# 4000906

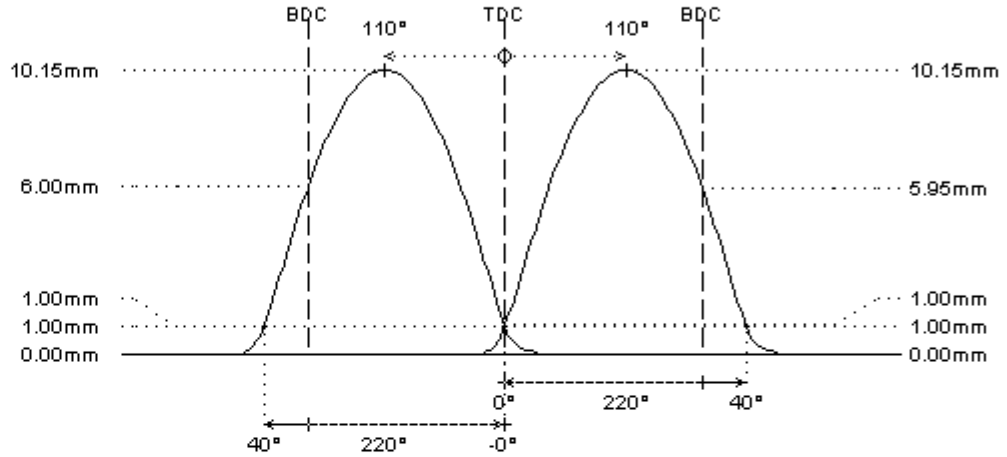
**sport**

Mercedes M104.942

I-6cyl 2.8L 24v DOHC (DTH/DTH)

| | intake | exhaust |
|---|---|---|
| **camshaft data:** | | |
| lash ramp | : hydro | hydro |
| duration @ 0.1mm | : 257° | 257° |
| duration @ 1.0mm | : 220° | 220° |
| valve lift | : 10.15mm | 10.15mm |
| cam lift | : | |
| lobe angle | : 110° | 110° |
| timing @ 1.0mm | : -0° / 40° | 40° / -0° |
| valve lift @ TDC | : 1.00mm | 1.00mm |
| **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 | : O.E.M. | : O.E.M. |
| lower retainer | : O.E.M. | : O.E.M. |
| exterior spring | : O.E.M. | : O.E.M. |
| interior spring | | |
| fitted load / length | : 26kg @ 37.4mm | : 26kg @ 37.4mm |
| max. load / lift | : 70kg @ 11.9mm | : 70kg @ 11.9mm |

**REMARKS :**




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# 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)

# ECU reprogramming required