

4000707

hot street - dirt track

Mercedes M111.960 VVT

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

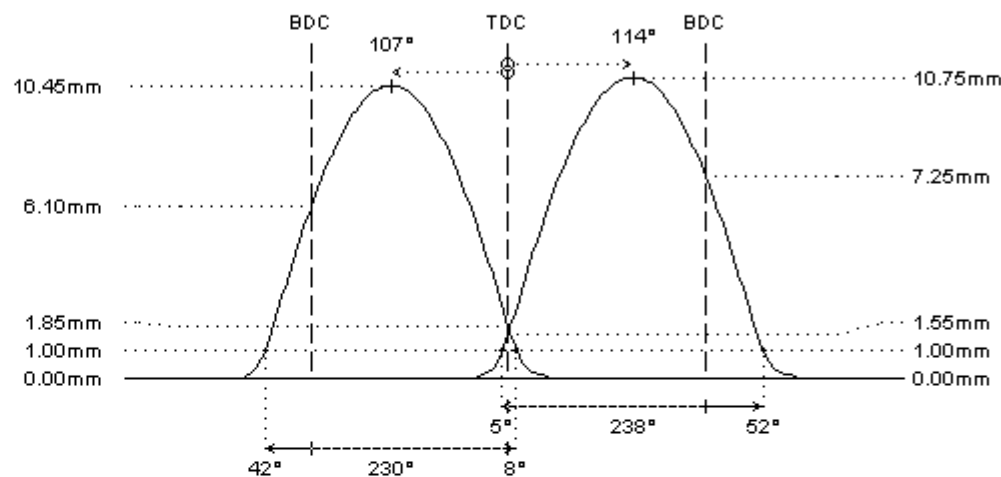
**intake****exhaust****camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 280°	268°
duration @ 1.0mm	: 237°	230°
valve lift	: 10.75mm	10.45mm
cam lift	:	
lobe angle	: 114°	107°
timing @ 1.0mm	: 5° / 52°	42° / 8°
valve lift @ TDC	: 1.55mm	1.85mm

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	: 99366/s	: 99366/s
lower retainer	: 99643/O	: 99643/O
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009

fitted load / length	: 33kg @ 34.3mm	: 33kg @ 34.3mm
max. load / lift	: 97kg @ 13.0mm	: 97kg @ 13.0mm

REMARKS :**REMARKS :**

- # camshafts for use in engines with VVT system on intake camshaft (M111.960)
OE cam number 111 050 21 01 / 111 050 19 01
- # 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
- # machining of cylinder head required