

KENT CAMSHAFTS

There are three different cam/oil pump drive types - star drive, pin drive, and slot drive. All pre A-Plus small bore engines used pin drive cams as did the 'S', except the MK3. Star drive cams were fitted to all solid wall block large bore engines prior to A-Plus type. All A-plus type engines use the slot drive type.

We stock the latest generation of cams from Kent Cams, as well as their range of re profiled original BL specification cams.

KENT(MEGADYNE RANGE)

MD256

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.

MD266

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 to 6,500/7,000 rpm.

MD276

Slightly lumpy at idle, especially in small bore units. Strong mid and top end power. Rev band 1,500 - 7,000 rpm.

MD286

Hottest road usable cam. Not a good traffic cam. Lumpy idle. Not very suitable for small bore units unless fully prepared with big valve head. Very strong mid and top end power. Rev range 2,000 - 7,500 rpm.

MD296

Needs free flowing exhaust manifold and system, high CR, best with medium to long inlet manifolds. Mid and top end power only. Gives very good results when twin SU's have to be used. Rev range 3,250-8,000/8,500 dependent on build.

MD310

Out and out race cam. Needs fully prepared engine to give best results. Rev range 4,000 to 8,500/9,000 dependent on build. High CR also required, 13:1 plus.

MD530

Rover Group 'modern' 649. Good general use race cam in almost anything. 1.5 ratio rockers a must with well ported head.

Kent Scatter Pattern Cams

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. Current state of the art.

MD286S

Ultimate street cam. Excellent for Autocross. Pulls very well from 2000 RPM.

MD296S

Gives very strong mid range and top end power. Needs CR and non restrictive exhaust manifold and system.

MD290S

Race cam. Needs CR not as fussy as to exhaust system. Effectively a 90's engineered 649. Gives wide power band, very good results in standard stroke race 1275cc 'S'.

MD310S

Kent's ultimate race cam. Needs fully prepared engine for good results - high CR, high flow head, exhaust manifold and system.

KENT CAMS (MEGADYNE RANGE)

	Duration IN / EX	Lobe Center	Lift at 1.25 Ratio	Lift at 1.5 Ratio
MD256 Mild Road	254/254	106	.320/.320	.380/.380
MD266 Fast Road	260/268	106	.320/.330	.380/.390
MD276 Road Rally	270/280	106	.360/.380	.430/.455
MD286 Rally	280/290	106	.388/.400	.460/.468
MD296 Race	290/300	106	.400/.420	.470/.495
MD310 Full Race	310/310	106	.420/.420	.495/.495

KENT MEGADYNE SCATTER PATTERN CAMS

	Timing No. 1 & 4	Timing No. No. 2 & 3	Lift at 1.25 Ratio	Lift at 1.5 Ratio
MD286S	34-66 71-39	34-66 71-39	.388/.400	.460/488
MD296S	39-71 76-44	39-71 76-44	.400/.420	.470/.495
MD290S	41-69 73-37	47-63 67-43	.395/.395	.472/.472
MD310S	49-81 81-49	49-81 81-49	.420/.420	.495/495

KENT CAMS STANDARD CAMS

	Duration IN / EX	Lift at 1.25 Ratio	Lift at 1.5 Ratio
450/500 Mild Road	252/262	.320/.320	.380/.380
*948/567 Mild Road	252/252	.320/.320	.380/.380
550/600 Fast Road	288/288	.360/.360	.430/.430
*731/800 Fast Road	268/268	.320/.320	.380/.380
*544/643 Road Rally	288/288	.387/.387	.464/.464
*649/530 Race	300/300	.394/.394	.472/.472
*Sprint 597 Race	320/320	.394/.394	.472/.472
*Super Sprint 598 Race	320/320	.394/.394	.472/.472
895 Race/Rally	300/320	.395/.395	.475/.475
475 Full Race	320/315	.396/.395	.475/.475

* Denotes BL's ST specification cams.