

GFB DV+

Installation Instructions

Part #T9383



+61 2 9534 0099

sales@gfb.com.au

www.gfb.com.au

facebook.com/GFBturbo

instagram.com/gofastbits



TURBO MANAGEMENT SYSTEMS



PERFORMANCE WITHOUT COMPROMISE

IMPORTANT INFORMATION!

All GFB pistons are checked for fitment and tolerance before shipment. Take care when handling the piston prior to installation as dropping it onto a hard surface may cause (invisible) damage that could result in boost leaks or sticking.

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

Note that installing the DV+ must be done from underneath, which requires raising the car on ramps or axle supports, or a hoist. **NEVER** work under a car supported only with a jack.

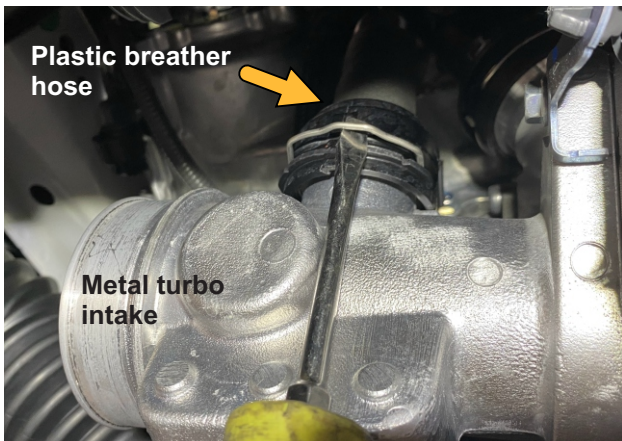
- 1) Remove the plastic undertray and metal sump guard:



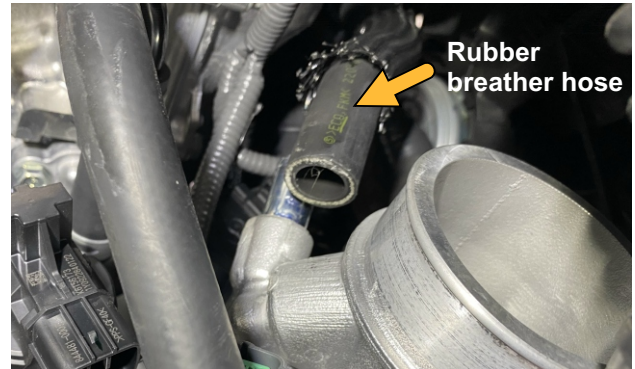
- 2) Loosen the hose clamp and remove the rubber intake hose:



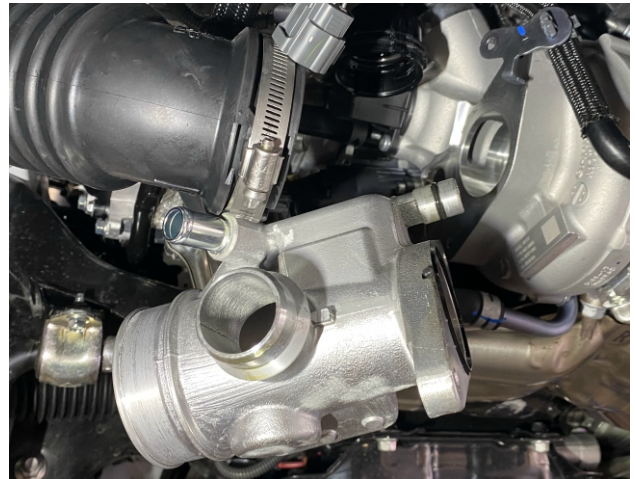
- 3) On the metal turbo intake, unclip and remove the large plastic breather hose:



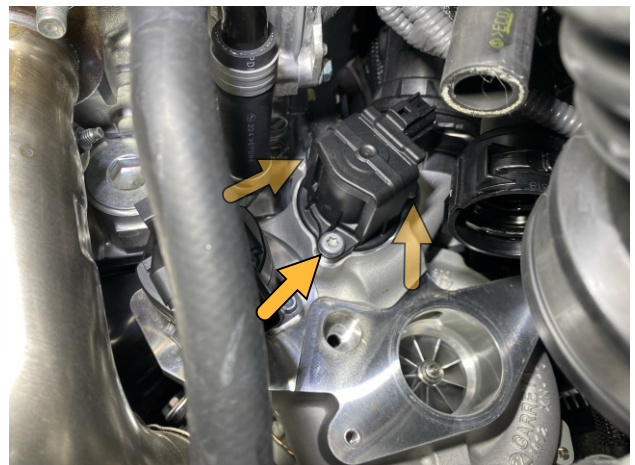
- 4) Remove the rubber breather hose:



- 5) Using a 10mm socket, remove the two bolts that hold the metal intake to the turbo. Remove it from the turbo flange and leave it supported by the two coolant hoses that are still attached:



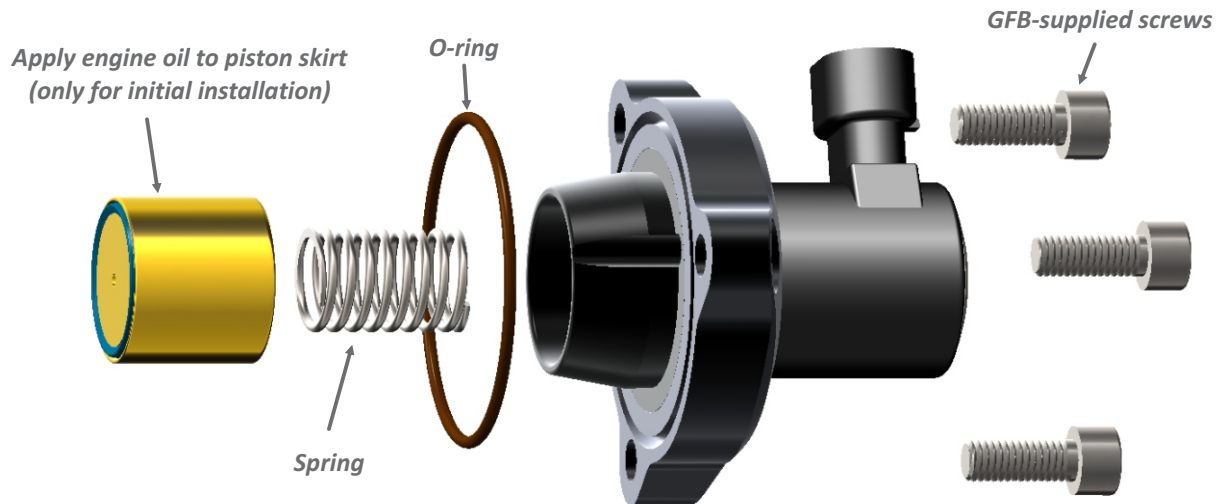
- 6) Unclip the electrical connector from the diverter valve, then use a T27 Torx to undo the three screws. Now remove the diverter valve:



INSTALLING THE DV+

Hold the piston of the DV+ assembly with your finger, then remove and discard the plastic piston retainer. With this retainer removed, take care not to drop the piston as it could fall out of the body if tipped up.

Apply a small amount of engine oil to the piston skirt (do NOT use grease or other heavy lubricants, and note that regular maintenance or re-lubrication is NOT required after installation).



Ensure the DV+ valve body, piston, spring, and o-ring are assembled as shown above, then install the assembly onto the factory mounting location using the supplied screws, making sure to hold the piston during this process to prevent it from falling out.

NOTE: The bolt pattern on the DV+ body is NOT symmetrical, so you will need to ensure the body is oriented correctly on the turbo so all three holes line up.

The DV+ solenoid can be rotated by hand to any orientation that puts the connector in the most appropriate position for your application.

Use the supplied “plug-and-play” adaptor loom to connect the DV+ to the vehicle’s diverter valve connector, and ensure the loom is protected from abrasion and heat.

Re-install the turbo intake, hoses, and undertray in the reverse order of removal.

WHAT TO EXPECT FROM YOUR DV+

The DV+ is designed to offer three key improvements over the OE diverter:

Throttle response: The new electronic factory diverter on the FA24 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 don't do a very good job of sealing boost pressure. 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.

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.

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.