

DVX DIVERTER VALVE: PERFORMANCE WITH VOLUME CONTROL



GFB's DVX takes the extremely popular DV+ Diverter Valve and adds dual venting outlets along with our patented Venting Bias Adjustment System. So not only do you get **IMPROVED BOOST HOLDING** and **THROTTLE RESPONSE**, you have **total control over your BLOW-OFF SOUND VOLUME!**

WHAT MAKES DVX DIFFERENT TO ANY OTHER VALVE THAT GOES "WHOOSH"?

- » The DVX is not just a noise maker (like BOV spacers) - by modifying the valve operation method it offers the same **PERFORMANCE BENEFITS** that the DV+ does.
- » It retains **ECU CONTROL** for the fastest possible operation.
- » No other blow off valve has the advantage of GFB's Venting Bias Adjustment, allowing you to alter the blow off sound simply by moving the adjustment lever.
- » Built to last

GFB's DV+ design solves the longevity and boost leaking issues that are common with factory diverter valves, and also changes the operation method to "pilot actuation" (read about this on the next page) to ensure better performance on stock or modified engines.

Furthermore, these benefits won't cost you the Earth! Rather than throwing the entire factory diverter valve system in the trash (like other manufacturer's "solutions"), the DV+ keeps what works, and replaces what doesn't. It retains the factory solenoid and ECU control to ensure simple installation and reliable operation.



US PATENT
6,722,128 B1
Design registration
pending

WHAT DOES IT FIT?

Supplied as a direct bolt-on kit, the DVX fits perfectly in the engine bay of the Mk7 GTI, Mk7 R, and Audi 8V A3/S3 with more models available soon.

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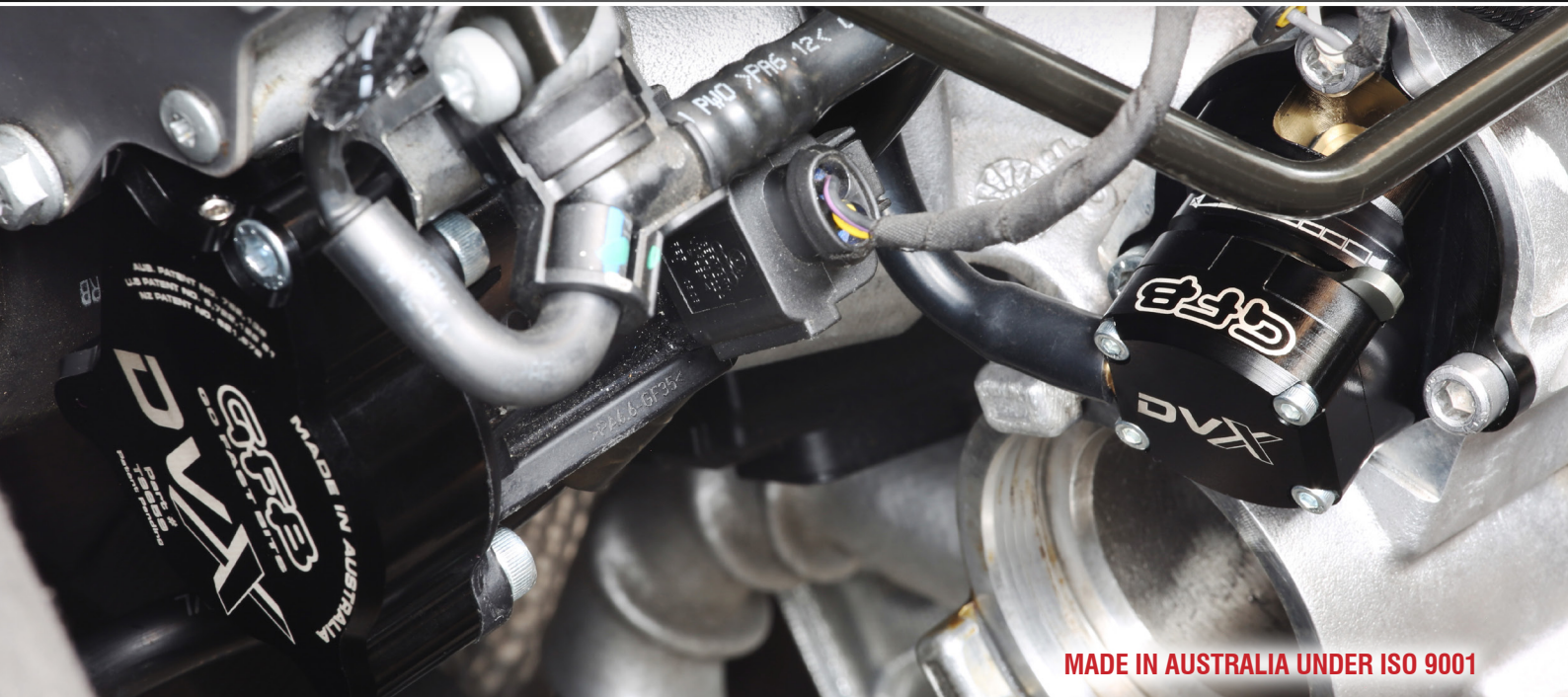
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MADE IN AUSTRALIA UNDER ISO 9001

WHY NOT JUST USE A SPACER?

There are many "BOV spacers" on the market that make noise. However, they do this simply by using the factory diverter valve and re-directing the air to atmosphere. Therefore, the performance deficiencies of the factory diverter valve design remain, and furthermore, the flow capacity of the factory diverter is significantly reduced because of the small venting holes used in these BOV spacers.

ECU VS VACUUM CONTROL

Other BOV kits eliminate the ECU control entirely, using pure manifold vacuum control instead. Whilst there's nothing particularly wrong with this (that's how the majority of BOVs work), the ECU control is MUCH FASTER, able to detect and respond to much SMALLER THROTTLE TRANSITIONS and, since it's available, why wouldn't you use it?

THE BOTTOM LINE IS...

The DVX offers a TRUE PERFORMANCE improvement, INCREASED BOOST-HOLDING ability, and a blow-off sound that is COMPLETELY ADJUSTABLE from factory-silent to ear shattering!



WHAT'S SPECIAL ABOUT OUR VENTING BIAS SYSTEM?

GFB's patented Venting Bias Adjustment System is the only one of its kind in the world. By using an internal rotating sleeve, the opening of both the recirc port and the atmosphere port can be infinitely adjusted. This means that you're not stuck with a fixed 50/50 or 100% atmosphere venting ratio; you can change it to whatever you want! As an additional benefit, because the atmosphere outlet is a single large port rather than a series of small holes, the venting sound is much DEEPER AND LOUDER than it is with a BOV spacer.

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