

VQ35 ADJUSTABLE EXH. CAM SPROCKET SET JIM WOLF TECHNOLOGY PART# AVQ35-EGEAR

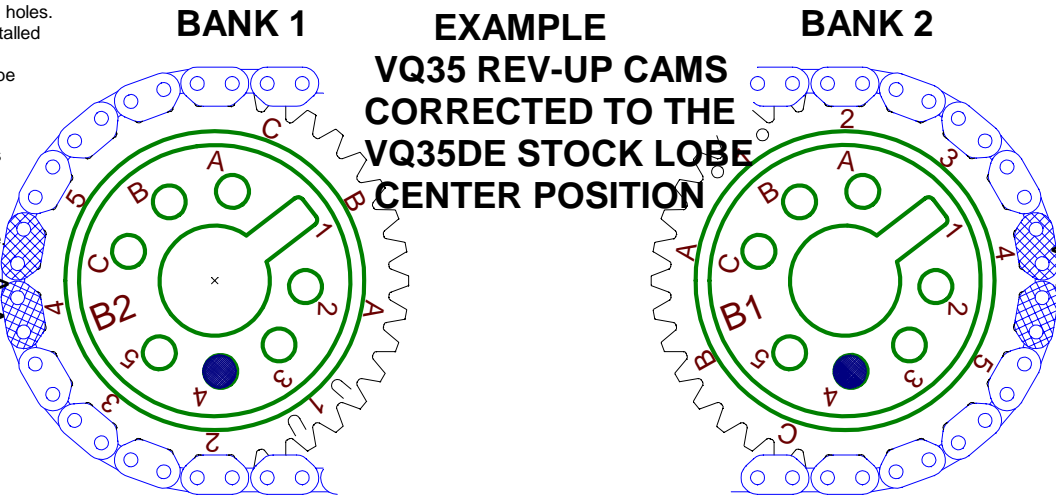
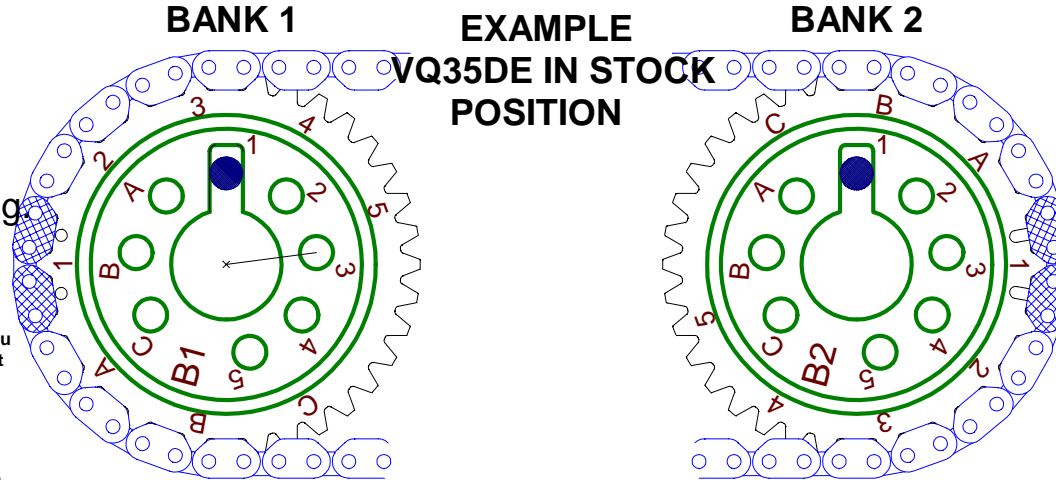
Each number advances cam by 2.5 crank degrees.
Each letter retards cam by 2.5 crank degrees.

Special Instructions only for using these sprockets to convert a VQ35 Rev-up to non-phasing exhaust cams with VQ35DE exh. cam timing.

When deleting the VQ35 REV-UP exhaust cam phasers, you must correct for the difference in the dowel to lobe center difference between the DE and Revup cams. The Revup lobes are 13 crank degrees advanced compared to the DE dowel location, so you must retard the Revup exhaust cams by that amount to be in the stock DE position after changing to the non-phaser sprockets.

IMPORTANT!
Your Rev-up exh. cams used a small 3mm dowel pin. This dowel will not work with the DE type sprockets, so you must install 6mm dowel pins in the unused 6mm holes that are located exactly 180deg. from the original 3mm holes. This will require that the new DE type sprockets be installed on the opposite banks. This means that the sprocket stamped "B2" will go on bank 1 and sprocket "B1" will be installed on bank 2, as shown in the example.

Once you have installed 6mm dowels and installed the gears on the opposite banks, by retarding the gears 1 full tooth (-20 crk. deg.) and then using hole #4 (+7.5 crk. deg.), this will put the exh. cams at 12.5 crk deg. retarded to approximate the stock VQ35DE exh. cam timing. See lower example



NO LONGER HERE!!>>>>
"4" IS 1 LINK RETARDED>>>>

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