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CAM TIMING CHART

Austin Healey 6 Cylinder Profiles

| Profile | DWR 1 | DWR 8 | DWR 2 | DWR 3 |
|-------------------------------|-------------------|-------------------|--------------------|--------------------|
| Power Band rpm | 1000-5500 | 1000-6000 | 3000-6000 | 3000-6800 |
| Inlet opens BTDC | 24° | 33° | 50° | 60° |
| Inlet closes ABDC | 64° | 65° | 70° | 80° |
| Exhaust opens BBDC | 59° | 65° | 75° | 85° |
| Exhaust closes ATDC | 29° | 33° | 45° | 55° |
| Inlet Duration | 268° | 278° | 300° | 320° |
| Exhaust Duration | 268° | 278° | 300° | 320° |
| Inlet timing @ full lift ATDC | 110° | 106° | 100° | 100° |
| Cam lift at checking height | 0.252" 6.40mm | 0.282" 7.16mm | 0.315" 8.01mm | 0.315" 8.01mm |
| Valve lift with std. rockers | 0.358" 9.09mm | 0.401" 10.18mm | 0.440" 11.17mm | 0.440" 11.17mm |
| Valve clearance - Cold | 0.015" 0.38mm | 0.015" 0.38mm | 0.015" 0.38mm | 0.015" 0.38mm |
| Valve pockets required | NO | YES | YES | YES |
| Checking height for above | 0.016" 0.406mm | 0.014" 0.356mm | 0.0125" 0.318mm | 0.0125" 0.318mm |

| | | | | |
|------------------------------------|------|------|------|------|
| Inlet Duration @ 0.050" checking | 228° | 228° | 245° | 260° |
| Exhaust Duration @ 0.050" checking | 228° | 228° | 245° | 260° |

DWR 1 profile is the only camshaft which will fit without any valve pocket reliefs. This profile is a little better than the BJ8 cam and so works well in any standard or mildly tuned car.

DWR 8 profile is higher lift with mild duration (requires valve pockets). This profile is ideal for fast road or mild rally and works well with twin 2" SU's or triple Webers for a smooth tractable car.

DWR 2 profile is high lift with 300 degrees duration (requires valve pockets). This profile is very similar to the original "works" profile and ideal for rally or track day cars and works well with triple Webers for a punch of power as it comes on cam.

DWR 3 profile is high lift with 320 degrees duration (requires valve pockets). This profile is very similar to the DWR 2 with a little extra duration and overlap. Ideal for race cars and works well with triple Webers.