

# 4000606

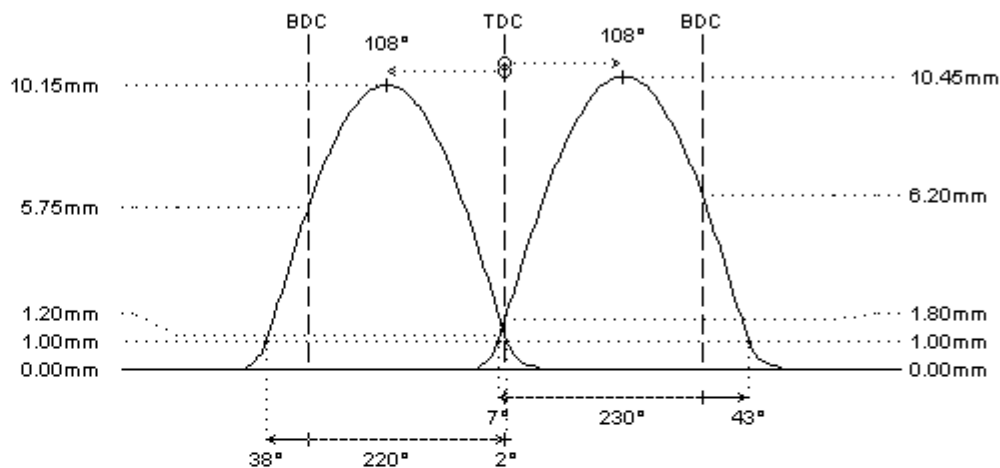
hot street - dirt track

Mercedes M111.940 no VVT

I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	257°
duration @ 1.0mm	: 230°	220°
valve lift	: 10.45mm	10.15mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 7° / 43°	38° / 2°
valve lift @ TDC	: 1.80mm	1.20mm
<b>parts setup:</b>		
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>X not available</b>	: <b>X not available</b>
lower retainer	: <b>X not available</b>	: <b>X not available</b>
exterior spring	: <b>X not available</b>	: <b>X not available</b>
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm



### REMARKS :

- # camshafts for use in engines without VVT system (M111.920, M111.940)
- # Distance between valve and piston should be 1.0mm at least:
  - check 5-15° after TDC on intake
  - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

### 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