

GFB DV+

Installation Instructions

Part #T9386



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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.



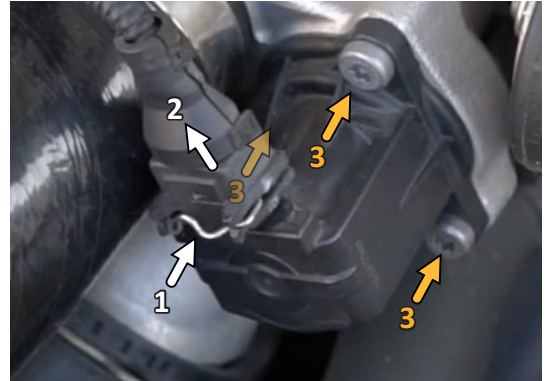
OEM DIVERTER REMOVAL

N13 engines:

OEM diverter valve location:



1. Push metal retainer clip in
2. Pull connector body off diverter valve
3. Remove 3x screws
4. Remove diverter valve



N20/N26 engines

The N20 and N26 has very restricted access to the diverter valve, meaning potentially long install times, and requires a variety of tools (i.e. driver extensions, swivel, ball-ended 5mm hex driver etc) to assist removing/installing screws.

Access to the diverter is best done by removing the intake system from the airbox all the way to the front of the turbo.

Unclip the electrical connector from the diverter valve, then use a ball-ended 5mm hex key with extensions to remove the 3 screws holding the diverter.

It may be necessary to unbolt the wastegate actuator from its bracket and move it to the side (leaving the rod attached) to allow the diverter valve to be completely removed.



N55 engines

The N55 has very restricted access to the diverter valve, meaning potentially long install times, and requires a variety of tools (i.e. driver extensions, swivel, ball-ended 5mm hex driver etc) to assist removing/installing screws.

There are 3 approaches you can take:

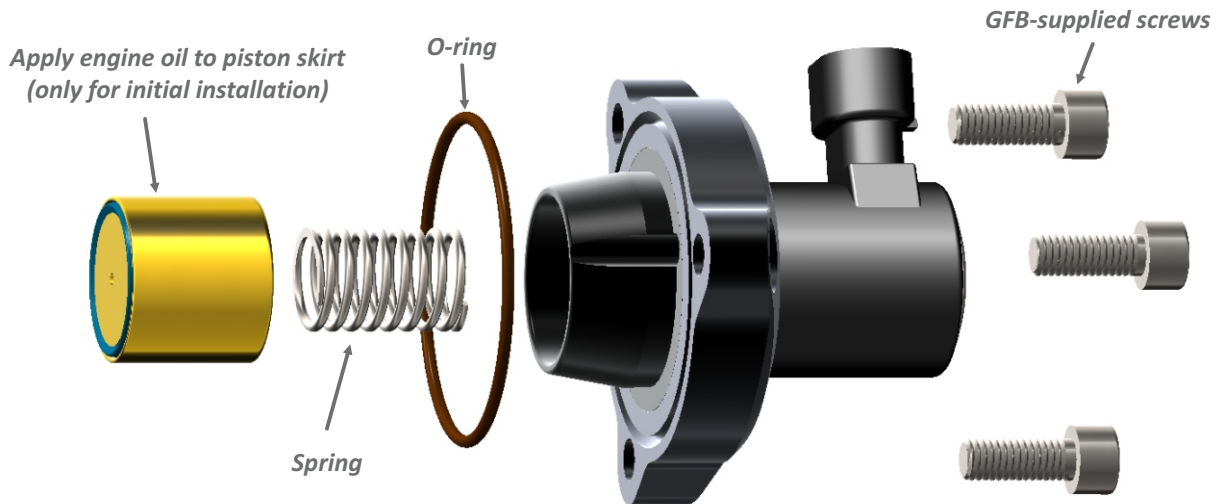
- From above, by removing the turbo intake pipe
- From below, by loosening the water pump just enough to get access to the diverter valve screws using combinations of extensions and swivel joints
- From below, removing the water pump entirely - this method ensures good access to the valve, but requires the coolant to be drained and replaced

In all cases the process is the same - gain access to the valve via your preferred method, unclip the connector, and remove the screws.

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 (**DON'T** 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 symmetrical, so the installation orientation doesn't matter.

The DV+ solenoid can be rotated by hand to allow the connector to be positioned in the most appropriate direction for your application.

Two different adaptor looms are supplied, select the one that matches your vehicle to connect the DV+ to the wiring loom. Ensure the loom is secured and protected from abrasion and heat.

Re-install the turbo intake and any other parts that were removed during installation.



WHAT TO EXPECT FROM YOUR DV+

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

Throttle response: The electronic factory diverter is either fully open, or shut - it can't move progressively to accurately control the vented air. The DV+ **can** move progressively, and after venting the initial pressure spike when you close the throttle, it will attempt to preserve as much remaining boost pressure as possible. This means when you shift gears (manual transmission), 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.