

4000907

hot street - dirt track

Mercedes M104.942

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

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

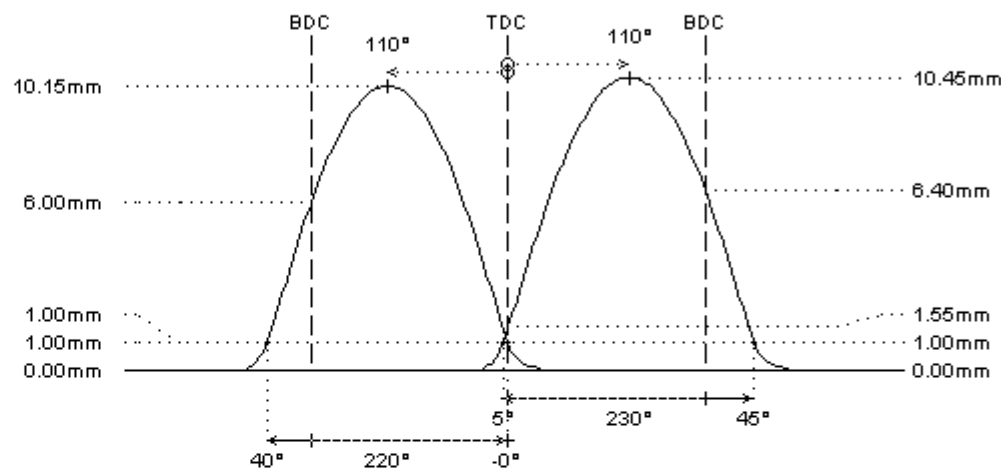
lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	257°
duration @ 1.0mm	: 230°	220°
valve lift	: 10.45mm	10.15mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 5° / 45°	40° / -0°
valve lift @ TDC	: 1.55mm	1.00mm

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	: 99315	: 99315
lower retainer	: 99643/O	: 99643/O
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 34kg @ 34.0mm	: 34kg @ 34.0mm
max. load / lift	: 103kg @ 14.0mm	: 103kg @ 14.0mm

REMARKS :

Different valve spring setups are possible. Contact Cat Cams if your valve train deviates from the triple groove MK-7 valve design.

**REMARKS :**

- # 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)
- # machining of cylinder head can be required at camlobes
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors