

GFB DV+

Installation Instructions

Part #T9388



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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 T9388 DV+ is for Mercedes engines that feature either a Pierburg or AMG branded OEM diverter valve.

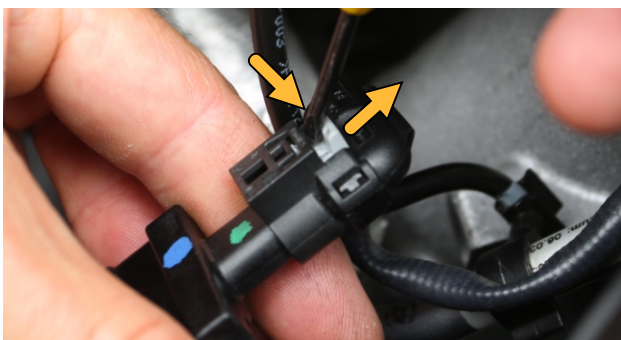
The location of the factory diverter and the installation method depends on the vehicle. On some engines it is found on the turbocharger, on others it is mounted onto the end-tank of the intercooler. Twin-turbo engines require two DV+ valves.

Pierburg Branded Diverter Valve, Turbo Mounted (e.g. C43, A250 etc)



- 1) Using a 5mm hex driver/key, undo the 3 screws holding the diverter - take care not to drop them!
- 2) The electrical connector features a double-locking clip. It helps to use a small flat screwdriver to carefully push the grey tab down and simultaneously slide it out.

You can then push the top of the grey latch down and slide the connector off the diverter:

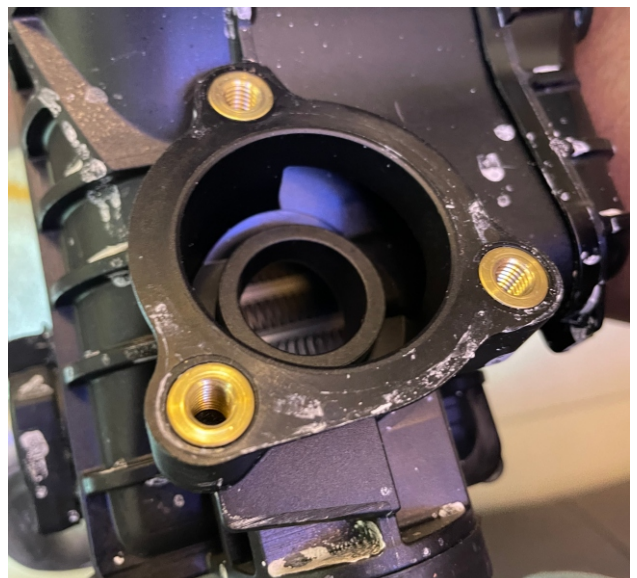


- 3) Remove the diverter valve from the car.

AMG Branded Diverter Valve, Intercooler Mounted (e.g. A35, C63S etc)



- 1) The screws on the AMG diverter require different drivers depending on the application. e.g. on the A35 a female Torx socket (E Torx) is required, whilst others use a male Torx bit. Make sure you have the correct driver before removing the 3 diverter screws.
- 2) Unclip the electrical connector (same method as shown opposite)
- 3) Remove the diverter valve/s from the car.



INSTALLING THE DV+

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

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 to 6-8Nm (4.4-6lbf-ft).



Make sure these two o-rings are installed

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.

Completed installation of one of two DV+ on a C63S shown below:



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

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.