

NOTES ON CAMSHAFTS

Identification

Part number is usually rolled on to shaft just behind front journal. However reground shafts can only be identified by measuring lift, i.e. difference between minimum and maximum diameter - see 4th column of Date Sheet.

Some camshafts have identification rings, viz; 2A948 1 ring, AEA 630 2 rings, AEA 731 3 rings.

AEA 544 and 649 usually have additional gear for driving scavenge pump.

2A948 is the shaft we use for : "Motorway" 1100, Sprites and Midgets, all road conversions for "S" types.

AEA 630 is the only alternative which can be used on an 850 for road work.

AEA 731 is used for Group II, 997's and for "large bore" 997 conversions.

AEA 544 for sprints and hill climbs on "S" types etc. just useable on road!

AEA 649 is the full racing cam, unuseable on road under any circumstances - very hard on valve gear.

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CAM DATA

'A' TYPE ENGINES

PART NUMBERS	CAM PROFILE	NOMINAL TIMING		CAM LIFT	VALVE LIFT	INST. RADIUS
MINOR 2A297	2A 81	5°	10°	.2208"	.285"	.6529"
		45°	40°			
UPRATED SPRITE AEA 630	INLET 8A 1579	5°	21°	.250"	.318"	INLET .7066"
	EXHAUST 8A 1559	45°	51°	230° IN. 252° EX.		EXHAUST .6062"
AEA 731	8A 1601	24°	29°	.25193"	.320"	.50564"
		64°	59°	268° PERIOD		
COOPER MINI 2A 948	8A 1559	16°	21°	.250"	.318"	.6062"
		56°	51°	252° PERIOD		
'544 COOPER 1000 AEA 496 AEA 543	8A 1560	34°	39°	.306"	.383"	.6434"
		74°	69°	288° PERIOD		
CURRENT G II & F III COOPER 1100 AEA 648 AEA 649	8A 1622	50°	45°	.315"	.394"	.6103"
		70°	75°	300° PERIOD		
ALL COOPER 'S' AEG 148	INLET 8A 1579	5°	21°	.250"	.318"	INLET .7066"
	EXHAUST 8A 1559	45°	51°	230° IN. 252° EX.		EXHAUST .6062"

Std.
Mini

All
Current
1100's
& 998 CPR

Not Suitable
for A/MHOOS

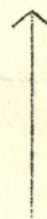
G II 997

OPTIONAL
SPRITE

'544

CURRENT
G II &
F III

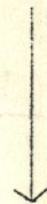
ALL
COOPER
'S'



All
With

3/8

Lobes



Longer

Valves

Essen-
tial

1/2
Lobes