



BDE Tech Bulletin

Subject: VG30DE(TT) Intake Camshaft Pulley Identification

Variable Timing Camshaft (VTC)

There are three distinctly different types of VG30DE(TT) VTCs – most people know there is a difference between the **early** and the **late** type VTCs, but there is also a hybrid which was sold by Nissan parts dealers as a service replacement for early 90-93NA/90-94TT applications. This service replacement is almost identical looking to the late type VTC which feature a bolt-on timing belt cog with the only difference being that it has a deeper pocket to work on the longer, early type cams.

VTC Types

- Early, 90-93NA, 90-94TT – identified by the six round holes surrounding the inner hub.
- Late, 90-93NA, 90-94TT – ***service replacement*** – identified by the bolt-on outer cog AND the 1.280" (32.5mm) camshaft pocket depth.
- Late, 94-95NA, 95TT – identified by the bolt-on outer cog AND the 1.015" (25.8mm) camshaft pocket depth.

1996 USDM Only No-VTC

The 1996 USDM models deleted the VTC function due to OBDII compliance issues. These pulleys look similar to Late VTCs with their bolt-on outer cog but with the exception of a smaller diameter center hub. This hub is solid and cannot be converted to VTC functionality and is therefore not acceptable as a core for BDE VTC rebuilds.



Figure 1 – VG30DE(TT) Intake Pulley Identification

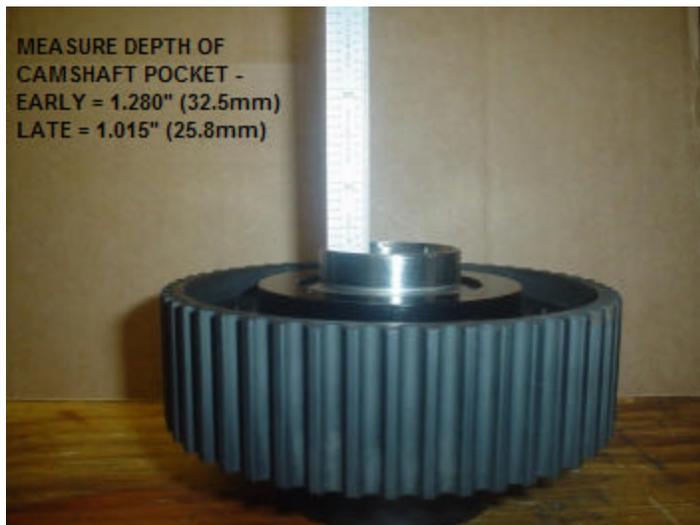


Figure 2 – Measure Depth to Identify "Early" Service Replacement