GFB DV+

Installation Instructions

Part #T9355

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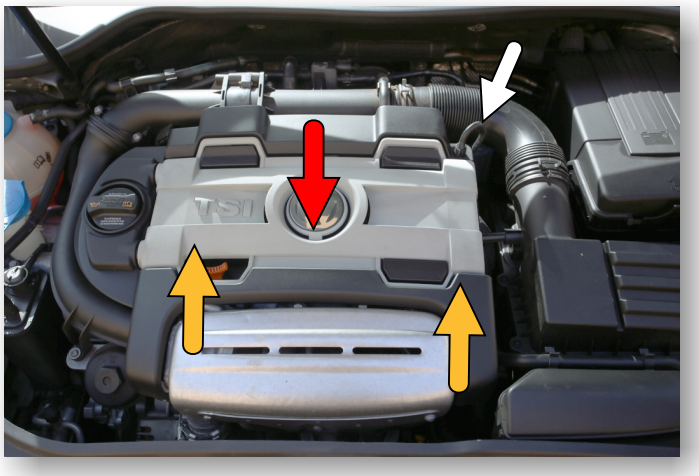
INSTALLation

- Remove the engine cover by pulling up on each side in the locations indicated ( ), then slide the cover towards the front of the car ( ) to release the rear clip.

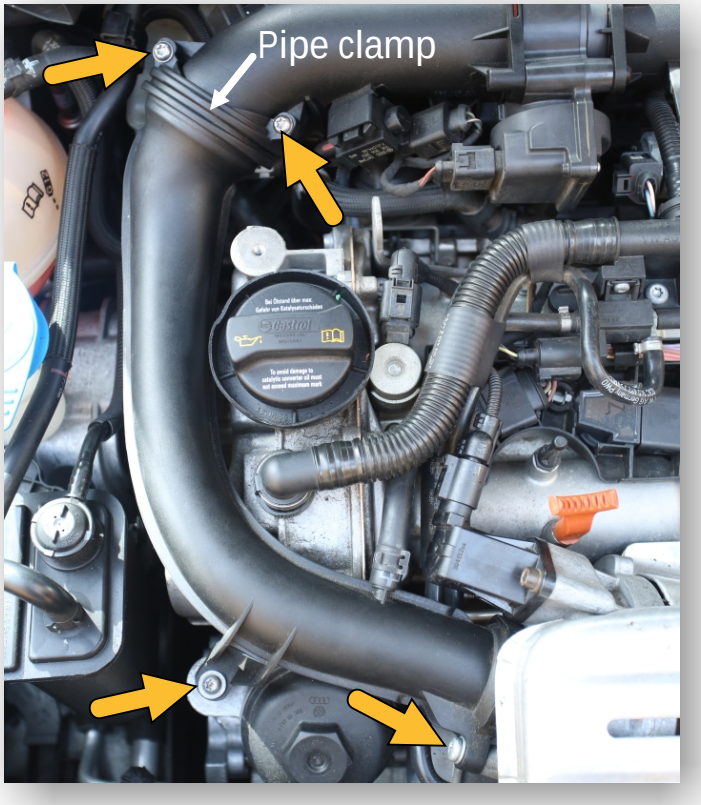
There is a small vacuum hose ( ) connected to the top right of the engine cover, this can either be disconnected so the cover can be removed, or leave the hose connected and simply lay the cover upside-down on the back of the engine bay.



- The turbo intake pipe needs to be removed to gain access to the lower bolt on the diverter valve. Using a Torx driver, remove the screws shown by the yellow arrows.

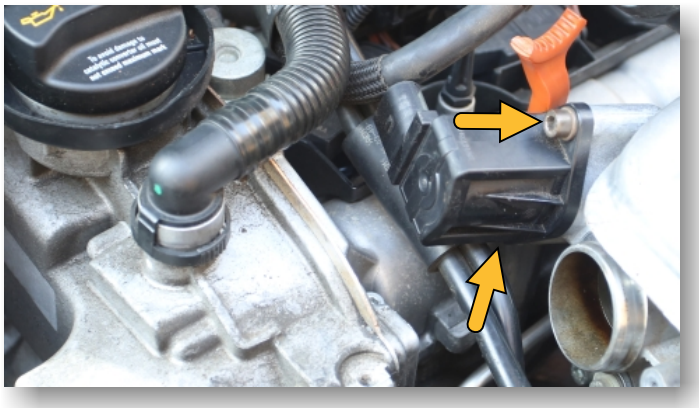
- Lift the pipe clamp up to remove it. Pull the turbo end of the intake pipe free, then pull the clamp end out and set the pipe aside. Note that the pipe is sealed with o-rings and these can initially make the pipe difficult to remove - wiggling the pipe up and down as you pull on it can help break the o-ring grip.

- It helps to remove the rubber boot surrounding the dipstick for easier access to the lower diverter screw. To do this, remove the dipstick and lift the boot out. Replace the dipstick to prevent dirt getting into the dipstick tube.



- Using a 5mm hex key (a ball-end hex key makes this task easier), remove the two screws holding the factory diverter valve on.

- Un-clip the electrical connector then remove the factory diverter.



ASSEMBLING THE DV+

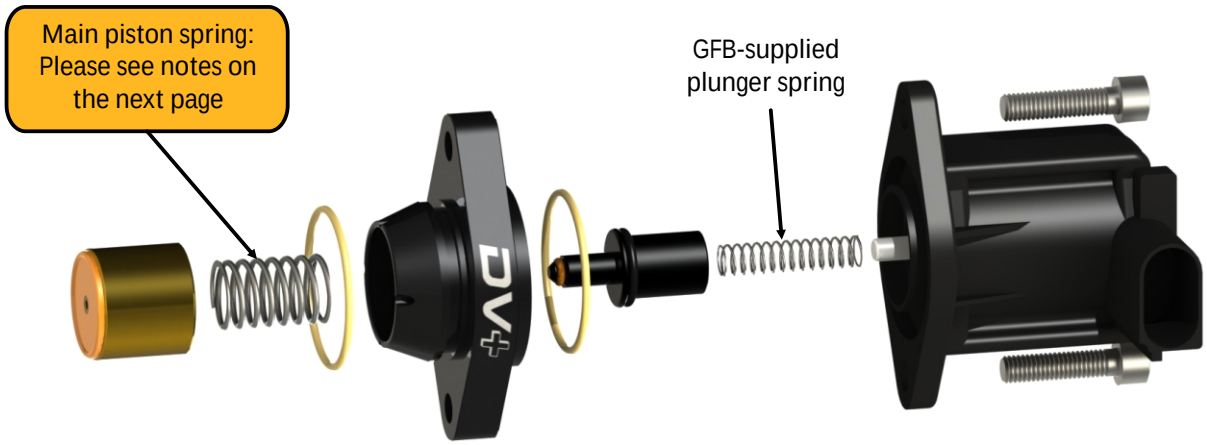
1. Remove the yellow o-ring from the factory diverter.

2. Using a flat screwdriver in the o-ring groove, carefully pry the piston surround from the solenoid body.

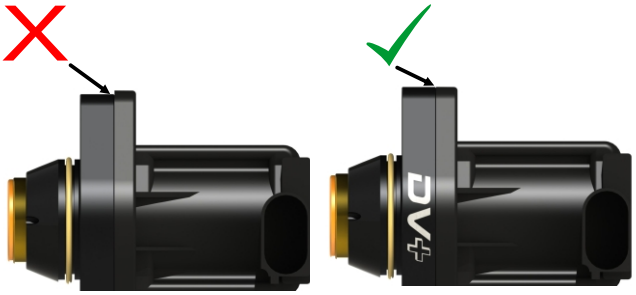
3. Remove the second yellow o-ring and keep it handy, as these will be used in the DV+ assembly.

Remove all other parts including the spring - all you need for the DV+ installation is the bare solenoid body and the two yellow o-rings.

4. Assemble the GFB parts onto the factory solenoid body as shown in the exploded view below, making sure to use the GFB-supplied plunger spring, and the two yellow factory o-rings.



Note that the bolt holes are NOT SYMMETRICAL. When you assemble the DV+ body onto the solenoid body, check the alignment of the holes - if they do not line up properly, rotate the DV+ body 180 degrees and check that they line up correctly before installing on the car.



Installation - continued

- Install the DV+ assembly onto the turbo, making sure to hold the piston so it doesn't fall out during this process. Don't forget to use the supplied longer screws.

- Clip the electrical connector back on, then re-install the turbo intake pipe.

- Re-fit the rubber dipstick boot.

- Re-install the engine cover, making sure the vacuum hose on the top right corner is connected.

Using the main spring

The DV+ can be configured in two different ways, depending on your desired outcome. Fitting the DV+ with the main spring installed as shown on the previous page can be thought of as a "Sport" mode, offering the best possible throttle response and boost recovery during on/off throttle applications (i.e. during gearshift with a manual transmission).

Using the main spring means the DV+ can open and close progressively in response to how much boost pressure is present, unlike the factory diverter which just opens fully regardless of whether there is boost to vent or not. Because this operation method is different from the factory diverter, it is not unusual to hear a different sound from the intake when lifting off the throttle at low RPM, especially if you have an aftermarket intake or a larger turbo installed.

Additionally, in some cases this different operating method may be mis-interpreted by the ECU as a faulty diverter valve (is simply sees the diverter doing something different, it doesn't know the diverter is actually attempting to improve throttle response), resulting in fault code P2261 being recorded. This does not indicate that the DV+ is faulty, nor does it cause any issues to the turbo or engine.

If the idea of a possible fault code of different sound bothers you, and you simply want a direct replacement for the factory diverter that is stronger, holds boost better, and lasts longer, you can choose to install the DV+ WITHOUT the main spring behind the piston. This configuration can be thought of as an improved "Standard" mode, which behaves just like the factory diverter, but with the added benefits of better boost-holding, strength, and reliability.