYCLES LTD
ROSEMARY COURT
OLDWICH LANE WEST
CHADWICK END
SOLIHULL
B93 0EY ENGLAND

TELEPHONE: 01564 783 192

FAX: 01564 783 313

CAMSHAFTS Part 90160 (Dec 2006)

The following is the approximate timing for the above camshafts set with **0.012"** tappet checking clearance:
NB THIS TAPPET CLEARANCE IS USED FOR CHECKING CAM TIMING ONLY. FOR NORMAL RUNNING THE INLET AND EXHAUST TAPPET CLEARANCE SHOULD BE SET TO 0.002" FOR THE INLET AND 0.002" FOR THE EXHAUST.

Inlet opens 40° BTDC
Inlet closes 60° ABDC

Exhaust opens 52° BBDC
Exhaust closes 45° ATDC

Inlet cam lift 0.330"

Exhaust lift 0.330"

These cams will enhance the performance with the standard Indian made silencer and carburetter, but for optimum performance a freer flowing system is highly recommended. You will also benefit from a slightly higher gearing. We suggest 17 teeth (part number H49/17) for the 350cc.

Things to check

Please check the following clearances:

Full rotation of the camshafts when fitted with at least 0.020" clearance for the lobe

Clearance between the piston and Inlet valve minimum of 0.060" and for the exhaust valve a minimum of 0.100"

Clearance between the Inlet valve guide and top collar minimum of 0.060" and for the exhaust a minimum of 0.100"

Make sure that the valve springs are unlikely to get coil bound. We suggest using our special competition valve spring set, part number VS420A.

As with the original equipment cams, it is not necessary but preferred that the end float between the cam and timing cover is adjusted to 0.005" - 0.010". This is done with the standard shim(s) (part number 112078). This will help prevent excessive gear train noise. Later timing cover gaskets are thicker than the earlier gaskets, although these better gasket will require more shimming.

Please ensure that the cam spindles and cam followers are in good condition as any wear in these components will transfer to the new cams reducing their life span.

To ensure maximum performance gain from these cams the rest of the engine needs to be in good working order. E.G. valves seating correctly, no excessive wear in cylinder bore and piston and correct setting of carburation and ignition timing.