



Kent Cams

All 1/2" lobe Kent cams are now supplied on new A plus slot drive blanks as supplies of usable old units are scarce.

- Road Cam.** Excellent urban cam, pulls from very low down, increases low, mid and top end in nearly all engines. Smooth idle, and good economy. Rev band up to 6,000 rpm. **MDM256**
- Fast Road Cam.** Brilliant all round performance road cam. Smooth idle, pulls from around 1,200 rpm. Small gain in low end, big increase in mid and top end. Unbeatable for genuine fast road use. Rev band 1,200 rpm to 6,500/7,000 rpm **MDM266**
- a. Mild Road Cam.** Single point injection only **MDM274**
b. Performance Road Cam. Twin point injection **MDM274MPI**
- Road / Rally Cam.** Slightly lumpy at idle, especially in small bore units. Strong mid and top end power. Rev band 1,500/7,000 rpm. **MDM276**
- Rally Cam.** Hottest road useable cam. Not a good traffic cam. Lumpy idle. **MDM286**
- Race Cam.** Needs free flowing exhaust manifold and system, requires a high compression ratio, best with medium to long inlet manifolds. Mid and top end power only. Gives very good results when twin SU's are used. Rev range 3,250-8,000/8,500 dependant on build. **MDM296**
- Full Race Cam.** Needs fully prepared engine for best results. Rev range 4,000 to 8,500/9,000 dependant on build. High compression ratio also required, 12:1 plus **MDM310**

Mini Spares 'Evolution' Cams

Also available are Mini Spares own "Evolution" cams, designed for the broadest range of power on any 1275-1380cc whilst returning decent fuel economy and does not need hi lift rockers. Used on all our 1310-1380cc engines (see ENG001/2/3 on page 33). In A-plus only, on an exchange basis. **EVOLUTION001**

- 998cc Cooper cam is a classic and available.** We can do most 1/2" pin drive cams ground from new blanks if required **AEA630**



This selection of cams are the very latest supercams available for the 'A' series engine. Their design gives more torque, more power and more usable rpm than their equivalent single pattern cams. Particularly when a single Weber on a short inlet manifold is used. Current state of the art technology.

- Street Cam.** Single point injection only **MDM274SP**
- Ultimate Street Cam.** **MDM286SP**
- Excellent Rally/Autocross/Rally Cross Cam.** Gives very strong mid range and top end power. Needs high compression ratio and non restrictive exhaust manifold and system. On new blank only. **MDM296SP**

Piper Cams



- These 2 piper cams have been added to our range because they are very good for producing low emission readings.** Especially valuable for MOT tests. Available in A plus slot drive only.
 - Mild road** for all engines producing excellent torque and smooth idle between rev range 1000-6000 RPM **BP255M**
 - Ultimate road** for 1275cc and larger engines, massive improvements in mid range torque and power. Powerband 2000-7000 RPM **BP285M**

Cam Bearings



It is also essential to fit cam bearings in any 850cc block being used in competition to prevent seizure of the cam. The block will need to be line-bored by a competent engineering company to enable fitment.

Housing diameters should be
FRONT 1.7955" to 1.7965"
Center 1.753" to 1.754"

REAR 1.503" to 1.504", FRONT is the water pump end.

- Large bore cam bearing set.** Has slightly wider bearing at oil pump end than the small bore block **AEC3063**
- Small bore cam bearing set,** but could also be fitted to large bore block **AEC3046**

Kent Scatter Pattern Cams

- Race Cam.** Needs a high compression ratio. Not as fussy about exhaust system. Effectively a 90's engineered 649. Gives wide power band, very good results in standard stroke race 1275cc 'S'. **MD290SPM**
- Ultimate Race Cam.** Needs fully prepared engine for good results - high compression ratio, high flow head, exhaust manifold and system. Best for short stroke circuit/tarmac engines. **MD310SPM**

Early 850/998/1100cc used 3/8" wide lobe pin drive camshafts. We recommend you use A-plus camshaft with stronger 1/2" lobe widths and use corresponding oil pump. Always state type of oil pump drive that is required when ordering.
Pin type now only available in 3/8" lobe.

The timing figures are quoted in degrees inlet period/exhaust period - inlet opens before top dead center/closes after bottom dead center, exhaust opens before bottom dead center and closes after top dead center.

MEGAYNE RANGE CAMS		POWER BAND	TIMING IN/EX IN °	DURATION IN/EX	LCA°	LIFT STD RATIO	CAM LIFT
	MDM256 Mild Road	1000-6000	21-53 / 53-21	254 / 254	106	.320 / .320	.263/.263
	MDM266 Fast Road	1000-6500	24-56 / 61-29	260 / 268	106	.320 / .330	.263/.270
	MDM274 Fast Road	1000-6000	12-56 / 69-25	248 / 274	112	.348 / .343	.258/.281
	MDM276 Road Rally	1500-7000	29-61 / 66-34	270 / 280	106	.360 / .380	.293/.315
	MDM286 Rally	2000-7500	34-66 / 71-39	280 / 290	106	.388 / .400	.315/.324
	MDM296 Race	3250-8000	39-71 / 76-44	290 / 300	106	.400 / .420	.324/.340
	MDM310 Full Race	4000-8500	49-81 / 81-49	310 / 310	106	.420 / .420	.340/.340
MDM315 Full Race	4500-9000	53-81 / 81-53	314 / 314	104	.428 / .428	.347/.347	
MEGAYNE SCATTER PATTERN CAMS		POWER BAND	TIMING No.1&4 IN/EX	TIMING No.2&3 IN/EX	LCA°	LIFT STD RATIO	CAM LIFT
	MD286SPM	2000-7500	34-66 / 71-39	37-63 / 71-39	106	.388 / .400	.315/.324
	MD296SPM	3250-8000	39-71 / 76-44	42-68 / 76-44	106	.400 / .420	.324/.340
	MD290SPM	3500-8250	41-69 / 73-37	47-63 / 67-43	103	.395 / .395	.383/.383
	MD310SPM	4000-8500	49-81 / 81-49	52-78 / 81-49	103	.420 / .420	.340/.340

All camshafts are A-plus slot drive, ensure you obtain the correct oil pump. Valve lifts are actual lifts achieved when fitted. All valve gap clearances are 0.16" (0.40mm)

