

GFB SXV

Installation Instructions

Part #T9303-AF-10BLK



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TURBO MANAGEMENT SYSTEMS



PERFORMANCE WITHOUT COMPROMISE

INSTALLATION

NOTE: This kit is intended for use on all 2020-2024 Can Am Maverick Turbo R & RR models.

1) Parts will need to be removed from the vehicle to gain access for installation, and there are a couple of options here depending on your vehicle.

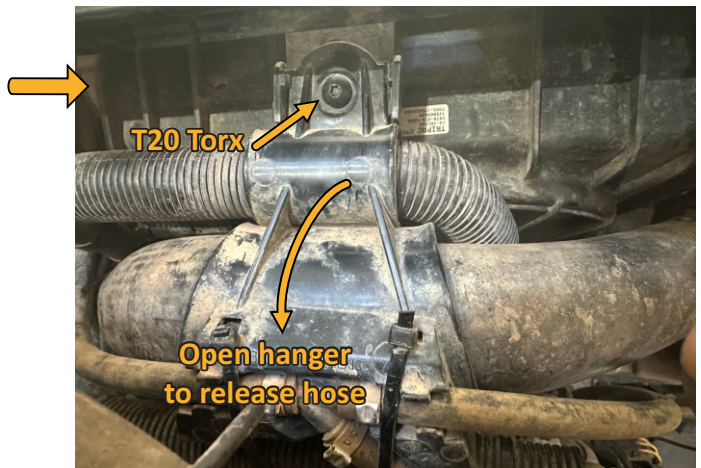
Removing the rear cargo tray offers the easiest installation, as you have complete access to the intercooler hose from above. However, if this is not possible or practical, the installation can be done by removing the muffler and accessing from the rear.

2) Remove the ducts and vents from the clutch and belt, making sure to cover the openings to prevent dirt and debris dropping in.



3) If there is significant build up or mud or dirt around the ends of the intercooler hose, brush or blow as much off as you can to prevent it getting into the throttle or intercooler when you remove the hose.

4) Using a T20 Torx, remove the single screw at the top of the intercooler hose hanger, then open the hanger towards you.



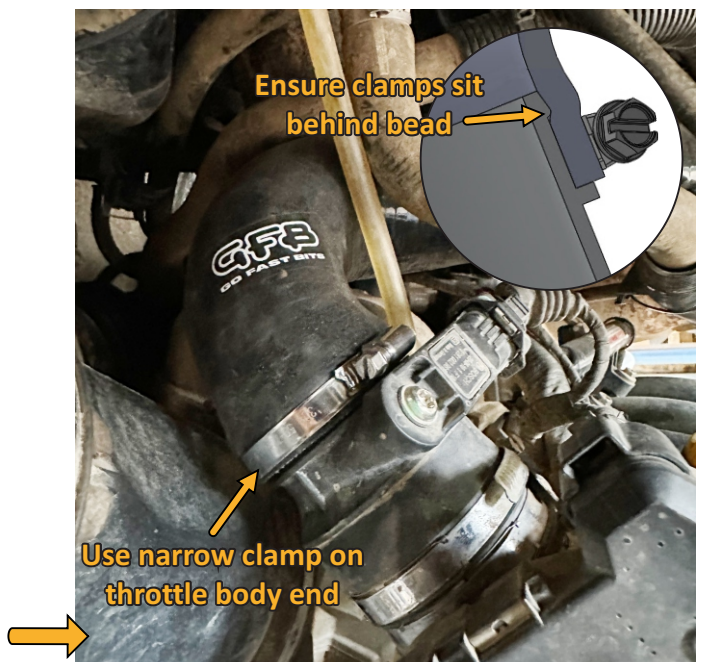
5) Loosen the clamp on the throttle body side. Now pull the hose free just far enough so you can cover the throttle body with a shop towel or tape.

6) Loosen the hose clamp on the intercooler end of the hose, then pull it free. Making sure all the vulnerable engine openings are protected, you can now remove the hose completely, taking care not to damage the other hoses and wiring in the area.

7) Insert the GFB hose into position with the logos upright, starting at the throttle body side. Put the narrower of the supplied clamps over the hose, remove the shop towel or tape from the throttle body and push the hose on. Do not tighten the clamp yet.

8) Put the wider T-bolt clamp onto the intercooler end of the hose, then push it onto the intercooler.

9) Make sure the hose is pushed all the way on at each end, then tighten both clamps. **IMPORTANT** - the clamps must sit behind the bead, NOT on top of it.



10) Close the intercooler hose hanger, and replace the screw using your T20 Torx driver.

11) Remove the factory blanking plug from the intake manifold using a T30 Torx, then install the supplied hose barb in its place with the factory screw.



12) Install the SXV onto the intercooler hose, using the supplied hose clamp and aiming the venting outlet toward the left hand side. Then connect the SXV's vacuum barb to the intake manifold using the supplied vacuum hose.

13) Feed the supplied 250mm long zip tie through the hanger as shown. This will be used to support the filter once installed.

14) Two different venting outlets are supplied that let you configure the sound. The trumpet type (below left) creates a loud, high-pitch whistling sound, whilst the straight outlet (below right) gives a more subdued "whoosh" sound. Install your preferred venting outlet by screwing it into the SXV venting outlet, tight enough that the o-ring is bottomed out.



15) Now fit the supplied filter onto the venting outlet and secure using the filter's hose clamp.

16) Tighten the 250mm zip tie around the neck of the filter just enough that it provides support and prevents the outlet from unscrewing.



17) As a starting point, set the spring adjustment screw to the middle setting, where the top of the screw is approximately 3mm (1/8") below the top of the cap.

18) Replace any parts removed for access at the beginning of the installation.

SPRING PRE-LOAD ADJUSTMENT

Spring pre-load is adjusted via the screw in the centre of the cap, which requires a 5mm hex key:



PLEASE NOTE: The spring pre-load DOES NOT affect boost pressure in ANY way. It is NOT necessary to make adjustments based on how much boost you run.

Spring pre-load is used to adjust how easily the valve opens when you lift off the throttle, and for how long it vents.

There isn't a right or wrong setting, it is mostly to allow you to tune it to suit your preference. Regardless of the spring setting, the valve will perform its primary function of venting excess pressure when you close the throttle - it isn't possible to set it to a position that will compromise performance.

A softer pre-load allows the valve to vent very easily, even when lifting off the throttle even after very mild acceleration.

A harder setting means the vehicle needs to be driven harder before you hear the valve blow off, and the venting duration will be slightly shorter.

The best approach to start with the spring adjustment in the middle (the screw is about 3mm below the top of the cap), then go for a drive and make fine adjustments until you achieve your preferred sound.

TECH SUPPORT

Just installed your shiny new SXV 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.