GFB VTA

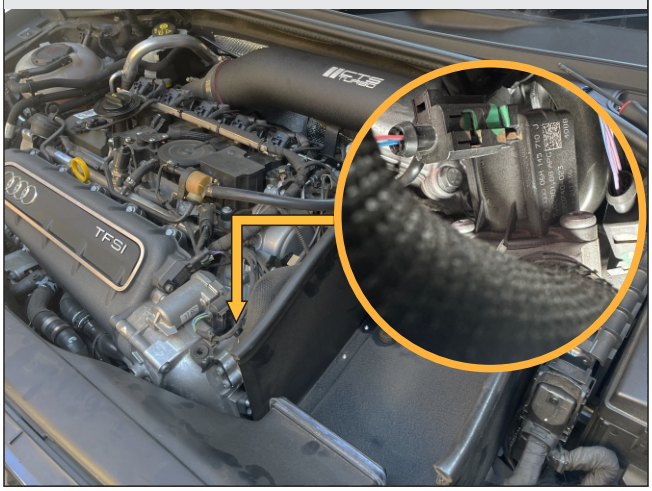
Installation Instructions

Part #T9401

INSTALLATION

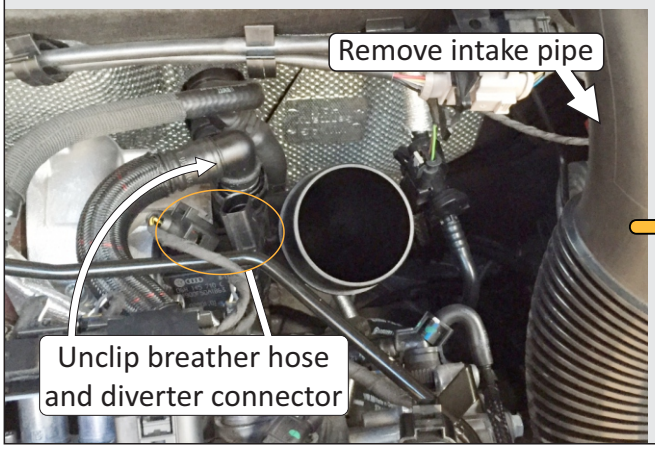
Locate and remove the factory diverter valve. It will either be mounted directly on the turbo compressor cover, or it can be mounted remotely. Examples of the factory diverter valve locations are shown below:

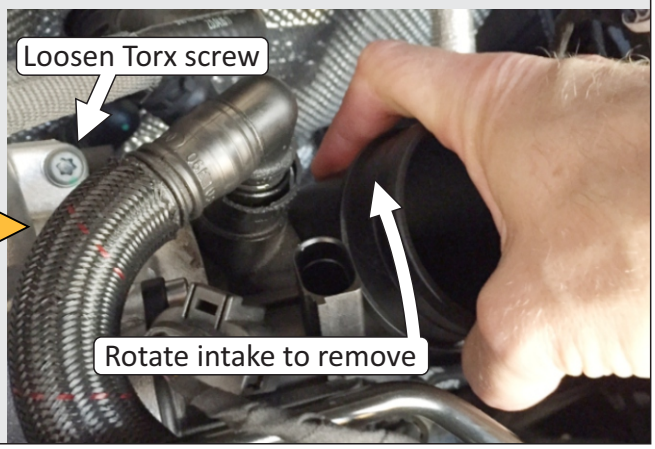
RS3 - access is easy from the top of the engine bay.



Mk6 Golf R, 8P S3, and Scirocco R - access is easy from the top of the engine bay once the engine cover is removed.

MQB platform: Mk7 GTI and Golf R, 8V A3/S3 - diverter valve is on the front of the turbo. Remove engine cover, then turbo intake as shown to access the diverter.





Install the VTA using the supplied screws. The bolt pattern is symmetrical, so you can choose whichever orientation you prefer. You can rotate the solenoid by hand to change the position of the connector and (if required) the cap can be unscrewed and rotated to best fit your application.

Use the supplied adaptor loom to connect the VTA to the vehicle's wiring harness, ensuring the loom is protected from abrasion and heat.

Replace any other parts that were removed during installation.

ADJUSTING THE SPRING PRE-LOAD

The spring pre-load adjustment on the T9401 controls how easily it blows off, and the duration of the venting sound. The spring **DOES NOT** need to be adjusted to suit different boost pressures.

Like the factory diverter valve, the ECU is responsible for triggering the T9401 to vent when you lift off the throttle. However, unlike the factory valve you can use the spring pre-load adjustment on the T9401 to modify its venting behaviour and sound when triggered by the ECU. This adjustment mainly affects what you hear when lifting off the throttle at low boost levels, for example:

> *A softer pre-load means you will hear the valve blow off very readily, and the sound duration will be longer.*
>
> *A firmer pre-load will reduce the blow off sound and duration at low boost, but you will still have maximum noise at high boost.*

Adjustment Screw

- Requires 5mm hex key
- Shown in the softest setting (screw level with cap)
- Do not adjust screw higher than the cap

GFB recommends starting at the softest setting, then adding 3 full turns of adjustment (clockwise). Take the car for a drive, and take note of how easily it blows off at low boost. As a rough guide, you should be able to accelerate gently up to 1500-2000RPM and lift off, hearing minimal sound from the valve. This allows you to “drive around the sound” at times if you want to.

If you want to hear the sound more frequently, reduce the pre-load. If you still hear the sound more than you’d like, increase the pre-load one turn at a time until you achieve the desired result.

Note that there is the possibility of fault code P2261 occurring at high pre-load settings. This is because the ECU monitors the valve’s behaviour at low RPM (via the pre-throttle boost pressure) and can mistake a firm pre-load for a stuck valve. It is also more likely to occur on tuned engines because they produce more boost at low RPM where the ECU does its checks.

However, P2261 is a “soft code” and does not cause a check engine light or have any other negative impacts on performance, so it can be safely ignored if your preference is for a firm pre-load. It is also not uncommon for tuners to disable this code for these reasons.

CONFIGURING THE SOUND

You can use the trumpet on the T9401 to configure the venting sound to your preference.

With the trumpet installed, you can expect a loud, high-pitch whistle venting sound.

With the trumpet removed (simply unscrew it from the body), you will get a more mellow, classic "whoosh" sound.

TECH SUPPORT

Just installed your shiny new VTA 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.