

# 4000906

hot street - dirt track

Mercedes M104

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



	intake	exhaust
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**camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 281°	268°
duration @ 1.0mm	: 237°	230°
valve lift	: 10.75mm	10.45mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 9° / 48°	45° / 5°
valve lift @ TDC	: 2.05mm	1.50mm

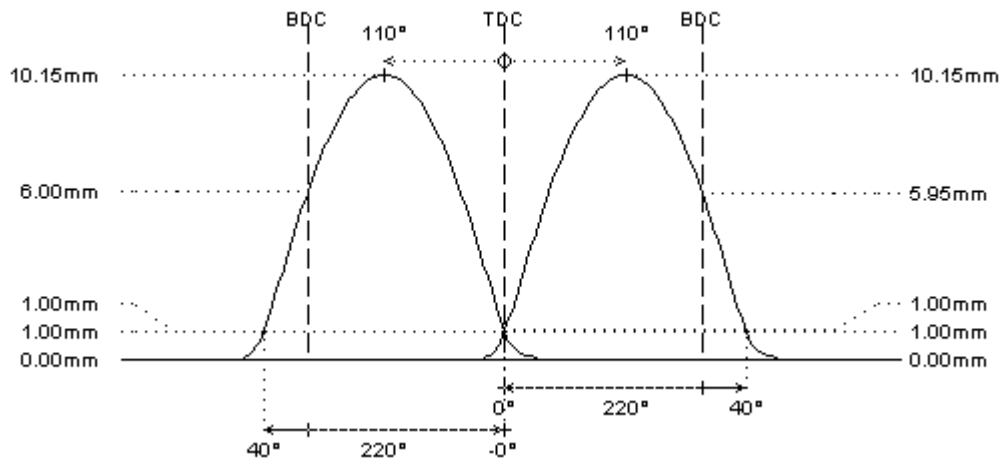
**parts setup:**

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	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	: <b>✗ not available</b>	: <b>✗ not available</b>
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 :**

- # 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