

# GFB DV+

## Installation Instructions

### Part #T9382



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## TURBO MANAGEMENT SYSTEMS



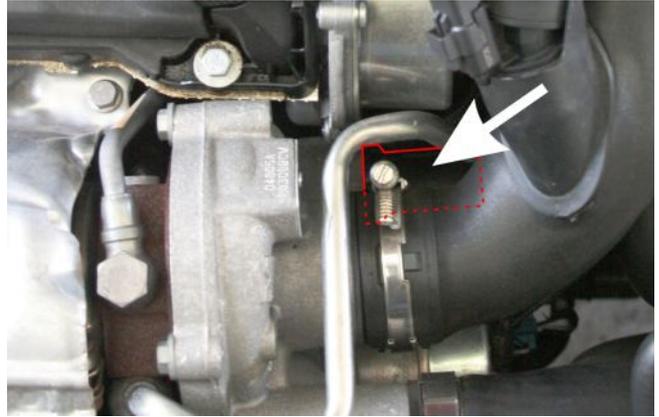
PERFORMANCE WITHOUT COMPROMISE

**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!

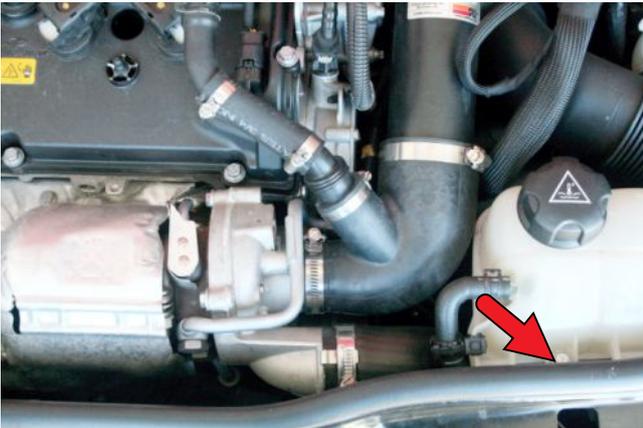
## INSTALLATION

Locate factory diverter valve. Depending on the application, it will be mounted directly on the turbo compressor cover, either above or below the plastic intake pipe as shown below:



In all cases, begin by removing the intake duct to gain access to the diverter valve and the 3 screws that mount it to the turbo.

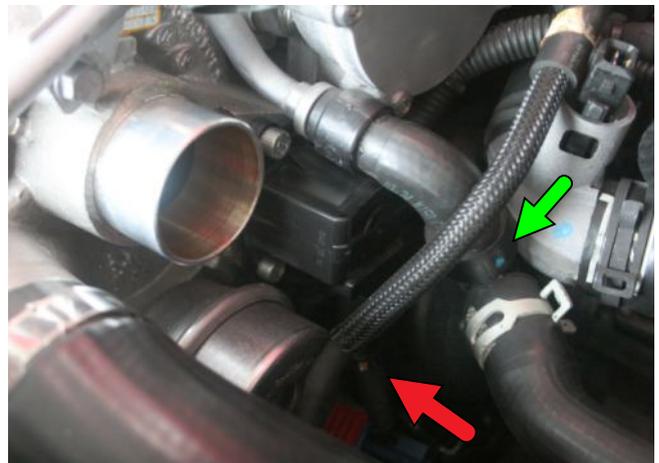
On Mini N18 engines, it helps to move the coolant reservoir out of the way. First remove the mounting bolt (  ), then swing the reservoir to the position shown below, using a zip tie to retain it temporarily (  ). The hoses can remain attached, but take care not to bend them too far.



Unclip the electrical connector from the diverter valve (  ), then remove the 3 mounting screws using a 5mm metric hex key. Remove the diverter from the car.

It may also help to remove the wastegate actuator hose (this is the one covered with braid in the foreground) to give you a little more space to work.

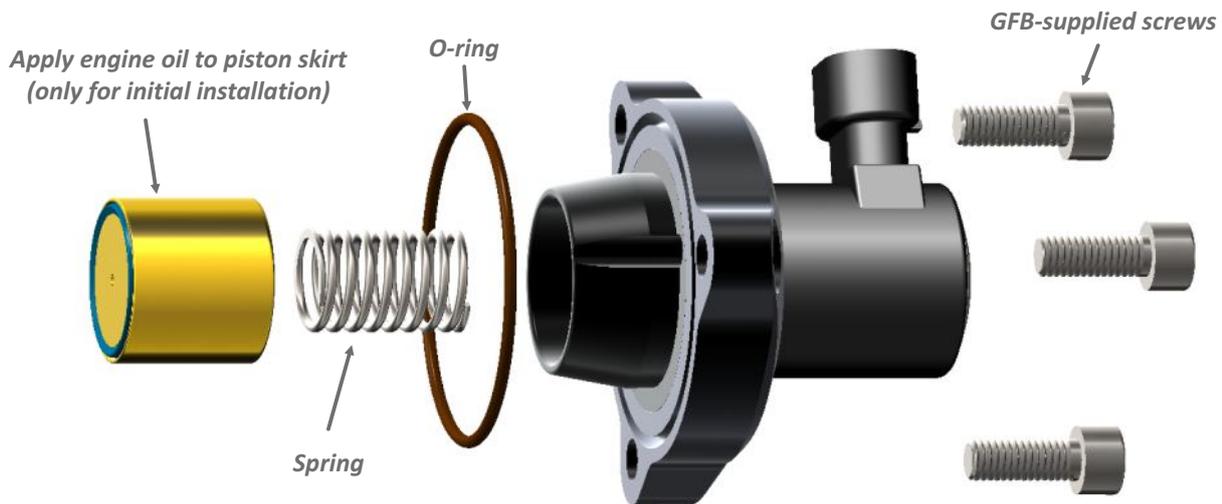
Take care not to put too much force on the coolant hose (  ) as you remove the diverter valve - the plastic tee can become brittle with age and may break.



## INSTALLING THE DV+

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



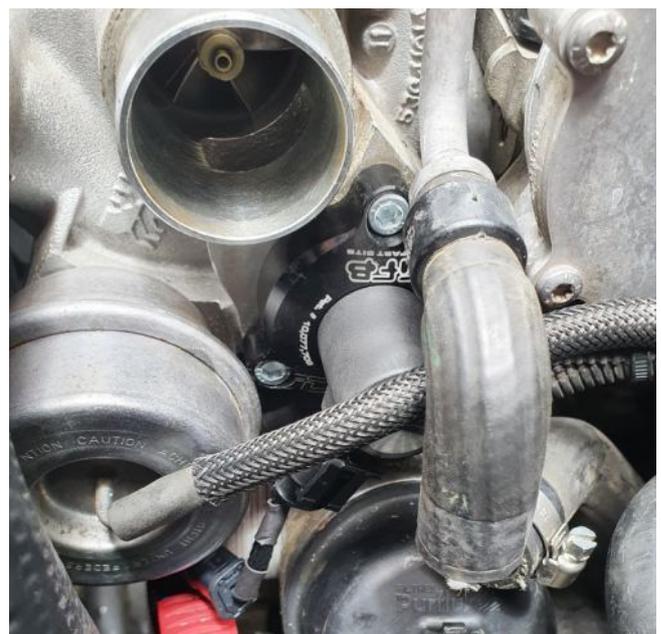
Ensure the DV+ valve body, piston, spring, and o-ring are assembled as shown above, then install the assembly onto the factory mounting location using the supplied screws, making sure to hold the piston during this process to prevent it from falling out.

**NOTE:** The bolt pattern on the DV+ body is NOT symmetrical, so you will need to ensure the body is oriented correctly on the turbo so all three holes line up.

The DV+ solenoid can be rotated by hand to any orientation that puts the connector in the most appropriate position for your application.

Use the supplied “plug-and-play” adaptor loom to connect the DV+ to the vehicle’s diverter valve connector, and ensure the loom is protected from abrasion and heat.

Re-install the turbo intake, any hoses that were removed, and the coolant expansion tank to complete the 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, 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.