

GFB DV+

Installation Instructions

Part #T9396-2



+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

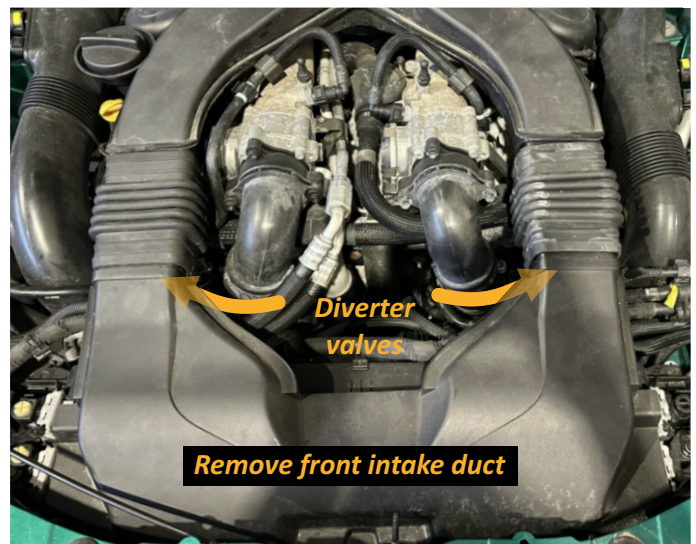
The T9396-2 is a twin diverter valve bolt on kit for the Alfa Romeo Giulia and Stelvio Quadrifoglio 2.9L V6 twin turbo.

The guide below shows installation on a Giulia. Note that whilst the location of the diverter valves on the Stelvio is similar, they sit deeper in the engine bay and access is much more difficult - access underneath the car, a variety of 1/4" drive extensions and wobble/uni joints, and a helper are generally required.

The factory diverter valves are located on the top of each intercooler, directly underneath the rubber intake duct joiners.



Whilst it is possible to complete the DV+ installation by removing only the rubber joiners, access is much better if the front section of the intake duct is also removed:



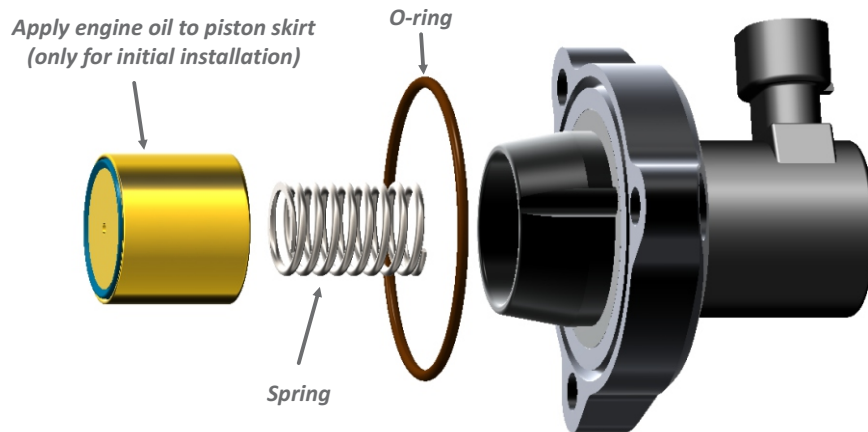
Unclip the electrical connector from each diverter valve, then remove the 3x mounting screws from each valve - the Giulia uses an E-Torx socket, whilst the Stelvio uses a regular Torx driver.



INSTALLING THE DV+

Hold the piston of the DV+ assembly, 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).



NOTE: You can rotate the DV+ connector by hand to any position to best suit the wiring, and the bolt pattern on the DV+ body is symmetrical, so the installation orientation doesn't matter.

Ensure the DV+ valve body, piston, spring, and o-ring are assembled as shown above. Hold the piston to prevent it from falling out, then install the assembly onto the vehicle using either the supplied screws or the original screws. Repeat for the second valve.



Using the supplied adaptor looms, plug each DV+ into to the vehicle's electrical connector. Ensure the looms are 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 diverters are either fully open, or shut - they 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, they 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 diverters to sharpen throttle response.

Boost holding: The OE diverter valves use 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+ kit 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.