

# 5502604

sport

Nissan VQ35

V-6cyl 3.5L 24v DOHC (DTx/DTx)



**intake**                      **exhaust**

**camshaft data:**

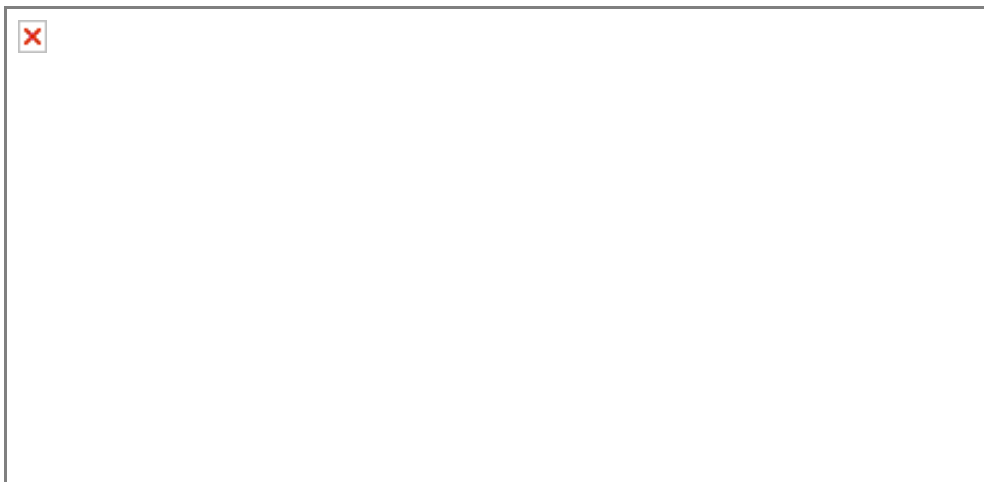
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 278°	269°
duration @ 1.0mm	: 230°	222°
valve lift	: 11.00mm	10.50mm
cam lift	: 11.00mm	10.50mm
lobe angle	: 125°	112°
timing @ 1.0mm	: -10° / 60°	43° / -1°
valve lift @ TDC	: 0.55mm	1.15mm

**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	:  PAC-S90015	:  PAC-S90015
interior spring	:	:

fitted load / length	: 33kg @ 37.0mm	: 33kg @ 37.0mm
max. load / lift	: 84kg @ 13.0mm	: 84kg @ 13.0mm

**REMARKS :**



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- # steel billet camshafts for use in VQ35 engine with following characteristics:
  - VVT system with 6-slot cam phase trigger on intake camshafts
  - 34mm mechanic cam followers for shimless valve lash adjustment (2mm hole in top surface)
  - > Please contact Cat Cams in case of a different engine version (for example: 2-slot cam phase trigger / 35mm aluminium follower with 31mm shim)
- # This is a very complex engine. The camshafts should only be fitted by experienced professionals who have the tools, skills and patience for correct installation, verification and adjustment of the timing events and all related parts.
- # The VVT system on the intake camshaft changes the valve timing. The data are shown for full intake retard (disengaged VVT). Check distance between valves and piston to be 1mm at least with VVT engaged (full advance). Wrong installation will cause severe engine damage!
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # ECU reprogramming required