

4000706

hot street - dirt track

Mercedes M111.960 VVT

I-4cyl 2.2L 16v DOHC (DTH/DTH)



intake **exhaust**

camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	257°
duration @ 1.0mm	: 230°	220°
valve lift	: 10.45mm	10.15mm
cam lift	:	
lobe angle	: 114°	107°
timing @ 1.0mm	: 1° / 49°	37° / 3°
valve lift @ TDC	: 1.10mm	1.30mm

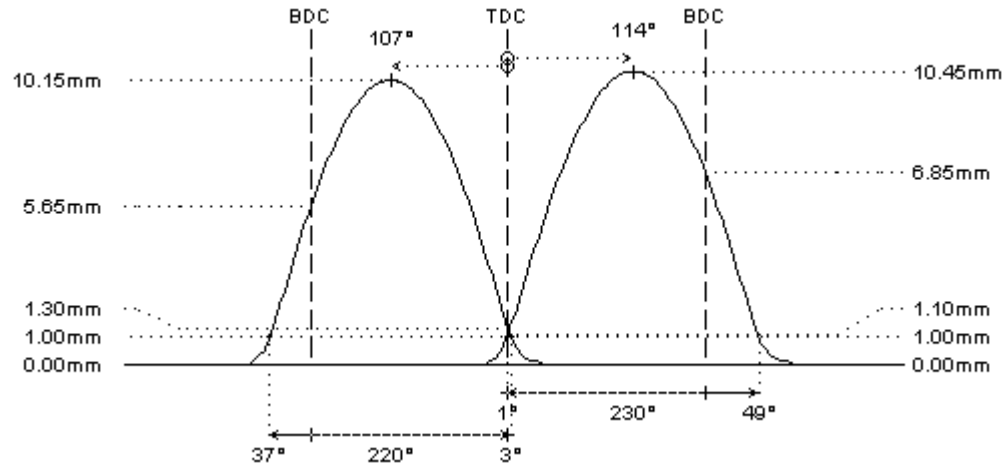
parts setup:

cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

check std valve spring setup for coil bind length and use valve spring # kit if required
valve spring kit can be developed on request



REMARKS :

- # camshafts for use in engines with VVT system on intake camshaft (M111.960)
- # Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
 - The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
 - We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors