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## CAM TIMING CHART

### MGC 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
Checking height for above	0.016" 0.406mm	0.014" 0.356mm	0.0125" 0.318mm	0.0125" 0.318mm
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
Inlet Cam Lift @ TDC	0.057" 1.45mm	0.092" 2.33mm	0.136" 3.45mm	0.164" 4.16mm

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 standard 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.