GFB DV+

Installation Instructions

Part #T9384

MADE IN AUSTRALIA

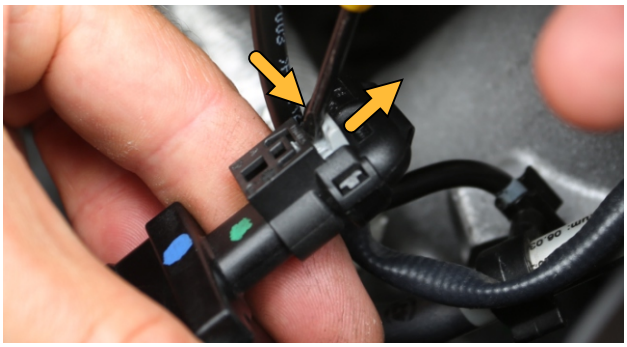
+61 2 9534 0099 sales@gfb.com.au www.gfb.com.au facebook.com/GFBturbo instagram.com/gofastbits

INSTALLATION

Installation of the GFB DV+ T9384 is simply a matter of removing the factory diverter valve, and replacing it with the T9384.

However, the location of the factory diverter valve, the tools required, and the installation method does vary depending on the vehicle. Before installation, it is a good idea to first locate the factory diverter valve and identify the tools required to remove it. In most cases it is found on the plastic intercooler piping, as shown in two examples below:

1) Remove the electrical connector from the factory diverter valve. First slide the grey locking tab out, then push it down to unclip the connector:



2) Remove the 3 mounting screws. Depending on the vehicle, you may require a 5mm hex key, E5 socket (female Torx, shown below), or a regular hex socket.

3) The diverter valve can now be removed from the engine.

INSTALLATION CONTINUED

4. Before installation, ensure the two o-rings are installed in the DV+ as shown opposite:

5. Select the correct screws. The T9384 is supplied with two different sets of screws to ensure correct fitment as described below:

When screwing directly into plastic (shown below), use the supplied coarse-threaded screws. Take care not to strip the thread, tighten to 4Nm (3lbf-ft).

Where the diverter valve mount has metal threaded inserts as shown below, use the supplied fine-pitch screws (requires a 5mm hex key). Tighten to 6-8Nm (4.4-6lbf-ft).

6. Position the DV+ onto the car. NOTE: The bolt pattern is NOT symmetrical, so you will need to ensure the body is oriented correctly so all three screw holes line up. Don't worry about the orientation of the connector, as it can be rotated by hand to a position that best suits your application.

7. Ensure all 3 screws are tightened to the torque recommended above, then use the supplied "plug-and-play" adaptor loom to connect the DV+ to the vehicle's wiring loom.

Ensure the loom is routed and secured in a way that it is protected from abrasion, heat and vibration.

WHAT TO EXPECT FROM YOUR DV+

Throttle response: The electronic factory diverter valve is either fully open, or shut - it can't move progressively to accurately control the vented air. The DV+ **can** move progressively, and will attempt to preserve as much boost pressure as possible when the throttle is lifted. This means when you lift off to shift, or when using slight on-off-on throttle modulation, the DV+ can help recover boost faster than the OE diverter to sharpen throttle response.

Boost holding: The OE diverter valve uses all plastic valve components that simply do not seal well, especially when mounted on a plastic pipe. By using metal valve components with viton seals, the DV+ will hold pressure up to 50psi, ensuring all of your hard-earned boost gets to the engine regardless of the level of tune.

Longevity: As the electronic diverter valves have been in use in the Euro community for many years, there is significant evidence of reliability issues and premature failure. Fitting a DV+ is good insurance and ensures years of trouble-free operation.

Sound: The DV+ is NOT an atmosphere-venting blow off valve and is not designed to make a "blow-off" sound. It fully recirculates the vented air to the turbo intake in the same way as the OEM diverter. The venting sound may differ slightly from the factory diverter under some conditions, but if you hear a loud fluttering sound when lifting off the throttle from full boost, that indicates the valve is not opening correctly and you should contact our tech support using the details below.

Maintenance: Periodic maintenance or re-lubrication of the DV+ for correct operation or longevity is NOT required! Simply install it and forget about it.

TECH SUPPORT

Just installed your shiny new DV+ and something doesn't seem right? Do you have a question about the product? Have you heard conflicting information and need some clarity?

We want you to get the best advice, first time. No-one has as much experience with these products as our own engineers, so make us your first point of contact!

Head to www.gfb.com.au/contact-us to get in touch, or use the QR code:

WARRANTY

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.