

GFB DV+

Installation Instructions

Part #T9380



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TURBO MANAGEMENT SYSTEMS



PERFORMANCE WITHOUT COMPROMISE

IMPORTANT INFORMATION!

The slot on the top of the DV+ is **NOT FOR ADJUSTMENT!**
This is an assembly feature only, attempting to turn it may
cause damage to the product.



INSTALLATION

The T9380 DV+ is for VW, Audi, SEAT, and Skoda engines with 06N 145 710 generation OEM diverter valve (left image).

If your car's diverter is an 06H 145 710 (right image), the T9380 DV+ is NOT compatible. Contact GFB or your seller.



The location of the factory diverter depends on the vehicle. E.g. on Mk8 GTI it's found on the turbo and is easily accessible from the top of the engine bay. On the Mk8 R it is mounted to the charge pipe and must be accessed from underneath. In this case, make sure to use axle stands or a hoist. **NEVER** work under a car supported only with a jack.

Mk8 R Diverter Removal

- 1) Remove the plastic undertray, locate the diverter valve:



- 2) Remove the 3 screws holding the diverter (T25 Torx). NOTE, access to one of the screws is difficult - you can use a flexible drive (or series of extensions, wobble drive/universal joints), or remove the screws holding the charge pipe to the engine block, along with the rubber intercooler hose so you can pull the charge pipe forward. This gives better access to the last screw on the diverter valve:



- 3) Unplug the connector and remove the factory diverter valve:



Other Applications

- 1) Remove the engine cover and locate the diverter valve on the turbocharger
- 2) Unplug the diverter valve's electrical connector, remove the 3 screws, then remove the diverter from the car

INSTALLING THE DV+

Before Installation:



Make sure these two o-rings are installed



*Choose the correct screws.
T9380 comes with coarse thread screws for mounting into plastic, and fine thread machine screws for mounting to metal*

Position the DV+ onto the car. NOTE: The bolt pattern on the DV+ body 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.

Tighten all 3 screws. For coarse threaded screws in plastic mounts, take care not to strip the threads - use a maximum of 3Nm (2.2lbf-ft). For metal threads, tighten to 6-8Nm (4.4-6lbf-ft).

Use the supplied "plug-and-play" adaptor loom to connect the DV+ to the vehicle's wiring loom, ensuring it is protected from abrasion, heat and vibration.

Replace any hose clamps, screws, and engine cover/undertray in the reverse order of removal to complete the installation.

Installation on Mk8 R Charge Pipe



Installation on Mk8 GTI



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.