

T9465

INTRODUCING THE NEW

VTA BLOW OFF VALVE FOR

FORD RANGER 2.3 ECOBOOST APPLICATIONS!

GFB
GO FAST BITS
Performance Without Compromise



Order Part #: T9465



MADE IN AUSTRALIA FOR LEGENDARY PERFORMANCE, WITH A GREAT BLOW OFF SOUND!

Not just a noise-maker, get improved performance too!

If you want sound with your performance (or performance with your sound!), GFB's VTA delivers just that! By combining the proven performance benefits of our ground-breaking DV+ with atmosphere venting, the VTA delivers an aggressive blow-off sound, improved throttle response and boost recovery, as well as superior boost holding and reliability in extreme conditions.

***** WORLDWIDE PGT PATENTS PENDING *****

KEY FEATURES

- » TMS Technology for faster boost recovery on gearshift and during throttle modulation
- » Improved boost holding ability
- » Atmosphere venting for blow-off sound
- » Retains ECU control
- » Simple, direct bolt-on kits include everything you need to install
- » Manufactured in Australia in accordance with ISO 9001

The VTA shares the successful DV+ design philosophy:

"Keep what works, replace what doesn't"

This means we retain ECU control and the solenoid from the factory diverter to ensure the fastest possible response time, without the added and unnecessary cost of replacing the solenoid like some brands do.

The weak part of the factory diverter has always been the plastic valve mechanism – this is the part we replace. The VTA features CNC machined billet components that last a lifetime, and we also change the valve operation method for better performance. The factory diverter valve can only operate in two states – open, or closed. When it opens fully at low boost, or during a partial throttle lift mid-corner, it causes increased lag and a noticeably non-linear boost transition.

Pilot Operation

GFB pioneered the use of "pilot operation" in the DV+, which works by re-purposing the factory solenoid to control the pressure behind the piston rather than the piston itself. This allows the solenoid stroke to be much shorter, speeding up the response time and increasing the actuation force. More importantly, it allows the piston to open and close progressively in response to the amount of boost pressure present, which smooths boost transitions and reduces the lag caused by the factory diverter valve.

It is this design philosophy that makes the VTA not only the best performing blow off valve solution, but also the best value on the market.

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What's better for my Ranger, the VTA or DV+?

Depends if you want sound or not. Both valves are constructed with the same quality materials and valve mechanism, and both offer the same performance and reliability benefits. The only difference is the VTA vents to atmosphere for sound, whilst the DV+ recirculates the air to keep it quiet.

Why choose a VTA over a "BOV spacer"?

"BOV spacers" are cheap and they make sound. But that's it. All the inherent performance and reliability issues you get with the factory diverter valve remain, because a spacer doesn't change the diverter valve in any way. The VTA improves the operation of the diverter valve for sound AND performance.

Why choose a VTA over other brands that include a solenoid as part of their kit?

Because there's no performance benefit to replacing the factory solenoid, only a much higher price! The VTA with the factory solenoid IS the fastest, most responsive, and most cost-effective blow-off solution on the market - why pay more than you need to?



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