



## FAQ

### General FAQs:

- What's the difference between our stage 1 and stage 2 cams?

Unless we only offer a stage 1 kit for a certain bike, our stage 1 cams are normally a low to mid-range cam. Our stage 2 cams are mid to top-end cams.

- Can I use a Rev box or aftermarket CDI box with my Hot Cams?

Yes, but anytime an aftermarket ignition will let the engine rev to a higher RPM than stock, it is a good idea to install stiffer valve springs.

- What material are your valve shims made out of?

4140 cold rolled steel.

- How do you degree a cam?

Only an experienced technician should degree your cam. Do not attempt if not experienced.

- Jetting Specifications

Due to the variations that may come into effect when tuning an engine (i.e. pipes, intake, altitude, cams, displacement, standard or high compression pistons, etc.) we CANNOT offer jetting recommendations.

- Hot Cams Sponsorship opportunities

The goal of Hot Cams' rider support program is to help support as many aspiring racers as possible. Hot Cams accepts rider support applications/resumes at the end of the racing season (September 1st - December 31st) for the upcoming year. All resumes will be reviewed at the end of December for the upcoming season. Resumes and applications can be mailed to the address below for review.

### Model Specific FAQs:

- Can I install just the exhaust cam (4035-1E) into my YZF or WR 400/426 to take advantage of the auto decompression?

Yes, but there will be minimal power changes. By installing both the intake and exhaust Hot Cams you will see about a 9% power increase.

- Do I use my stock decompression mechanism for the 1039-1 cam or the 1057-2 cam for my CRF250R/CRF250X?

Yes, you will install the stock decompression mechanism onto the Hot Cam.

- Will the Hot Cams Shim Kit work on any of the KTM models?

No. KTM uses an odd size valve shim on their 250F, and the bigger models don't use shims.

- Do I use the stock decompression mechanism on the 1016-1, 1024-2, and 1056-3 cams for my CRF450R/CRF450X and TRX450R?

Yes, you will install the stock decompression mechanism onto your new Hot Cam.

- Will the 5033-1 Hot Cam work in my Polaris Sportsman 700 EFI model?

Yes.

The 4011-1, 4005-2, and 4050-3 Hot Cams for the Raptor 660 do not have the tachometer drive pin in them. Is this a problem?

No, the Raptor does not have a tachometer. Yamaha uses this engine design in the SZR660, which is only available in Europe and does use a tachometer.

Do I use the stock decompression mechanism on the 2040-1E Hot Cam for my KX250F/RMZ250?

Yes, you install the stock decompression mechanism onto your new Hot Cam.

- Can I use the YZF450 Hot Cams in my YZF400 or YZF426?

No, the sprockets are different. We offer the 4002-1IN and 4035-1E specifically designed for the YZF400/426.

- Can I use the 4022-1E Hot Cam for the YZF450 in my WR450 or YFZ450?

No, the 4022-1E and the 4044-1E cams have the identical cam profile. The only difference is the decompression pin height. The pin height is shorter for the engines with electric start. The electric starter will not turn the engine (with stock compression) over fast enough to build enough compression to start.

- Do I use my stock decompression mechanism on my 5046-1E Hot Cam for my Predator 500.

Yes, the cam sprocket is not installed so that the decompression mechanism can be installed onto the new Hot Cam.

Do I use the stock decompression mechanism on the 1004-1, 1009-1, 1010-2 Hot Cams for the XR600, XR650L, and XR650R?

No, there is a spring and pin located in the head that lubricates the stock decompression mechanism, this also must be removed.

Will the 1051-3 Hot Cam work in anything but the Hot Rods big bore stroker kit for my TRX400EX?

All other applications will require the piston to valve clearance to be inspected.

- Will the 1007-1 Hot Cam work in a big bore kit that I already have on my TRX400EX?

It is not recommended for big bore kits over 426cc.

Do the 1007-1, 1043-2, and 1051-3 Hot Cams use the stock decompression mechanism on my XR400 or my TRX400EX?

No, there is also a spring and pin in an oil passage in the head that needs to be removed.

- How do I set the decompression mechanism on my CRF450 or my TRX450R?

There are two ways to do this. After the valve clearances have been adjusted: 1) Using two separate feeler gauges, a .011" and a .014", insert the .011" feeler gauge in between the rocker arm and the

shim on the right side exhaust valve. Leave the feeler gauge in this position while using the .014" feeler gauge to adjust the decompression arm gap. 2) After you have set your exhaust valve clearance to .011", remove the feeler gauge. Rest the rocker arm on the shim. Now use a .025" feeler gauge to set the gap between the rocker arm and decompression arm.

In some cases the decompression arm may need to be adjusted to compensate for variances in manufacture tolerances and/or engine wear. If the engine turns over too easily and backfires, the decompression clearance may need to be opened up slightly. If the engine turns over hard, the clearance may need to be closed up slightly.