



Introducing the new **DV+** for VW Mk7 **GOLF R** and **AUDI 8V S3**!

⚠ Patent pending

GFB's DV+ solution couldn't be simpler - keep what works and replace what doesn't.

- » Retains the factory solenoid coil for seamless integration
- » Replaces plastic valve parts with metal for reliability and strength on chipped engines
- » Direct-fit replacement with GFB's TMS benefits
- » Exclusive "pilot-actuated" valve mechanism for rapid response at high boost

GFB expands the DV+ range with a direct-fit diverter solution specifically designed for the VW Mk7 Golf R and Audi 8V S3.

Even though the Mk7 R and 8V S3 have the same Revision C factory diverter as previous models, there is a distinct lack of space behind the diverter, meaning the normal T9351 DV+ won't fit. The T9359 solves this by re-orienting the solenoid coil to gain clearance, whilst keeping a very stock appearance.

Why fit a DV?

The solenoid coil itself from the factory-fitted valve is great (the ECU opens it faster than any pneumatic valve so why replace it?), but the problem is the plastic piston valve mechanism. So GFB's DV+ solves this problem by replacing just the valve parts with an anodised billet aluminium housing fitted with a brass piston machined to exacting tolerances.

The end result is sharper throttle response, lightning-fast valve actuation, and it will hold as much boost as you can throw at it. Read all about the DV+ story on the next page.



Suits:

- » Audi A3/S3 8V (2013-on)
- » VW Golf GTI Mk7 Golf R (2013-on)

Other manufacturers' products involve replacing the entire system with a traditional pneumatic valve, requiring long vacuum hose runs, additional parts for tapping into the intake manifold vacuum, plus either a different solenoid valve to actuate the pneumatic valve or a ballast resistor to plug into the OE wiring loom. All these additional items result in a product that is slower, less responsive, more expensive and takes much longer to install. GFB's DV+ solution on the other hand is more responsive, less expensive, easier to install, and doesn't cause compressor surge/turbo flutter. Oh, and it doesn't require different springs or frequent re-builds.



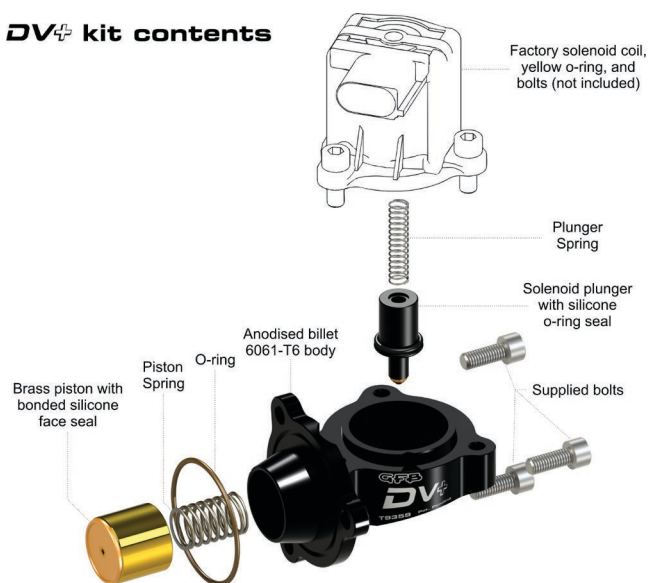
Order Part #: T9359

Get better performance, higher boost and don't pay for what you don't need

The DV+ story: Better performance - more reliable



DV+ kit contents



All late-model European cars these days are using ECU controlled solenoid-type diverter valves. This is a good concept because the valve can react very quickly and it only opens when it needs to.

However, there are some problems with these valves. Since they first appeared on VAG vehicles in 2006, there has been at least 5 different revisions owing to reliability issues. Without going into detail of the revision history, the latest revision C found on the Mk7 R and 8V S3 can still be improved upon. Whilst it is stronger and leaks less than previous revisions, it is still limited by its operating principle – being a direct solenoid operated valve, it can only operate in two states, open or shut. Unfortunately, cars don't typically operate in two states – your accelerator isn't a switch, and progressive relief of boost pressure during partial throttle closure is not possible with the factory diverter.

Additionally, because the factory diverter has a long stroke and weak return spring, its ability to open and close reliably at high boost or in the presence of friction caused by oil gunk is compromised.

With problems like this, you can see why other aftermarket manufacturers assume the best solution is to replace the factory diverter entirely. Unfortunately though, whilst their replacement kits might be stronger than the factory diverter, their slower response speed and lower flow do not justify the extra cost and complexity – more of a compromise than a solution.

GFB has taken a different approach to deliver a complete solution that solves existing problems and improves performance, without compromise or a hefty price tag.

The DV+ addresses the factory valve problems with a very simple and elegant solution. Keeping the factory solenoid retains all the benefits of the stock system, and replacing the valve parts with indestructible metal components ensures strength and reliability no matter how much boost you run.

That's not all. Rather than using the solenoid to directly actuate the valve, we've introduced a unique "pilot-actuation" system. This means the solenoid controls the air pressure that is used to open and close the piston, so it doesn't matter how much boost you push through it, the DV+ will open and close reliably without ever exceeding the solenoid's capability.

This feature also improves on the factory system by opening the valve progressively in response to boost pressure, so it only opens as much as required to get the job done (the factory valve simply opens and shuts, it cannot partially open if boost pressure is low), resulting in better throttle response.



Common OE Problem

The plastic piston-type leaks far more than most people realise (by design, not from wear), and doesn't always close after a high-boost gear shift.



← **SCAN HERE**
for exclusive content
DV+ Technical
Specification Sheet

Unnecessary replacement kits are a compromise, not a solution



Available Now

\$269^{RRP}

Order Part #: T9359

▲ Patent pending



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