

GFB DV+

Installation Instructions

Part #T9357

GFB
GO FAST BITS

TURBO MANAGEMENT SYSTEMS



ISO 9001:2008

THE ULTIMATE IN HIGH TECHNOLOGY PERFORMANCE

IMPORTANT! All GFB pistons are checked for fitment and tolerance before shipment. Please do not drop the GFB piston onto a hard surface as this may cause (invisible) damage that could result in boost leaks or sticking.

WICHTIG! Alle Kolben wurden vor Versand auf Freigängigkeit geprüft. Bitte achten Sie bei der Montage darauf, dass *der Kolben nicht auf den Boden fällt*, da dieser schon bei kleinster (evtl. Nicht sichtbarer) Beschädigung zur Undichtigkeit oder Kolbenklemmen führen kann!

INSTALLATION

Note that the DV+ part # T9357 is used on a variety of models and therefore the location of the factory diverter valve may differ, but the procedure is the same regardless.

Begin by locating the factory diverter valve, which will be found mounted to the turbo compressor cover by 3 screws. Disconnect the electrical connector and remove the 3 screws.

With the factory diverter valve removed from the car, pull the piston out of the diverter body, then remove the spring and set aside.

Remove the yellow o-ring from the factory diverter. This should be done carefully to avoid damage, as the o-ring will be re-used on the DV+.

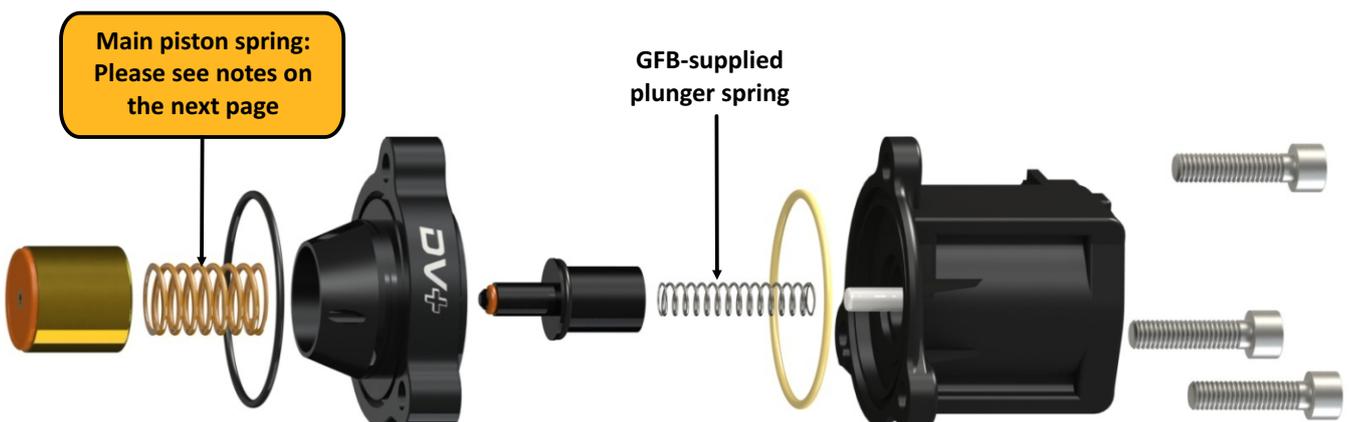


CAREFULLY pry the piston sleeve out of the diverter body, using the inside lip near the blue seal or the lip where the o-ring was. Lever it gently and work your way around so it pops out evenly.

Note that this piece is fragile and can break easily (as you can see in the photo) - if this happens, you'll still be able to carry on with the installation, but you won't be able to re-fit the factory piston again.



Assemble the GFB parts onto the factory solenoid body as shown in the exploded view below, making sure to use the GFB-supplied plunger spring, and the yellow o-ring removed from the factory valve. Apply some engine oil to the piston during this process.



INSTALLATION - CONTINUED

Install the DV+ assembly onto the turbo, making sure to hold the piston so it doesn't fall out during this process. Don't forget to use the supplied longer screws.

Clip the electrical connector back on, then re-install the turbo intake pipe and any other parts that have been removed during the installation process.



USING THE MAIN SPRING

The DV+ can be configured in two different ways, depending on your desired outcome. Fitting the DV+ with the main spring installed as shown on the previous page can be thought of as a “Sport” mode, offering the best possible throttle response and boost recovery during on/off throttle applications (i.e. during gearshift with a manual transmission).

Using the main spring means the DV+ can open and close progressively in response to how much boost pressure is present, unlike the factory diverter which just opens fully regardless of whether there is boost to vent or not. Because this operation method is different from the factory diverter, it is not unusual or detrimental to hear a different sound from the intake when lifting off the throttle at low RPM, especially if you have an aftermarket intake or a larger turbo installed.

Additionally, in some cases this different operating method may be mis-interpreted by the ECU as a faulty diverter valve (it simply sees the diverter doing something different, it doesn't know the diverter is actually attempting to improve throttle response), resulting in fault code P2261 being recorded. This does not indicate that the DV+ is faulty, nor does it cause any issues to the turbo or engine.

If the fault code or different sound occurs and you want to prevent it, or you simply want a direct replacement for the factory diverter that is stronger, holds boost better, and lasts longer, you can choose to install the DV+ WITHOUT the main spring behind the piston. This configuration can be thought of as an improved “Standard” mode, which behaves just like the factory diverter, but with the added benefits of better boost-holding, strength, and reliability.

This product is intended for racing use only, and it is the owner's responsibility to be aware of the legalities of fitting this product in his or her state/territory regarding noise, emissions and vehicle modifications.

GFB products are engineered for best performance, however incorrect use or modification of factory systems may cause damage to or reduce the longevity of the engine/drive-train components.

GFB recommends that only qualified motor engineers fit this product. Warranty is for the period of one year from the date of purchase and is limited only to the repair or replacement of GFB products provided they are used as intended and in accordance with all appropriate warnings and limitations. No other warranty is expressed or implied.

