

# GFB DV+

## Installation Instructions

Part #T9396



+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.



## OEM DIVERTER REMOVAL

The T9396 DV+ is designed as a bolt on diverter valve replacement for many popular Alfa Romeo, Fiat, and Jeep vehicles. These instructions illustrate the installation process on an Alfa Romeo Giulia 2.0T, and a Fiat 124, however the procedure is the same regardless of the engine type - locate and remove the factory diverter valve, and replace with the T9396.

### Giulia 2.0T

The factory diverter valve is easy to access, as it is mounted on the plastic charge pipe running across the top of the engine. Remove the engine cover, unclip the wiring connector, then remove the three screws holding the diverter (if access to the lower screw is too tight, remove the charge pipe from the engine first).



### Fiat 124 Spider (1.4 Multiair engine)

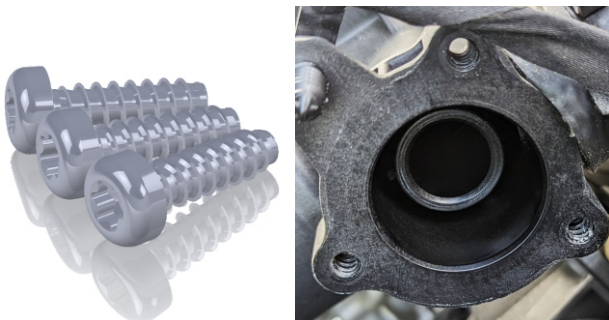
The factory diverter valve is mounted directly to the turbo compressor cover, and access is generally unobstructed. Unclip the wiring connector, then remove the three screws holding the diverter.



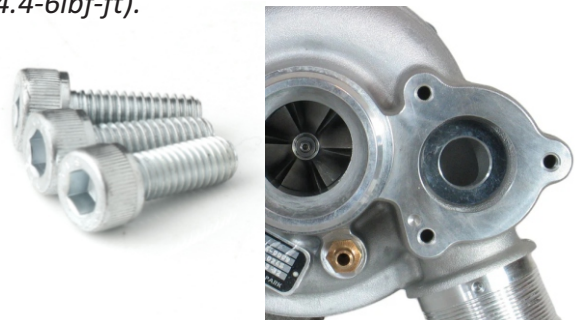
### Select the correct screws

The T9396 is supplied with two different sets of screws to ensure correct fitment as described below:

*When screwing directly into plastic (shown below, e.g. 2.0 Giulia), use the supplied coarse-threaded screws. Take care not to strip the thread, tighten to 4Nm (3lbf-ft).*



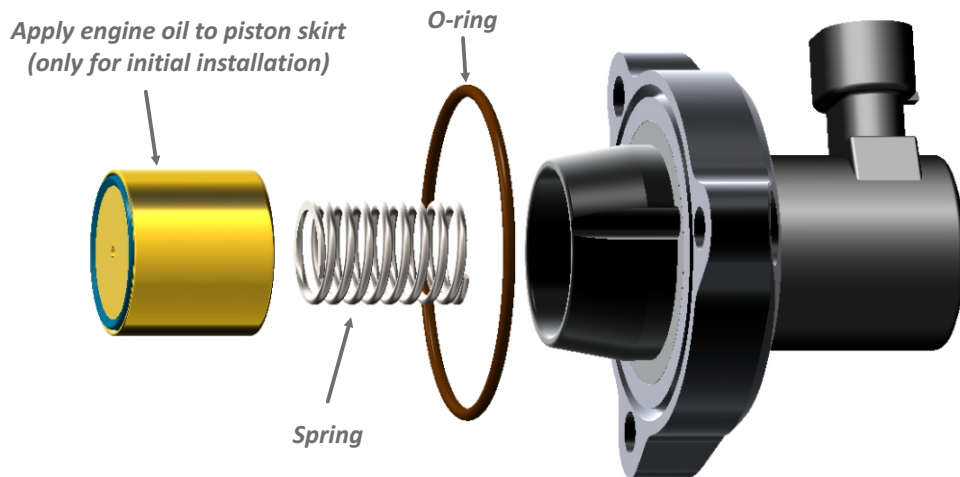
*Where the diverter valve mounting flange is metal as shown below (or has metal threaded inserts), use the supplied metric 6mm screws (requires a 5mm hex key). Tighten to 6-8Nm (4.4-6lbf-ft).*



## INSTALLING THE DV+

Hold the piston of the DV+ assembly with your finger, then remove and discard the red 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).



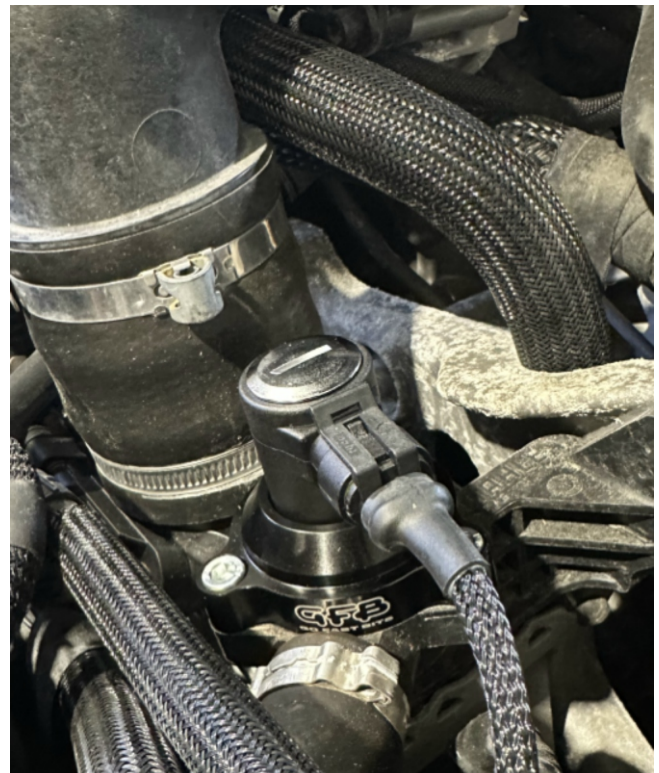
Ensure the DV+ valve body, piston, spring, and o-ring are assembled as shown above. Whilst holding the piston to prevent it from falling out, install the assembly onto the factory mounting location using the correct set of supplied screws.

**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.

Using the supplied adaptor loom, plug the DV+ into to the vehicle's electrical connector. Ensure the loom is secured and protected from abrasion and heat.

Re-install 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](http://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.