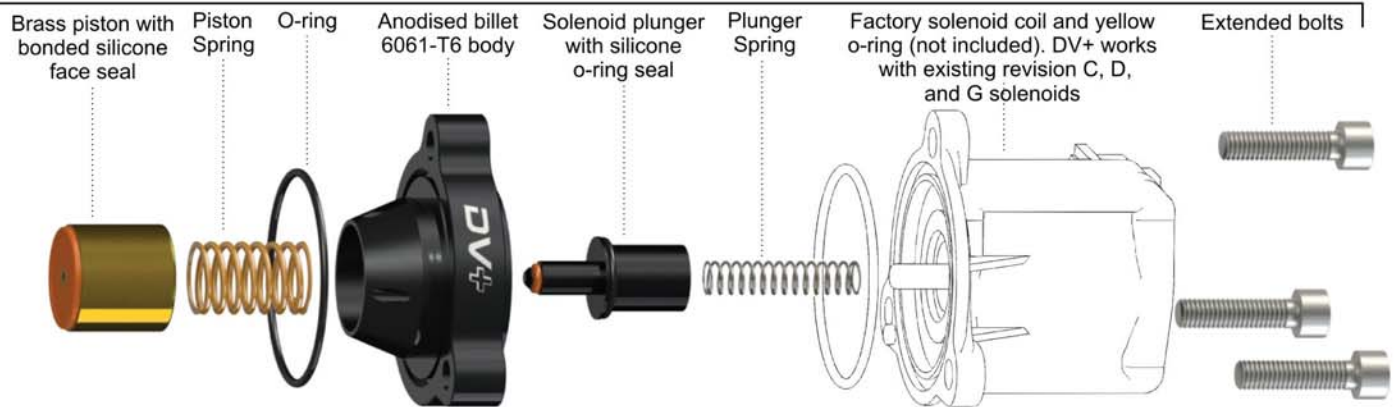


The DV+ story:

BETTER PERFORMANCE - MORE RELIABLE

DV+ kit contents



Many late-model European cars use 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;

- The diaphragms are weak and known to rupture, especially if boost has been increased. Once this happens, the valve will no longer hold boost pressure.
- The plastic lip that surrounds the diaphragm is very thin and pieces can break off, potentially ending up going through the turbo.

Additionally, the solenoid on the OE diverter is directly connected to the valve mechanism, which is not ideal because neither it nor the return spring are strong enough to open and close the valve reliably at high boost.

With problems like this, you can see why other aftermarket manufacturers assume the best solution is to replace the factory diverter entirely, or change it to a purely pneumatic system. 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, the DV+ retains all the benefits of the stock system. Also 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 only has to control airflow through a small passage that is then used to open and close the piston (rather than opening and closing the piston directly), 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.

Patent Pending/Design Patent Pending

UNNECESSARY REPLACEMENT KITS ARE A COMPROMISE, NOT A SOLUTION



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