

**Supplemental Information
 for
 851-290 Camshaft, Stock BJ8 Profile
 851-325 Camshaft, Works Rally
 Austin Healey 100-6, 3000**

Moss US	Moss UK	Description	Material	Power Band	Duration		Full Lift		Timing		Units	Valve Lift		Cam Lift		Valve Clearance	
					In	Ex	IN ATDC	EX BTDC	In Open	Ex Close		In	Ex	In	Ex	In	Ex
851-290	AEC865	Road Cam, BJ8 Profile	Cast Iron	1600-5500	284	284	107		35-69	69-35	Inch	0.355	0.355	0.250	0.250	0.015	0.015
											MM	9.01	9.01	6.35	6.35	0.381	0.381
851-325	851-325	Fast Road Cam	Cast Iron	2000-6000	280	280	110		30-70	70-30	Inch	0.383	0.383	0.270	0.270	0.015	0.015
											MM	9.73	9.73	6.85	6.85	0.381	0.381

The cams for the 6 cylinder Healeys are made in England by a small company that has specialized in small production runs of cams for vintage and classic sports cars. In 1966 the owner commenced grinding performance camshafts on a Churchill cam grinder that he modified for non-production camshaft manufacture. One of the first camshafts that he ground was for the Competition Department of the Rootes Motor Company, (think Sunbeam), grinding Hillman Hunter and Imp competition camshafts. During the early 1980's, they began manufacturing replacement camshafts, rocker arms, cam followers. This increase in production led to a large expansion of new manufacturing plant and staff, with 70% of the production being exported. During the late 1980's they had enough enquiries for out-of-production camshafts for car and motorbike engines to warrant further expansion. They developed a range of camshafts, mainly for vintage sports car and motorcycle engines. By the early 1990's they had increased their manufacturing plant to 5 CNC Turning Centers, 4 CNC Milling Centers, 1 CNC Cylindrical Grinder, 6 Rocker Arm Grinders and 6 Camshaft Grinders, together with a fully equipped Inspection Department. From 1998 to 2002 they moved into the production of performance camshafts in steel and chilled iron, and began manufacturing cams for competition use in F1, F3, BTCC, ETCC, DTM, FIA, GT Le Mans, and MOTO GP. Their ability to deal with small production runs has made it possible to supply cams for cars like the Big Healey, where low demand makes it difficult for large firms to even consider participation. Be sure to read up on ZDDP on our website; you need to understand how it can affect your engine rebuild.

*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>
 If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*



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