

GFB DV+

Installation Instructions

Part #T9353

WARNING:

GFB recommends that only qualified motor engineers fit this product. GFB products are engineered for best performance, however incorrect use or modification may cause damage to or reduce the longevity of the engine/drive-train components.

GFB LIFETIME WARRANTY:

Our commitment to quality means that when we put our name to something, we are also staking our reputation on it. That's why we back our products with the best warranty in the business!

You should expect a lifetime of use from a well-engineered product, so if your GFB product fails as a result of defective materials or faulty workmanship whilst you remain the original owner, we will repair or replace it (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).

If a fault occurs as a result of usage outside of the terms of the warranty, or you are not the original owner, fear not, we can still help you. You should never need to throw a GFB product away, as spare parts are available and won't cost the earth.

TECH SUPPORT:

We want you to get the best advice, first time. That's why our engineers are available to answer any technical questions you may have. Head to www.gfb.com.au/contact-us to get in touch.

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.

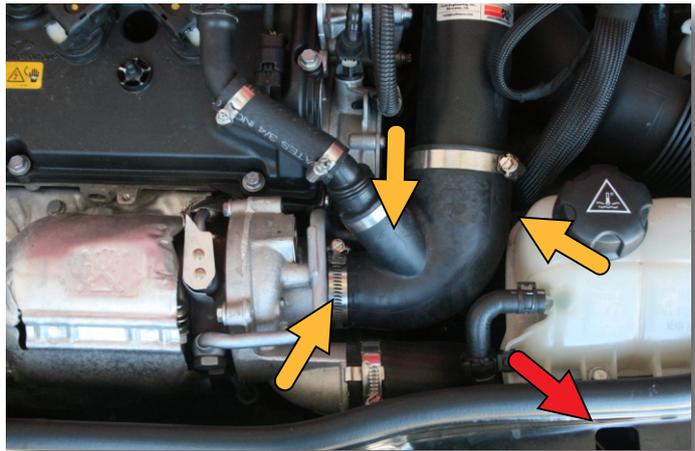
WICHTIG! Alle Kolben wurden vor Versand auf Freigängigkeit geprüft. Bitte achten Sie bei der Montage darauf, dass *der Kolben nicht auf den Boden fällt*, da dieser schon bei kleinster (evtl. Nicht sichtbarer) Beschädigung zur Undichtigkeit oder Kolbenklemmen führen kann!

INSTALLATION

A video version of these instructions can be found on the GFB website here:

www.gfb.com.au/downloads/gfb-tv

- Remove the turbo intake pipe by loosening the clamps at each end and on any associated hoses.

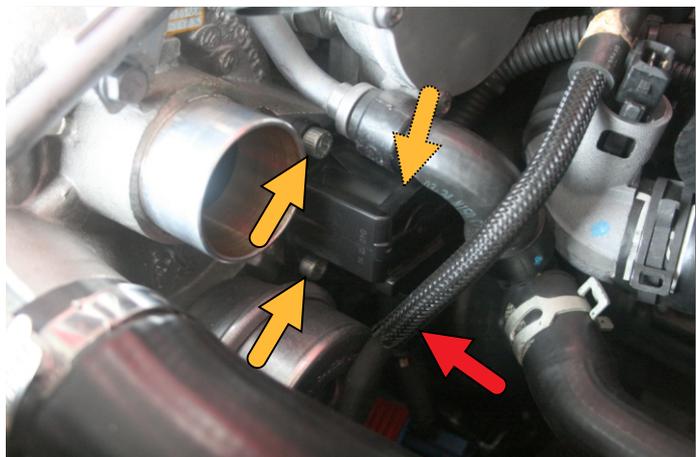


- Undo the bolt retaining the water reservoir (→), and swing it out of the way. Use a zip tie through the hole shown (→) to hold it in place so you can work underneath.



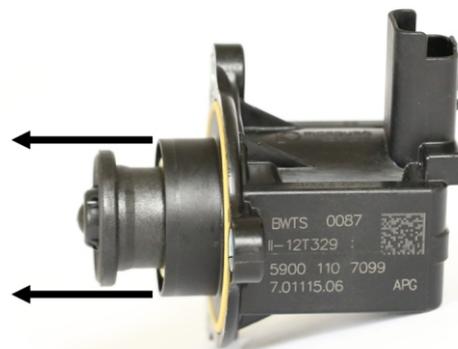
- The factory diverter valve solenoid is located on the front of the turbo compressor cover.

Unclip the electrical connector (→), then remove the 3 screws (→) holding it on using a 5mm metric hex key. Remove the diverter from the car.



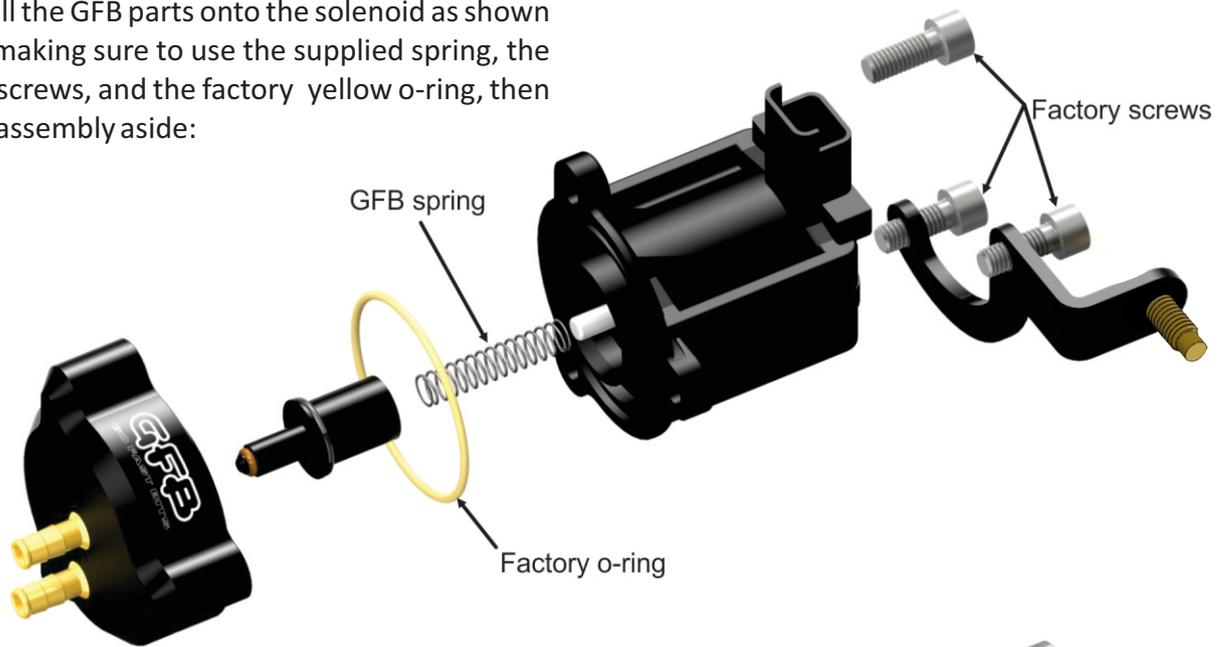
It may also help to remove the wastegate actuator hose (this is the one covered with braid in the foreground) to give you a little more space to work.

- Now separate the factory valve mechanism from the solenoid coil by pulling on the plastic diaphragm shroud - the whole assembly will pop off leaving the bare solenoid coil.

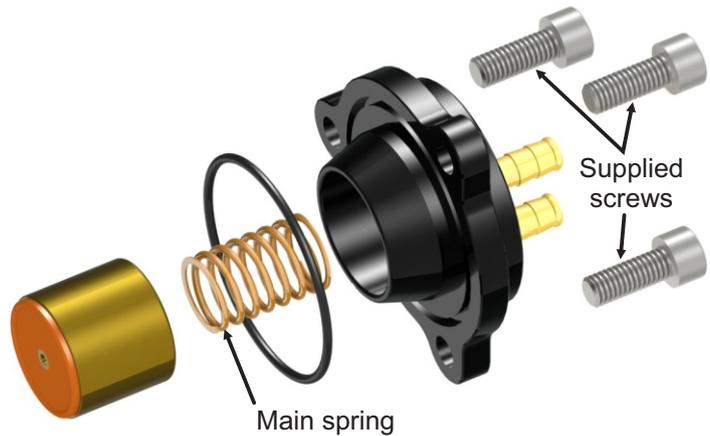


INSTALLATION - CONTINUED

- Install the GFB parts onto the solenoid as shown below, making sure to use the supplied spring, the factory screws, and the factory yellow o-ring, then set this assembly aside:



- Install the main spring and piston into the valve body as shown, using a smear of engine oil on the piston (the o-ring comes already installed in the groove).



- Install the body/piston assembly onto the turbo compressor cover in the same location as the factory diverter, using the supplied screws. Make sure to hold the piston into the body with your finger during this process so the piston doesn't fall out.

Note that the positions of the bolt holes will allow it to fit in only one orientation (engraved logo will be upright).

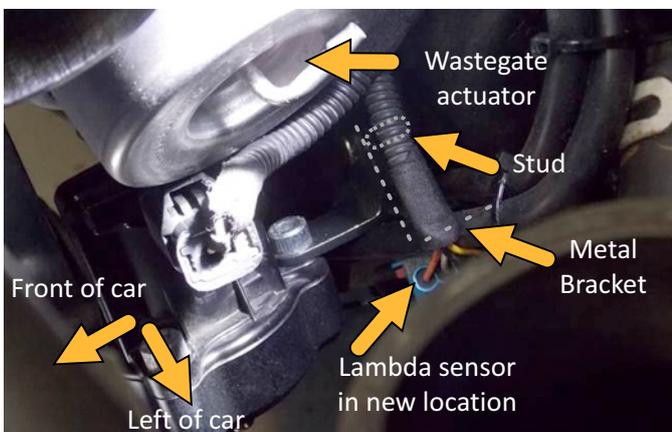
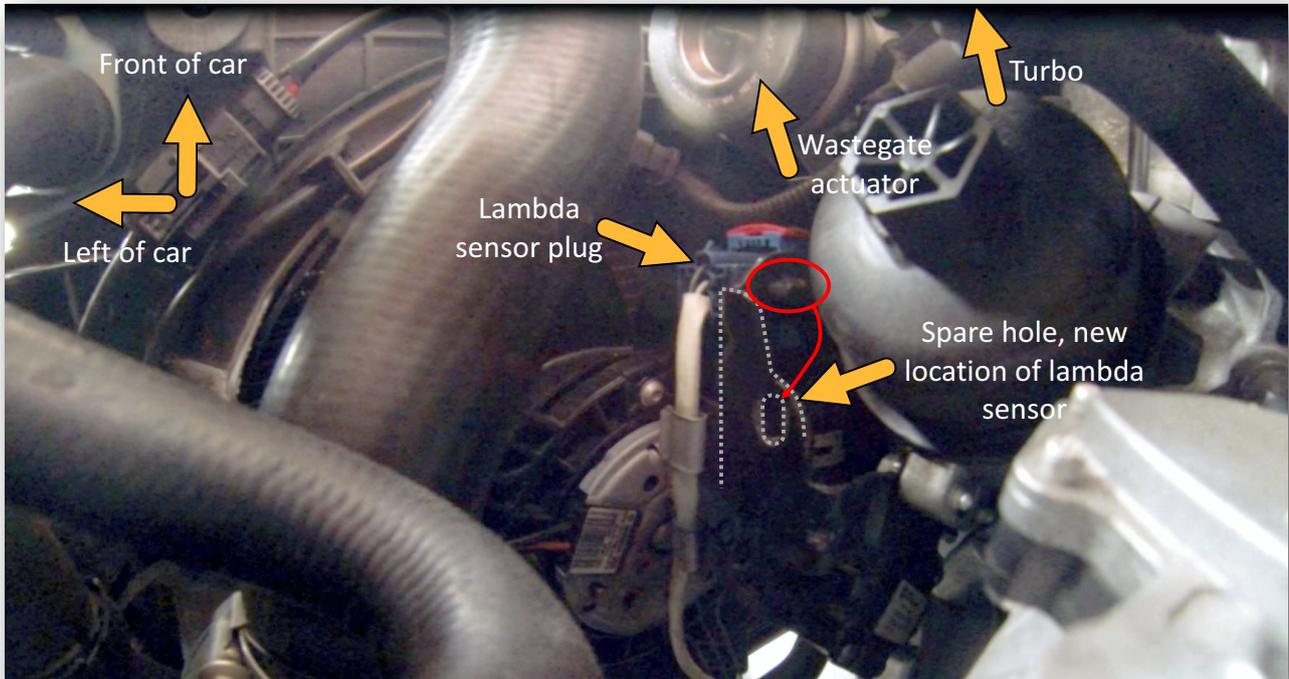


- Cut the supplied hose into two equal lengths (it can be trimmed shorter if required at a later stage, so just cut it in half for now). These will be used to join the hose tails on the valve body to the solenoid assembly.

INSTALLATION - CONTINUED

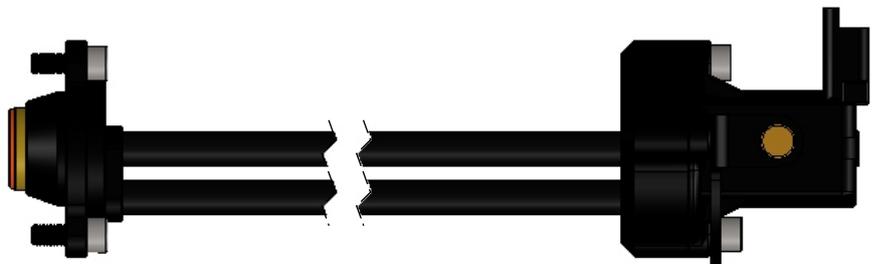
- Install the solenoid assembly onto the car – Find the blue lambda sensor plug that is located underneath the turbo and remove it from the metal bracket. Re-locate it to the spare hole on the same bracket, slightly toward the rear of the engine bay (shown by the red arrow below).

The picture below is shot from deep inside the engine bay, looking forwards to the radiator fan. The turbo is just outside of frame, top right (the wastegate actuator however is visible).



- Orient the solenoid so that the electrical connector is facing upwards and towards the left of the vehicle, and the hose tails point downwards and left. Insert the threaded stud of the solenoid mounting bracket into the hole that the lambda sensor was using and secure with the supplied locknut.

- Connect the two hoses from the valve body onto the two hose tails on the solenoid assembly, making sure to connect port A to A, and B to B (i.e. centre port to centre port, and outside port to outside port).



- Plug the electrical connector into the solenoid, and if you disconnected the wastegate actuator hose, make sure to re-connect it.
- Re-install the radiator reservoir and turbo intake pipe, and your installation is complete.