

GFB VTA

Installation Instructions

Part #T9416-2



+61 2 9534 0099

sales@gfb.com.au

www.gfb.com.au

facebook.com/GFBturbo

instagram.com/gofastbits



TURBO MANAGEMENT SYSTEMS



PERFORMANCE WITHOUT COMPROMISE

OEM DIVERTER REMOVAL

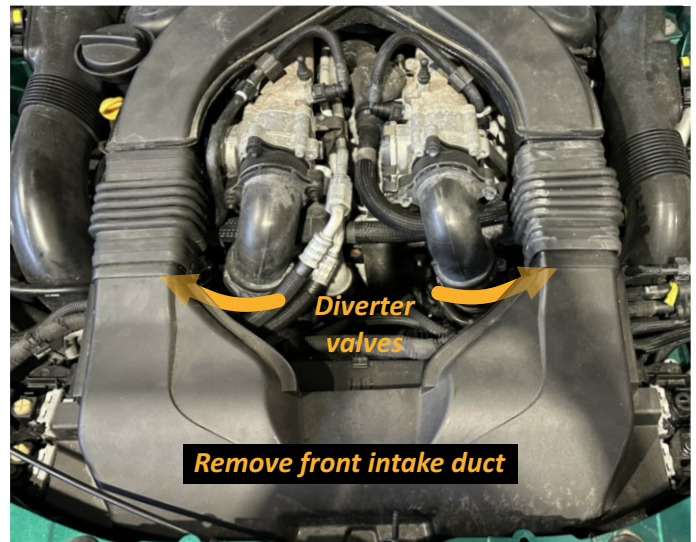
The T9396-2 is a twin diverter valve bolt on kit for the Alfa Romeo Giulia and Stelvio Quadrifoglio 2.9L V6 twin turbo.

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:

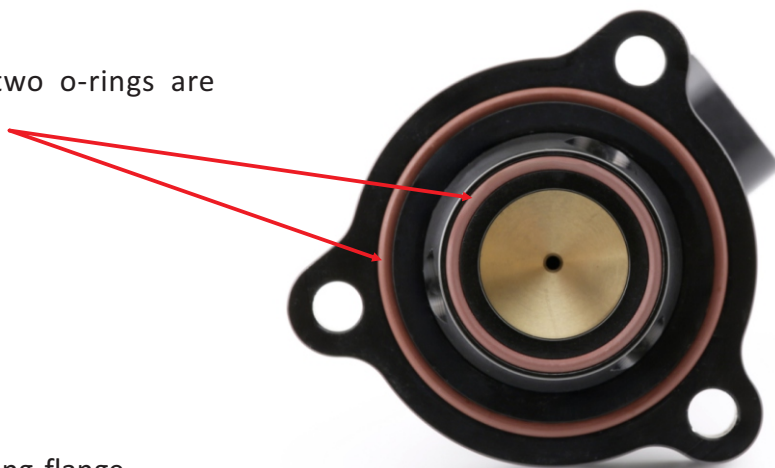


Unclip the electrical connector from each diverter valve, then remove the 3x mounting screws from each valve - the Giulia uses an E-Torx socket, whilst the Stelvio uses a regular Torx driver.



INSTALLATION

1. Before installation, ensure the two o-rings are installed in each VTA as shown:



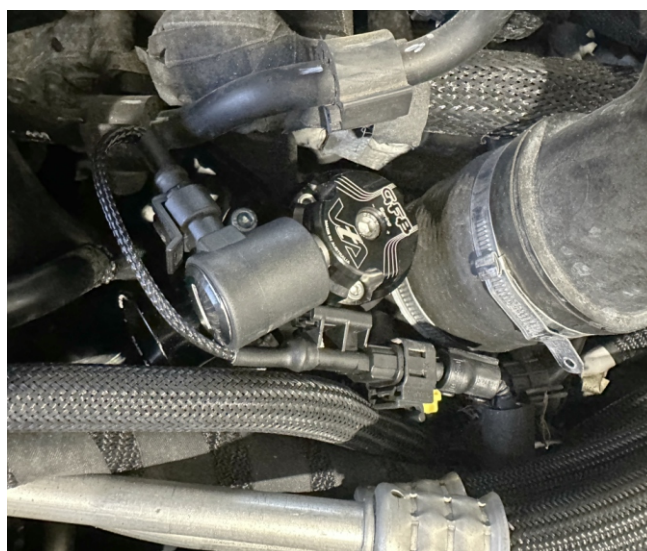
2. Position the VTA onto the mounting flange with the trumpet facing away from the intercooler pipe, then secure with either the supplied screws or the OEM screws.

3. Using the supplied “plug-and-play” adaptor loom, connect the VTA to the vehicle’s wiring harness. **NOTE:** The connector on the solenoid can be rotated to ensure the loom can be positioned appropriately.

Ensure the loom is routed and secured in a way that it is protected from abrasion, heat and vibration.

4. Repeat the process for the second valve.

5. Re-install any other parts that were removed during installation.



CONFIGURING THE SOUND

You can use the trumpets on the T9416-2 to configure the venting sound to your preference.

With the trumpets installed, you can expect a loud, high-pitch whistle venting sound.

With the trumpets removed (simply unscrew it from the body), you will get a more mellow, classic “whoosh” sound.

NOTE: When re-installing the trumpet, ensure it is screwed on firmly to prevent it from vibrating loose.

ADJUSTING THE SPRING PRE-LOAD

Please note, the spring pre-load **DOES NOT** need to be adjusted to suit different boost pressures. The VTA cannot be blown open regardless of the boost pressure, and will only vent when triggered by the ECU.

Because the ECU is responsible for triggering the valve to blow off, it is not possible to change WHEN the valve vents. However, the spring pre-load adjustment can modify the valve's venting behaviour and sound when triggered by the ECU. This adjustment mainly affects what you hear when lifting off the throttle at low boost levels, e.g:

A softer pre-load means you will hear the valve blow off very readily, and the sound duration will be longer.

A firmer pre-load will reduce the blow off sound and duration at low boost, but you will still have maximum noise at high boost.



GFB recommends starting at the softest setting, then adding 3 full turns of adjustment (clockwise). Go for a drive, and take note of how easily it blows off at low boost. As a rough guide, you should be able to accelerate gently up to 1500-2000RPM and lift off, hearing minimal sound from the valve. This allows you to “drive around the sound” at times if you want to.

If you want to hear the sound more frequently, reduce the pre-load. If you still hear the sound more than you'd like, increase the pre-load one turn at a time until you achieve the desired result.

Note that adding too much pre-load could result in a fault code, because the ECU can mistake a firm pre-load for a stuck valve. It is also more likely to occur on tuned engines because they produce more boost at low RPM where the ECU does its checks on diverter operation.

TECH SUPPORT

Just installed your shiny new VTA 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.