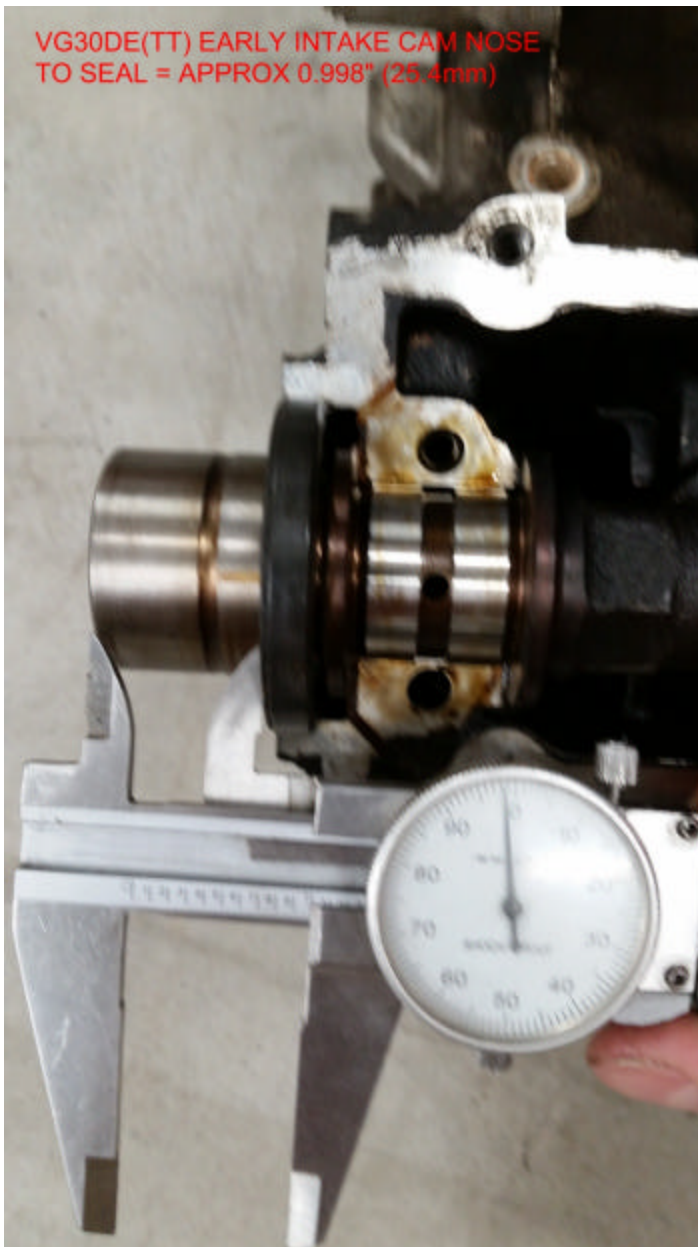


## **BDE Tech Bulletin**

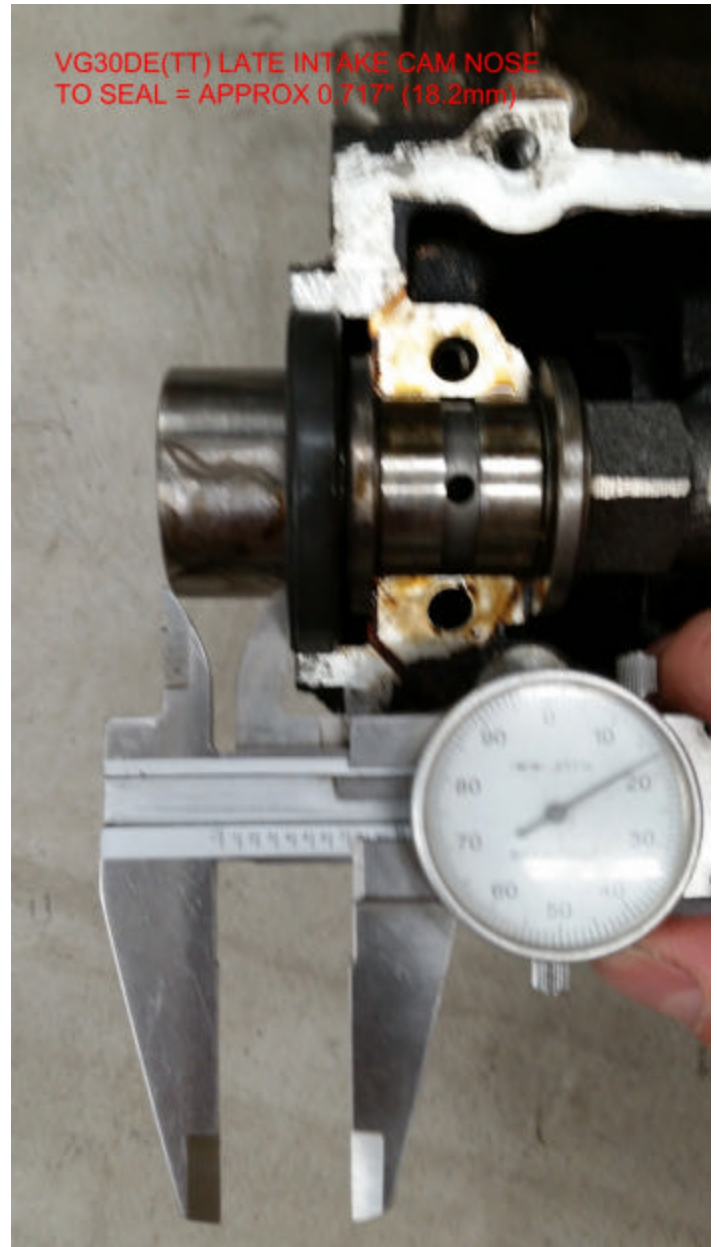
### **Subject: VG30DE(TT) Camshaft Identification**

#### **Early (1990 – 1994 TT, 1990 – 1993 NA) versus Late (1995+ TT, 1994+ NA) Camshafts**

There are two different types of VG30DE(TT) intake camshafts, Early and Late, with the main difference being the length of the nose that the drive pulley attaches to.



**Figure 1 - Early Intake Camshaft Nose to Seal Length**



**Figure 2 - Late Intake Camshaft Nose to Seal Length**



Figure 3 - Early Intake Camshaft Nose Length



Figure 4 - Late Intake Camshaft Nose Length

### Aftermarket Camshafts

Most aftermarket intake camshafts currently being sold for the VG30DE(TT) are based upon the Late type camshaft cores, but it is always advised to measure the Nose Length and verify without a doubt which type of camshafts you have.

### VTC Applications

It is possible to install Early VTCs onto Late Camshafts utilizing Jim Wolf Technology (JWT) Intake Camshaft Adapters. Note, it is not possible to use Late VTCs on Early camshafts due to the pulley's being spaced out too far with this combination.

CAMSHAFT TYPE	VTC TYPE	JWT INTAKE CAMSHAFT ADAPTER
EARLY	EARLY	NO
EARLY	LATE	<b>COMBINATION NOT POSSIBLE !</b>
LATE	EARLY	YES
LATE	LATE	NO

### No VTC Intake Camshafts

1996+ USDM VG30DE(TT)s deleted the VTC due to OBDII compliance issues. In addition several aftermarket companies have offered intake camshafts that also delete the VTC. These camshafts can typically be converted to utilize VTC by using a rod inserted through the back of the cam to drive the oil plug out of the front and then installing the VTC drain valves in the backs of the cams (VTC Pulleys, VTC solenoids, ECU and wiring also required).