5502606

tarmac rally - race

Nissan VQ35

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 293°	284°
duration @ 1.0mm	: 246°	238°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 125°	112°
timing @ 1.0mm	: -2° / 68°	51° / 7°
valve lift @ TDC	: 1.05mm	2.05mm
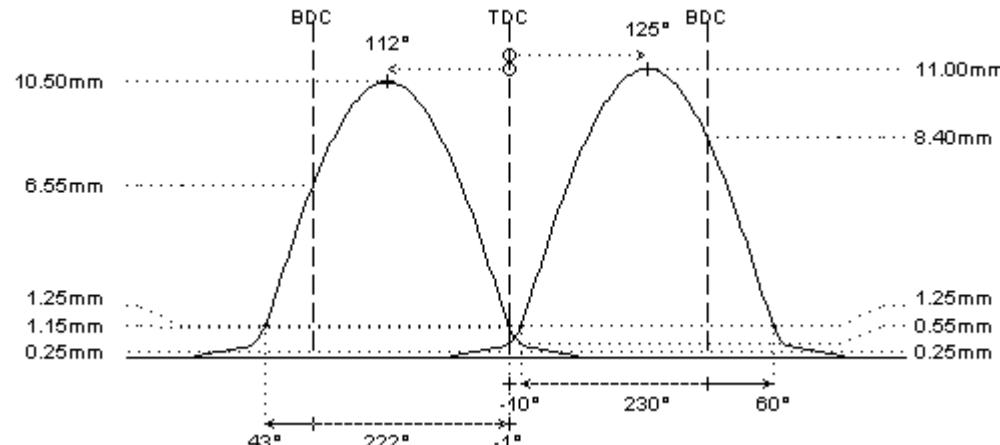
parts setup:				
cam wheels :	:		:	
follower	: 🔍 CC044		: 🔍 CC044	
valve lash	: 🔍 TS101		: 🔍 TS101	
valve	:	O.E.M.	:	O.E.M.
valve locks	:	O.E.M.	:	O.E.M.
upper retainer	:	O.E.M.	:	O.E.M.
lower retainer	:	O.E.M.	:	O.E.M.
exterior spring	: 🔍 PAC-S90015		: 🔍 PAC-S90015	
interior spring				
fitted load / length	: 33kg @ 37.0mm		: 33kg @ 37.0mm	
max. load / lift	: 84kg @ 13.0mm		: 84kg @ 13.0mm	

REMARKS :

\# use CC044 coated race followers with longer side wall for better   \#
   guidance on high lift cams
requires reduction of cam base diameter (from 35.5mm to 32mm) to fit
additional lash cap on the valve tip, please clearly indicate base
diameter on order

REMARKS :

\#   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.

\#   FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
   - the camshafs must turn smooth in the cylinderhead, provide free travel by machining where needed
   - distance between valve seal and retainer at full lift must be 0.6mm at least
   - minimum valve spring travel of 1.0mm at full lift must be provided
   - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC
     on intake

\#   valve lift and timing data are illustrated on fixed centerline (disabled VVT system)

\#   ONLY for use in competition engines with independent engine management (throttle position sensor) or
   carburettors