

GFB DV+

Installation Instructions

Part #T9369



+61 2 9534 0099

sales@gfb.com.au

www.gfb.com.au

facebook.com/GFBturbo

instagram.com/gofastbits

GFB
GO FAST BITS

TURBO MANAGEMENT SYSTEMS



PERFORMANCE WITHOUT COMPROMISE

IMPORTANT! All GFB pistons are checked for fitment and tolerance before shipment. Please do not drop the GFB piston onto a hard surface as this may cause (invisible) damage that could result in boost leaks or sticking.

WICHTIG! Alle Kolben wurden vor Versand auf Freigängigkeit geprüft. Bitte achten Sie bei der Montage darauf, dass *der Kolben nicht auf den Boden fällt*, da dieser schon bei kleinster (evtl. Nicht sichtbarer) Beschädigung zur Undichtigkeit oder Kolbenklemmen führen kann!

INSTALLATION

Note that installing the DV+ must be done from underneath, which requires raising the car on ramps or axle supports, or a hoist. **NEVER** work under a car supported only with a jack.

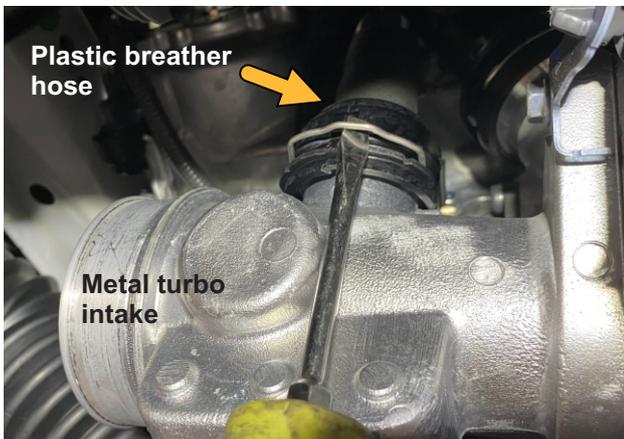
- 1) Remove the plastic undertray and metal sump guard:



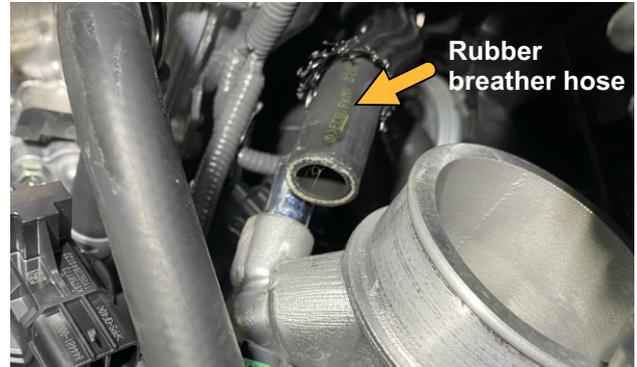
- 2) Loosen the hose clamp and remove the rubber intake hose:



- 3) On the metal turbo intake, unclip and remove the large plastic breather hose:



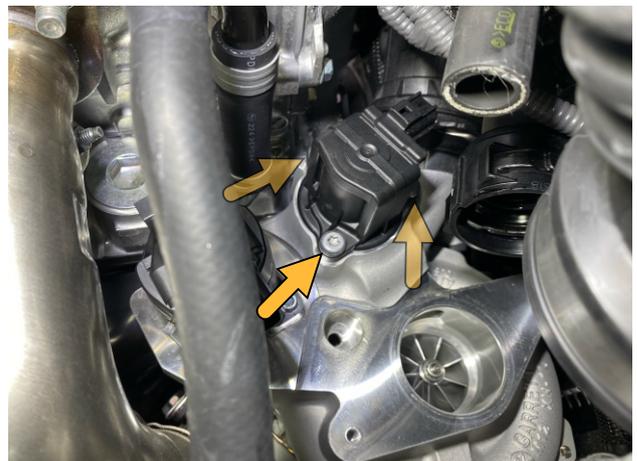
- 4) Remove the rubber breather hose:



- 5) Using a 10mm socket, remove the two bolts that hold the metal intake to the turbo. Remove it from the turbo flange and leave it supported by the two coolant hoses that are still attached:



- 6) Unclip the electrical connector from the diverter valve, then use a T27 Torx to undo the three screws. Now remove the diverter valve:



ASSEMBLING THE DV+

The factory diverter must be fully disassembled before it can be used with the DV+.

The plastic protrusion that holds the piston and seal onto the solenoid body must be pried out. This can be done using multi-grip type pliers, or by carefully prying around the rim.

Note that this plastic piece is thin and brittle, and damage may occur during removal. If it breaks, you'll still be able to continue with the DV+ installation as this part isn't re-used, but you won't be able to re-install the factory diverter again.

Remove the piston, spring, blue seal, and plastic protrusion. You only need the yellow o-ring and solenoid body to continue the installation.

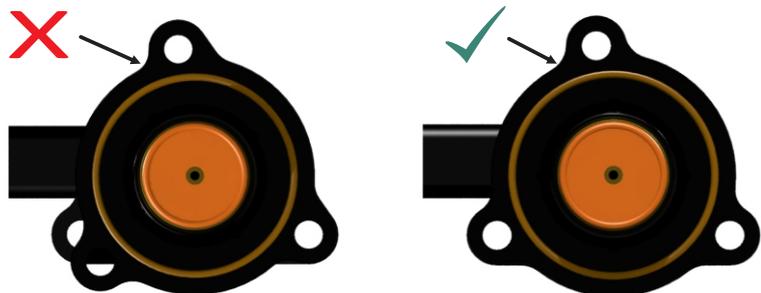
Assemble the GFB DV+ parts onto the factory solenoid as shown below, making sure to use the GFB-supplied plunger spring and longer screws:



During assembly, check that the piston slides freely in the body without sticking or binding. It is a very close fit and can sometimes be difficult to get started into the bore, but once in it should move without needing to be forced. Apply some engine oil onto the piston during assembly. **It is NOT necessary to regularly lubricate the piston after assembly.**

Note that the bolt holes are NOT SYMMETRICAL.

During assembly, rotate the DV+ body so that the bolt holes line up correctly as shown before continuing the installation.



INSTALLATION CONTINUED

Install the DV+ assembly onto the turbo using the supplied screws, making sure to hold the piston with your finger so it doesn't fall out during this process. Because of the asymmetric bolt holes, the assembly can only be installed in one orientation.

Clip the electrical connector back on, then replace the turbo intake and all remaining parts in the reverse order of removal.



WHAT TO EXPECT FROM YOUR DV+

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

Throttle response: The new electronic factory diverter on the FA24 is either fully open, or shut - it can't move progressively to accurately control the vented air. The DV+ **can** move progressively, and will attempt to preserve as much boost pressure as possible when the throttle is lifted. This means when you lift off to shift, 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 silicone and 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.

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.

TECH SUPPORT:

We want you to get the best advice, first time. That's why our engineers are available to answer any technical questions you may have. Head to www.gfb.com.au/contact-us to get in touch.