GFB SXV MINI

Installation Instructions

Part #T9300

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TURBO MANAGEMENT SYSTEMS

PERFORMANCE WITHOUT COMPROMISE

INSTALLATION

The SXV Mini is designed for small capacity turbocharged engines such as motorbikes, karts, Kei cars, etc.

T9300 is a “universal fit” that can be hose mounted or welded, and is perfect for installation on custom turbo setups.

Begin by selecting a suitable mounting location on the turbo piping or intercooler to mount the SVX Mini. This location must be after the turbocharger and before the throttle body. Ensure there is sufficient clearance for the valve, and that the trumpet is protected from ingress of water, dust and dirt.

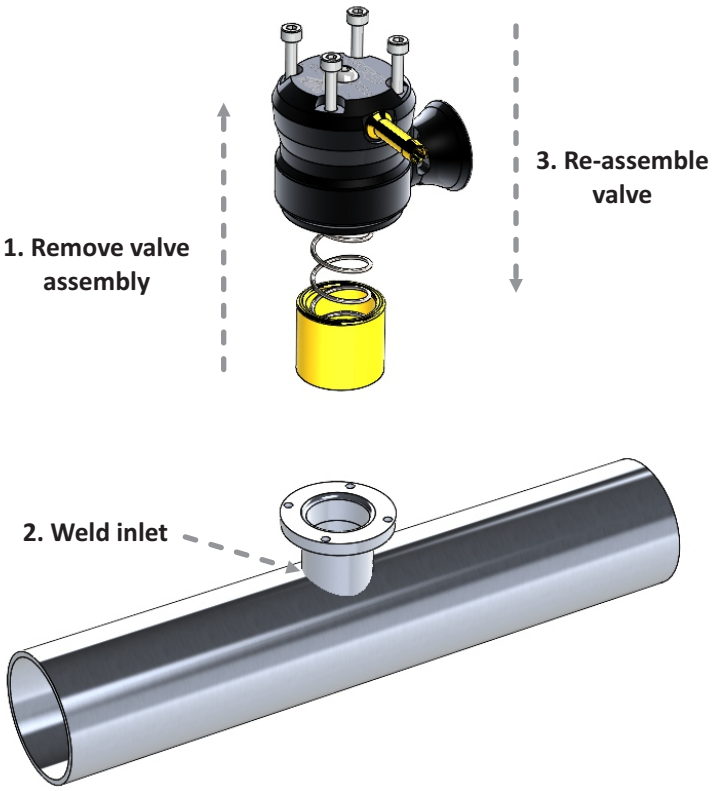
If the engine is intercooled, there is often vigorous debate about whether to mount the BOV on the hot or cold side, but in practice it really doesn’t matter - whatever location best suits your application is fine.

Hose Mount

For hose mount installation, the SXV Mini is designed for 19mm (3/4") hose, which is a common heater hose size. If using this method, ensure the valve is suitably restrained to prevent it from moving around when it vents.

Weld On

For weld-on installation, the inlet of the SXV Mini can be removed and welded directly to aluminium intercooler end tanks or piping. Once welded, the valve can be re-assembled onto the base.



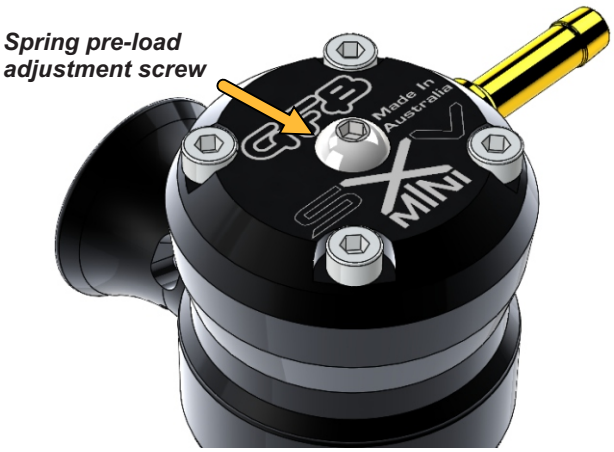
Connect the reference hose barb on the SXV directly to the intake manifold AFTER the throttle body, using 3-4mm I.D. (1/8"-5/32") hose. In the case of multiple throttles, it is best to use a vacuum hose that joins all throttles, as the pulsing vacuum from a single throttle can cause significant oscillation in the BOV.

SPRING ADJUSTMENT

The screw in the centre of the cap is the spring pre-load screw.

The SXV Mini is supplied with 4 different length screws, the shortest of which is installed in the valve from the factory.

To change the pre-load, simply swap the screw for a longer or shorter one.



The SXV ***DOES NOT*** require spring pre-load adjustment to suit specific boost pressures. The pressure-balancing design means that whilst the throttle is open, the pressure on both sides of the piston is equal so it will stay shut under boost REGARDLESS of the spring setting or the boost pressure.

The spring pre-load is used to adjust how easily the valve vents, and how long it vents for when lifting off the throttle.

Ideally, the best setting is one where the piston is closed at idle, and opens easily enough when revving the engine to prevent compressor surge (turbo flutter).

TECH SUPPORT

Just installed your shiny new valve 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.