



# PRODUCT RANGE

Blow-Off Valves

Diverter Valves

Fuel Pressure Regulators

Boost Controllers

Wastegates

Lightweight Pulley Kits

Short Shift Kits

Gauge Ports

Manifold Boost Taps



# PRODUCT RANGE

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# INTRODUCTION

Go Fast Bits (GFB) is a wholly Australian owned company. We started in 1997 making parts for our own cars, and the resulting demand started the company you can trust. A range of innovative products that gives you the flexibility of performance and sound you can rely on.

Our Australian manufactured products are tested and crafted with precision and machining quality that exceeds the original design of your vehicle. By controlling design and production (in house) our engineers deliver results others attempt to copy. The result? Reliability, Performance and quality you can rely on.

All GFB products are made in accordance with the ISO 9001 Quality Management System and include:

- Blow off and Diverter valves
- Fuel Pressure regulators
- Boost controllers
- Lightweight Pulley kits
- Short Shift Kits
- Wastegates

At GFB, we believe in our products so we can deliver you the best.

All our products are meticulously designed and tested to fit correctly and deliver reliable performance improvements without sacrificing drivability, hence our statement: **Performance Without Compromise.**





## LIFETIME WARRANTY

Our commitment to quality means when we put our name to something, we are staking our reputation on it.

For you this means products you can trust and rely on for life.

## TECH SUPPORT

We want you to get the best.

Our engineers are available anytime you need our help, please contact us for parts and support.

Email us at [support@gfb.com.au](mailto:support@gfb.com.au).



*Performance Without Compromise*

# BLOW OFF VALVES + DIVERTER VALVES

## THE LARGEST AND SMARTEST RANGE

In 1999 GFB pioneered the dual port blow off valve, following up with the world's first fully adjustable blow off valve, and again with in car venting bias control. Revolutionary designs like these reveal a culture of innovation and improvement that is applied to all GFB products, such as the DV+ diverter valve that improves performance AND solves reliability issues suffered by factory components.

Our patented products and huge range of direct bolt-on kits allow you to easily fit a superior performance solution, delivering more features, benefits, and quality - guaranteed!

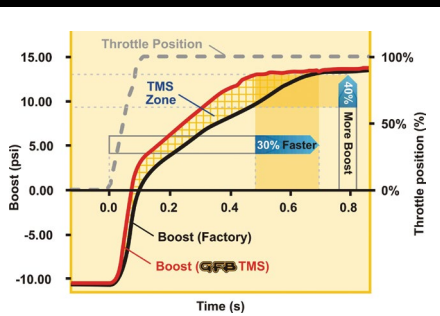
### Benefits you won't find elsewhere:

- Lifetime Warranty
- Patented venting bias adjustment - control how loud the blow-off sound is, even on cars with sensitive engine management
- Turbo Management System - our method of controlling the release of vented air to improve throttle response and reduce lag on gearshift by up to 30%
- Perfect fit, every time - direct bolt-on kits ensure easy installation - no cutting, drilling, or bending!

When you invest in a GFB blow off or diverter valve, you really do get **Performance Without Compromise.**



### TMS benefit: GFB vs Factory Valve



## FEATURE COMPARISON CHART

	DV+	VTA	DVX	SV50	MACH2	HYBRID	RESPONS	DECEPTOR PRO II
TMS BENEFIT	•	•	•	•	•	•	•	•
SPRING PRE-LOAD ADJUSTMENT			•	•	•	•	•	•
IMPROVED BOOST HOLDING	•	•	•	•	•	•	•	•
QUIET OPERATION	•		•		•	•	•	•
MAXIMUM SOUND		•	•	•	•	•	•	•
MEDIUM SOUND		•	•			•	•	•
ADJUSTABLE SOUND			•				•	•
ELECTRONIC SOUND ADJUSTMENT								•



# HOW TO CHOOSE A BOV

PERFORMANCE AND BOOST HOLDING COME STANDARD WITH ALL GFB VALVES

*"I want my BOV sound to be..."*

## QUIET

*"I don't care about noise, I just want performance!"*

All GFB valves offer the same performance benefits and boost holding ability, but if you're looking for the strong, silent type, the Mach 2 and DV+ valves are for you.

**MACH 2 / DV+**

## LOUD

*"The louder the better, I want that blow-off sound!"*

Combine the Mach 2 with the appropriate atmosphere venting kit (check the application guide for the part number) or a VTA valve for MAXIMUM noise!

**MACH 2 / VTA**

## ADJUSTABLE

*"I like the idea of being able to adjust the sound. Sometimes I like it quiet, sometimes loud"*

A Hybrid valve gives you three venting options using plugs, which is best if you don't mind spending a few more minutes to change the sound and save a few bucks over the Respons or DVX.

**HYBRID**

*"I want to be able to easily adjust the sound without plugging/unplugging hoses."*

A Respons or DVX will give you all the volume control you need, easy!

**RESPONS / DVX**

*"I want to be able to adjust the sound from inside the car."*

Sounds like you need a Deceptor Pro II

**DECEPTOR PRO II**

## WHATEVER...

*"I don't care about the sound, but I run massive boost and just need a BIG valve to dump it all!"*

SV52 all the way! Is 300psi enough for you?

**SV52**



# MACH 2

SINGLE OUTLET VALVE  
FOR RECIRC OR  
ATMOSPHERE VENTING



Part # - See application table on page 15

## ALL THE PERFORMANCE WITH OR WITHOUT THE NOISE!

GFB's Mach 2 utilises GFB's proven **TMS Technology** to ensure rapid boost recovery on gearshift and optimum throttle response, as well as the ability to withstand boost pressures of 100psi+. Put simply, it can hold more boost than any turbo could produce.

With its single venting outlet, the Mach 2 is configured from the factory for full recirculation (i.e. plumb back, diverter, bypass) venting for the performance-minded who just want the benefits without the sound.

### COMPLETE RANGE OF FITMENT OPTIONS

The Mach 2 direct fit bolt-on range covers a huge list of popular vehicles. You can also purchase a variety of hose and flange adaptors for custom fitments. Please check the application guide on page 15 to find the Mach 2 model for YOUR car!

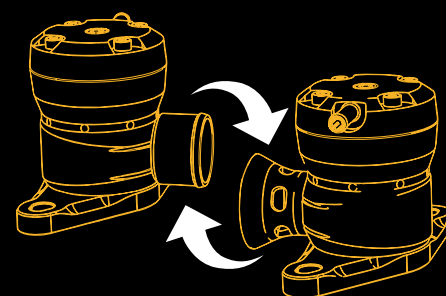


#### BENEFITS:

- Single venting outlet, factory configured for full recirculating operation
- Configure for full atmosphere venting with separate Atmosphere Conversion Kit
- TMS Technology for up to 30% faster boost recovery on gearshift
- Huge range of direct bolt-on kits
- 100+psi boost holding ability
- Manufactured in Australia in accordance with ISO 9001

# WANT SOUND?

Simply add an Atmosphere Conversion Kit (available separately, check the application guide on page 15) for maximum noise!





# HYBRID

DUAL OUTLET VALVE FOR  
COMBINED RECIRC AND  
ATMOSPHERE VENTING



THREE  
VALVES  
IN ONE!

Part # - See application table on page 15

## ALL THE PERFORMANCE WITH THE NOISE!

The Hybrid valve is back! In 1999, GFB's first Hybrid valve pioneered the dual port design, which was so successful the technology has since been adopted by most other brands. By "staging" the two venting outlets, at low valve lifts most of the air is recirculated. As the car is driven harder, the valve opens further and more of the atmosphere venting port is exposed for a louder sound.

As a benefit, this system makes it possible to use these valves on cars with sensitive airflow meters that often suffer issues such as backfiring and/or stalling, whilst still achieving the signature blow-off sound.

## COMPLETE RANGE OF FITMENT OPTIONS

The Hybrid direct fit bolt-on range covers a huge list of popular vehicles. You can also purchase a variety of hose and flange adaptors for custom fitments. Please check the application guide on page 15 to find the Hybrid model for YOUR car!

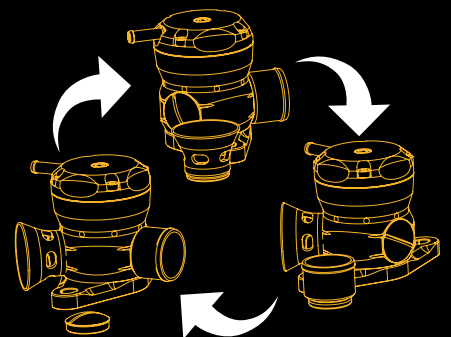


### BENEFITS:

- Dual staged venting outlets, can be configured for full recirc, 50/50, or full atmosphere operation using plugs provided
- TMS Technology for up to 30% faster boost recovery on gearshift
- Huge range of direct bolt-on kits
- 100psi+ boost holding ability
- Manufactured in Australia in accordance with ISO 9001

# HAVE IT YOUR WAY

Want it loud? Quiet? In between? GFB Hybrid kits include a pair of blanking plugs that allow the valve to be configured for full recirculation venting, 50/50 (atmosphere / recirc), or full atmosphere venting.



# RESPONS

FULLY  
ADJUSTABLE



## THE EVOLUTION OF THE DUAL-OUTLET BOV



Super Quiet

Some Noise

Fully Loud



Part # - See application table on page 15

## REAL ADJUSTABILITY - WHAT YOU NEED TO KNOW AND THE BENEFITS

GFB's Respons BOV features our **patented Venting Bias Adjustment System**, allowing you to fully adjust how much air is recirculated or vented. Simply by twisting the adjustment ring, you can change the sound from silent to loud.

Some BOVS cause stalling, poor idle and backfiring, with the GFB Respons, you get more than just a spring adjustment, you can fully control the venting (via the bias ring) for perfect engine idle as well as the external venting noise you want!

Like all GFB valves, the Respons utilises GFB's proven **TMS Technology** to ensure rapid boost recovery on gearshift and optimum throttle response, as well as the ability to withstand boost pressures of 100psi+. Put simply, it can hold more boost than any turbo could produce.

# WHY CHOOSE THIS VALVE?

- Direct bolt on kit for your car
- Fully adjustable noise from zero to loud!
- 100 psi+ boost holding ability
- TMS technology

## COMPLETE RANGE OF FITMENT OPTIONS

The Respons direct fit bolt-on range covers a huge list of popular vehicles. You can also purchase a variety of hose and flange adaptors for custom fitments. Please check the application guide on page 15 to find the Respons model for YOUR car!



### BENEFITS:

- Patented Venting Bias Adjustment system - can be infinitely adjusted between full recirc (silent) and full atmosphere (loud)
- Change the venting bias simply by twisting the adjustment ring
- TMS Technology for up to 30% faster boost recovery on gearshift
- Huge range of direct bolt-on kits
- 100psi+ boost holding ability
- Manufactured in Australia in accordance with ISO 9001



Adjustable from inside your car



# DECEPTOR PRO II

ELECTRONICALLY  
ADJUSTABLE VENTING  
BIAS BOV

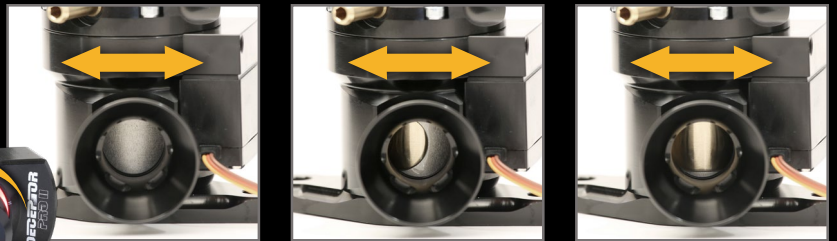
ELECTRONICALLY  
CONTROLLED  
VENTING BIAS  
ADJUSTMENT



Part # - See application table on page 15

## CONTROL THE SOUND OF YOUR BOV "ON-THE-FLY"

Featuring our **patented Venting Bias Adjustment System**, coupled with remote electronic control, the Deceptor Pro II allows you to infinitely vary how much air is recirculated, and how much is vented to atmosphere.



There are times you wish you could have that signature turbo blow off sound, but you're not prepared to listen to it all the time. GFB's Deceptor Pro II delivers just what you need – the ability to control how loud your BOV sound is, **from the driver's seat**.

If your car typically suffers issues such as backfiring and stalling when venting more than a certain percentage of air to atmosphere, the controller can easily be configured to limit the maximum venting ratio. This way, you can achieve a blow-off sound to meet your customized needs.

## COMPLETE RANGE OF FITMENT OPTIONS

The Deceptor Pro II direct fit bolt-on range covers a huge list of popular vehicles. You can also purchase a variety of hose and flange adaptors for custom fitments. Please check the application guide on page 15 to find the Deceptor Pro II model for YOUR car!



### BENEFITS:

- Dual outlets with patented Venting Bias Adjustment - can be infinitely adjusted between full recirc (silent) and full atmosphere (loud)
- Change the venting bias electronically from the driver's seat using the in-cabin controller
- TMS Technology for up to 30% faster boost recovery on gearshift
- Wiring loom included, only requires 12V power supply
- Huge range of direct bolt-on kits
- 100psi+ boost holding ability
- Manufactured in Australia in accordance with ISO 9001



PATENTS NO. ZL20162084855128, ZL201490009669.  
PATENTS PENDING.

# DV+

PERFORMANCE  
DIVERTER  
RANGE

**FASTER,  
STRONGER,  
SIMPLER,  
BETTER!**



**!** For that classic BOV venting noise refer to the **VTA** page for more info

Part # - See application table on page 15

## PERFORMANCE GUARANTEED

GFB's DV+ diverter valve range offers a direct-fit **performance solution** for the common problem of leaking boost on factory fitted diverter valves, commonly fitted to Euro vehicles. By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product.

GFB's DV+ design solves the longevity and boost leaking issues that are common with factory diverter valves, and also changes the operation method to "pilot actuation" to ensure better performance on stock or modified engines.

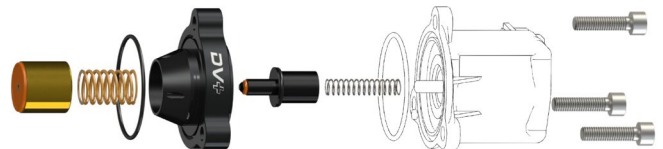
Easy direct swap and fit. Rather than throwing the entire factory diverter valve system in the trash (like other manufacturer's "solutions"), the DV+ keeps what works, and replaces what doesn't. It retains the factory solenoid and ECU control to ensure simple installation and reliable operation.

**WHY CHOOSE THIS VALVE?**

- Sharper throttle response
- Faster boost recovery on gearshift
- Solves boost leaking issues

### BENEFITS:

- 10% faster opening, 50% faster closing than the factory diverter
- Retains the factory solenoid for seamless integration
- Replaces plastic valve parts with metal for reliability and strength on stock or modified engines
- Direct-fit replacement with GFB's TMS benefits
- Exclusive "pilot-actuated" valve mechanism for rapid response at high boost



## COMPLETE RANGE OF FITMENT OPTIONS

The DV+ direct fit bolt-on range covers a huge list of popular vehicles, please check the application guide on page 15 to find the model for YOUR car!





PATENTS NO. ZL20162084855128, ZL2014900009669.  
PATENTS PENDING.

# VTA

ATMOSPHERE  
VENTING  
BOV RANGE



**FASTER BOOST  
RECOVERY,  
GREAT SOUND!**

Part # - See application table on page 15

## PERFORMANCE AND SOUND!

Like the DV+, GFB's VTA range of BOVs utilise GFB's proven **TMS Technology** to ensure rapid boost recovery on gearshift and optimum throttle response, as well as superior boost holding. VTA BOVs vent to atmosphere to make the signature turbo blow-off sound.

Each valve in the VTA range is specifically designed for each application, ensuring the best fit and performance. Most of the VTA range are designed for use on cars with existing solenoid type factory diverter valves, and in those cases the VTA kit will retain the solenoid and ECU control. The VTA replaces the weak factory valve internals to ensure strength and reliability, especially in high boost applications. Other versions of the VTA are designed for use on cars that do not have any kind of factory-fitted diverter valve. Vehicle manufacturers have deleted the troublesome solenoid type diverter valve from some of the newer models, but this leads to turbo compressor surge which can be taxing on the turbo in the long run. The VTA valves for these cars are designed to re-introduce the function of a diverter/blow-off valve to help protect the turbo in the long term and also provide a blow-off sound.

### BENEFITS:

- Atmosphere venting for blow-off sound
- TMS Technology for up to 30% faster boost recovery on gearshift
- Improved boost holding ability
- Retains ECU control (on cars with this feature already)
- Prevents compressor surge on cars with no existing factory-fitted diverter valve
- Direct bolt-on kits include everything you need to install
- Easy swap and fit
- Improves factory fitted features

## WHY CHOOSE THIS VALVE?

Similar design to the DV+, but the VTA creates venting noise.

Competitors' products for the same vehicles that make sound (i.e. BOV "spacers") typically retain the performance deficiencies of the factory diverter, delete the ECU control, or require frequent maintenance and re-builds. The VTA on the other hand is the complete package – performance, fit, reliability, and sound!

## COMPLETE RANGE OF FITMENT OPTIONS

The VTA direct fit bolt-on range covers a huge list of popular vehicles. Please check the application guide on page 15 to find the Deceptor Pro II model for YOUR car!





# DVX

PATENTED  
ADJUSTABLE  
VENTING  
FEATURES

PERFORMANCE  
WITH  
VOLUME CONTROL



Vented for Noise

50% Shut

100% Quiet

Part # - See application table on page 15

## ADJUSTABLE VENTING

Increased Boost Holding and Throttle Response with Total Volume Control!

This model allows you to infinitely vary how much air is recirculated, and how much is vented to atmosphere, giving you total control over your blow-off sound – completely adjustable from silent to ear shattering!

Using GFB's proven **TMS Technology**, whilst retaining ECU control, the DVX solves all the performance and reliability issues that are common with factory diverters AND gives you a blow-off sound that is completely adjustable!

### BENEFITS:

- Change the venting bias simply by moving the adjustment lever
- Dual outlets with patented *Venting Bias Adjustment* - can be infinitely adjusted between full recirc (silent) and full atmosphere (loud)
- Retains ECU control for the fastest possible operation
- **TMS Technology** for up to 30% faster boost recovery on gearshift
- Direct bolt-on kits include everything you need to install

# WHY CHOOSE THIS VALVE?

If you're looking for the performance benefits and fit of a DV+, but also want an adjustable blow-off sound like the Respons, the DVX is the only choice.

The DVX range covers vehicles that can't fit or use valves like the Respons or Deceptor Pro II, and each version in the range is designed specifically for its application, ensuring the best fit and performance.

## COMPLETE RANGE OF FITMENT OPTIONS

The DVX direct fit bolt-on range covers a huge list of popular vehicles, please check the application guide on page 15 to find the model for YOUR car!





# SV52

RATED AT  
OVER  
300PSI

**SUPER  
COMPACT**



Part # T9050

## THE WORLDS HIGHEST FLOWING VALVE IN ITS CLASS

The SV52 is built tough and compact. Tough enough to handle up to 300 psi of boost and compact to fit almost anywhere. Using a unique piston design that has GFB's stepped bore technology, it will last a lifetime and respond better than any alternative.

Why did we do this? Diaphragms are only designed to hold pressure on one side, but in a BOV they are exposed to both boost pressure and manifold vacuum. Boost pressure collapses the diaphragm on itself, which weakens the fabric material, and the abrasion of the diaphragm walls rubbing on itself can eventually lead to failure.

The SV52 also includes 2 springs PLUS a spring pre-load adjustment system so you can dial it in for optimum throttle response and boost recovery after gearshift, without resorting to the costly hit-and-miss approach of purchasing extra springs.

### BENEFITS:

- Stepped bore technology, improves piston response time and sealing
- Single piece alloy billet monobloc. Stiffer means stronger!
- Fully Adjustable spring tension
- Suits engines with manifold vacuum ranging from 5-22inHg, 17-74.5kPa, 2.5-11psi
- Adapters available for v band connectors

# WHY CHOOSE THIS VALVE?

- The massive flow capacity of the SV52 makes it suitable for high-powered turbo or supercharged engines
- The ability to adjust the spring pre-load ensures it can be fine-tuned with far more precision than by swapping springs as our competitors do

# ADAPTORS

## RECIRC HOSE OUTLETS

20mm Hose outlet.....	5220
25mm Hose outlet.....	5225
30mm Hose outlet.....	5230
33mm Hose outlet.....	5233
38mm Hose outlet .....	5238

## TRUMPETS

Standard Replacement Trumpet .....	6110
Whistling Trumpet (suits high boost applications) .....	5701
Whistling Trumpet (suits low boost applications).....	5702

## HOSE MOUNT INLET ADAPTORS

20mm Hose inlet.....	5320
25mm Hose inlet.....	5325
30mm Hose inlet.....	5330
38mm Hose inlet.....	5339
35mm Hose or 1" Pipe Mount inlet .....	5335
38mm (1.5") Pipe Mount inlet .....	5338

## ADAPTORS

GFB to HKS adaptor.....	5350
GFB to GReddy adaptor.....	5351

## HOSE PLUGS

20mm Hose Plug.....	5520
25mm Hose Plug.....	5525
30mm Hose Plug.....	5530
33mm Hose Plug.....	5533
38mm Hose Plug.....	5538

## WELD-ON TUBES

1" Steel Weld-On Tube .....	5601
1" Aluminium Weld-On Tube .....	5602
1" Stainless Steel Weld-On Tube .....	5603
1.5" Aluminium Weld-On Tube .....	5604
1.5" Stainless Steel Weld-On Tube .....	5605





# BOV VEHICLE APPLICATIONS

MAKE	MODEL/ENGINE	MACH 2	MACH 2 ATMO CONVERSION KIT	HYBRID	RESPONS	DECEPTOR PRO II	DV+	VTA	DVX
AUDI	All models with 1.8 20VT engines	T9125	5925	T9225	T9025	T9525	T9302		
	All 1.8/2.0 TFSI/TSI engines EXCEPT S3 (8V)						T9351	T9451	
	S3 (8V) and TTS (8S)						T9359		T9659
BMW	All models with 1.4TSI Twincharger engine						T9355	T9430	
	All models with 1.2 and 1.4TSI engines from 2014-on						T9357		
	All models with 2.0L Turbo N20 engines						T9356		
CITROEN	All models with 1.6L Turbo N13 engines						T9356		
	All models with 3.0L Single Turbo N55 (not N54) engines, EXCEPT M2 (F87)						T9357		
	M2 (F87)						T9352		
FORD	All models with 1.6L Turbo Prince engine						T9358	T9458	T9654
	Fiesta ST 2013-17						T9354		
	Focus XRS/RS 2006-2012, Focus ST 2012-on						T9360	T9460	
HONDA	Focus RS 2016-on						T9358	T9468	
	Mustang 2.3 Ecoboost						T9302		
	XR6 Turbo (all models)	T9125	5925	T9225	T9025				
HYUNDAI	Civic 1.5 Turbo								T9661
	Veloster/Tucson/Sonata/Elantra/Genesis Turbo								T9661
	I30 SR 1.6 Turbo 2016-on and Veloster Turbo 2018-on	T9111	5225	T9211	T9011	T9511			
KIA	I30N 2.0 Turbo 2017-on and Veloster N 2019-on	T9110	5227	T9210	T9010	T9510			
	Cerato Koup/Optima/Soul Turbo								T9661
	Stinger GT 3.3 Twin Turbo	T9112	5525 (x2)	T9212	T9012	T9512			
MAZDA	All 3 MPFS, 6 MPS, Mazdaspeed 3 & 6, and CX7 with 2.3L MZR L3-VDT engine	T9102	5930	T9202	T9002	T9502			
	All models with 1.6/1.8/2.0 CGI Turbo engines, EXCEPT A/GLA/CLA45								T9458
	A45/GLA45/CLA45 2016-on (facelift model only)						T9358		
MERCEDES	All models with 1.6L N14 Prince engine						T9358		
	All models with 1.6L N18 Prince engine						T9352		
	All EVO and Ralliart models with 4G63/4B11T engines						T9353		
MINI	All models with 1.6L N14 Prince engine	T9133	5933	T9233	T9033	T9533			
	All EVO and Ralliart models with 4G63/4B11T engines								
	200SX S14/15 with SR20DET engines	T9104	5930	T9204	T9004	T9504			
NISSAN	Skyline GTS/GT-T R32-R34 with RB20DET/RB25DET engines	T9102	5930	T9202	T9002	T9502			
	GTR R35	T9105	5930	T9205	T9005	T9505			
	Juke/SSS Pulsar 1.6 DIG-T 2010-2014	T9106	5930	T9206	T9006				
PEUGEOT	Juke 1.6 DIG-T 2015-on (facelift model)						T9362		
	All models with 1.6L Turbo Prince engine						T9352		
	Clio RS 2013-2018						T9362		
RENAULT	All models with 1.8 20VT engines								
	All 1.8/2.0 TFSI/TSI engines EXCEPT Leon Cupra Mk3	T9125	5925	T9225	T9025	T9525	T9302	T9451	
	Leon Cupra Mk3						T9351		T9659
SEAT/SKODA	All models with 1.4TSI Twincharger engine						T9359		
	WRX/STI MY97-98	T9135	5930	T9235	T9035	T9535			
	WRX/STI MY99-00, Forester GT/XT MY98-04, Legacy/Liberty B4 MY98-02	T9100	5930	T9200	T9000	T9500			
SUBARU	WRX MY01-07, STI MY02-on, Forester XT MY05-08	T9103	5933	T9203	T9003	T9503			
	WRX MY08-14, Legacy/Liberty GT MY03-09, Forester XT MY09-13	T9101	5930	T9201	T9001	T9501			
	WRX MY15-on, Forester XT MY14-on	T9107	5925	T9207	T9007	T9507			
VW	Legacy/Liberty GT MY10-14	T9133	5933	T9233	T9033	T9533			
	All models with 1.8 20VT engines	T9125	5925	T9225	T9025	T9525	T9302	T9451	
	All 1.8/2.0 TFSI/TSI engines EXCEPT Golf R Mk7						T9351		T9659
VW	Golf R Mk7						T9359		
	All models with 1.4TSI Twincharger engine						T9355		
	All models with 1.2 and 1.4TSI engines from 2014-on							T9430	

Please note that our vehicle application list is continually being expanded, if you can't find your car here please search by vehicle on our website [www.gfb.com.au](http://www.gfb.com.au)



# FUEL PRESSURE REGULATORS

## FEATURES

GFB's Fuel Pressure Regulators are built with the same precision, machining quality, and reliability that is the foundation of all GFB products. Their compact size allows easy installation, and the massive flow capacity often means you can run a GFB regulator one size smaller than usual, and still control fuel delivery accurately. Multiple inlet and gauge ports allow for a variety of installation configurations such as parallel rails or semi-returnless systems.

Internally, like all GFB products you'll find unique features. For example, we use a double-layer reinforced diaphragm. We even went to the trouble of adding an o-ring sealed spring hat to ensure no boost/vacuum leakage through the spring adjusting screw. It's all in the details!

All FX regulators have a 1:1 fuel pressure rise rate and a base pressure range from 25-90psi (1.75 – 6.2BAR, subject to pump flow and return line restrictions), and are compatible with gasoline, ethanol, methanol, and diesel.

## WHY CHOOSE THIS PRODUCT?

- 1:1 fuel pressure rise rate
- Suitable for Unleaded, Ethanol, Methanol and Diesel fuels
- Double layer/double reinforced diaphragms with a burst strength exceeding 1000psi
- Teflon co-polymer seat with stainless valve to retain fuel pressure longer after shut down
- Fully sealed upper boost/vacuum reference chamber
- Static pressures adjustable from 28psi to 72psi (2-5BAR)
- Completely serviceable
- Multiple body ports allow for a large variety of setup options
- Suitable for all fuels
- Double layer reinforced diaphragms

### FX-S - Part # 8050

- 4x 1/8" NPT inlet ports, any of which can be used for fuel entry or pressure monitoring
- 1x 1/8" NPT return port
- 1x 1/16" NPT manifold reference port
- Flows a massive 750 LPH (198GPH, 3.3GPM) @25psi - enough to support most twin pump setups



### FX-S RAIL MOUNT - Part # 8051

- Direct fit replacement for Bosch clip in or fuel rail mount regulators
- 1x 1/8" NPT gauge port
- 1x 1/16" NPT manifold reference port
- More than double the flow of the factory regulator, allows increased pump capacity without having to replace the factory fuel rail



### FX-R - Part # 8060

- 2x -6AN O-Ring Boss inlet ports
- 2x 1/8" NPT pressure gauge/sensor ports
- 1x -6AN O-Ring Boss return port
- 1x 1/16" NPT manifold reference port
- Flows a massive 1300LPH (345GPH, 5.7GPM) @ 25psi - enough to support most triple pump setups



### FX-D DRAG - Part # 8070

- 2x -8AN O-Ring Boss inlet ports
- 2x 1/8" NPT pressure gauge/sensor ports
- 1x -8AN O-Ring Boss return port
- 1x 1/16" NPT manifold reference port
- Flows a massive 1800LPH (475GPH, 7.9GPM) @ 25psi - enough to support just about ANY electric pump setup, and mechanical pumps up to 7.5GPM







# ELECTRONIC BOOST CONTROLLERS

# RANGE

**SUPERIOR  
RESPONSE AND  
PERFORMANCE**

## TAKE CONTROL OF YOUR BOOST

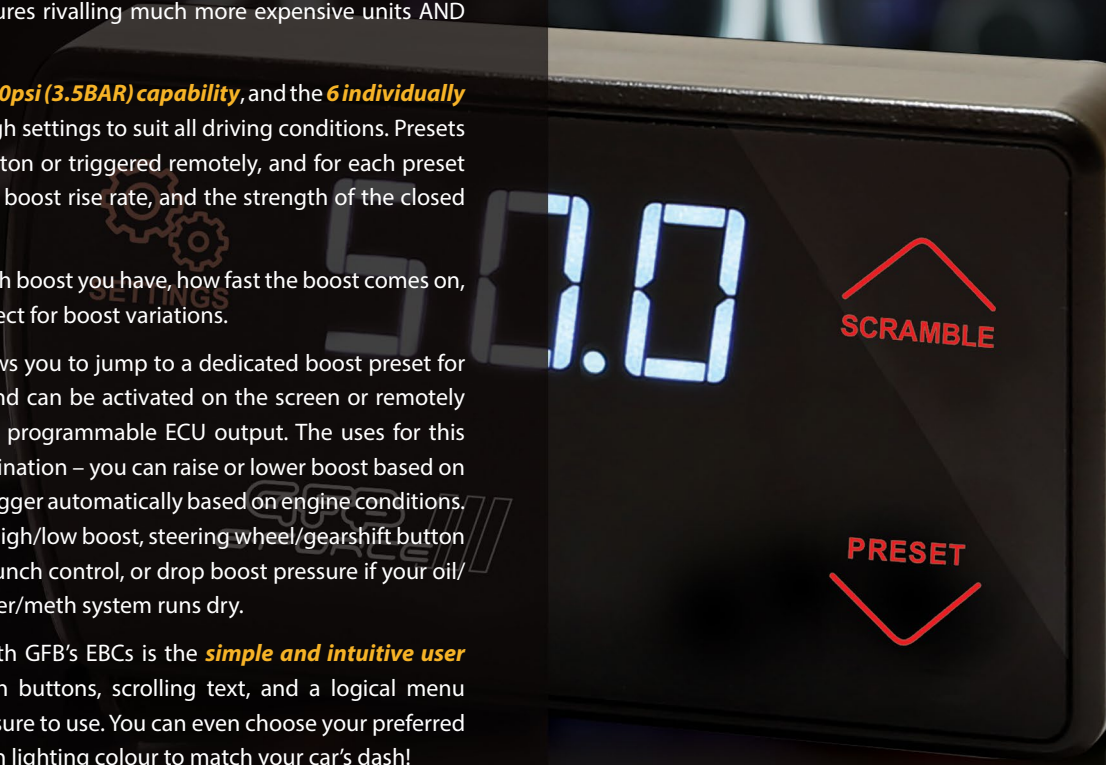
GFB's EBC (Electronic Boost Controller) range offers the most "bang-for-your-buck" of any EBC on the market, with features rivalling much more expensive units AND remaining incredibly easy to use.

Boost control begins with a **massive 50psi (3.5BAR) capability**, and the **6 individually configurable presets** allow for enough settings to suit all driving conditions. Presets can be selected at the press of a button or triggered remotely, and for each preset it is possible to tune the peak boost, boost rise rate, and the strength of the closed loop correction.

This means you can change how much boost you have, how fast the boost comes on, and how hard the controller will correct for boost variations.

**Our unique "scramble" feature** allows you to jump to a dedicated boost preset for a user-adjustable amount of time, and can be activated on the screen or remotely using any kind of switch, button, or programmable ECU output. The uses for this feature are limited only by your imagination – you can raise or lower boost based on time, a manual button or switch, or trigger automatically based on engine conditions. For example, use a toggle switch for high/low boost, steering wheel/gearshift button for push-to-pass, use the timer for launch control, or drop boost pressure if your oil/water temperature is high or the water/meth system runs dry.

An important point of difference with GFB's EBCs is the **simple and intuitive user interface**. By using capacitive touch buttons, scrolling text, and a logical menu layout, you'll find our EBCs are a pleasure to use. You can even choose your preferred boost units and customize the button lighting colour to match your car's dash!



Adjustable Closed-Loop Correction    Scramble Boost Map Switching<sup>^</sup>    Configurable Remote Input<sup>#</sup>    Exhaust Gas Temperature Display

User Adjustable Boost Presets    Max Pressure    Display Units    Air/Fuel Ratio Display

	Boost Presets	Max Pressure	Adjustable Closed-Loop Correction	Scramble Boost Map Switching <sup>^</sup>	Configurable Remote Input <sup>#</sup>	Exhaust Gas Temperature Display	Display Units	Air/Fuel Ratio Display	
GFB G-Force III	6	50psi	Y	Y	Y	Y	Bar, psi or kPa	Y****	N
GFB D-Force	6	50psi	Y	Y	Y	Y	Bar, psi or kPa	N	Y**
AEM Tru BoostX	2	80psi <sup>††</sup>	N	N	Y	N	Bar, psi or kPa	N	N
Turbosmart eBoost Street	2	40psi	N	Y	N	N	Bar, psi or kPa	N	N
Blitz SBC Type R	2	43.5psi	N	Y	Y	\$208USD optional extra <sup>†</sup>	hkPa	N	N
Innovate SCG-1	1	43.5psi	N	N	N	N	Bar, psi or kPa	Y	N
Greddy Profec	2	43.5psi	N	Y	Y	N	psi or kPa	N	N
HKS EVC-S	2	36psi	N	N	N	N	psi or kPa	N	N

<sup>#</sup> GFB G-Force III input can be configured to activate scramble or select boost presets. <sup>^</sup> GFB G-Force III scramble boost feature uses a dedicated, completely programmable boost map. <sup>†</sup> Prices are indicative and correct at time of writing. Subject to change without notice. <sup>††</sup> 50psi optional extra \$192USD. <sup>\*\*</sup> EGT probe kit sold separately for D-Force 3006. EGT probe kit included with D-Force 3007.



# G-FORCE III

ELECTRONIC  
BOOST  
CONTROLLER



## BOOST CONTROL AT YOUR FINGERTIPS

The G-Force III is the perfect partner for all petrol/gasoline turbo engines that use a pneumatic wastegate. Whether your car is a daily driver or a track weapon, the G-Force has the features to tailor boost to suit your needs. Set up to 6 boost presets and select on the fly, use the scramble feature for overtaking, launching, towing, or protecting the engine, and you can even customize the lighting colour to suit your interior! No other EBC offers the features, control, and ease of use like the G-Force III.

### BENEFITS:

- For boost pressures up to 50psi (3.45BAR, 345kPa)
- Adjust peak boost, rise rate, and closed-loop correction
- Display boost pressure in psi, BAR, or kPa
- 6 boost presets, individually programmable
- Unique “scramble” feature with remote switching
- Peak boost recall
- Adjustable overboost warning/boost cut
- Touch buttons with user selectable illumination colours
- Auxiliary input to switch boost presets or activate scramble
- ½ DIN size casing, fits standard stereo slot
- Manufactured in Australia in accordance with ISO 9001
- For use with petrol/gasoline turbo engines using a pneumatic wastegate/s

6 BOOST  
PRESETS



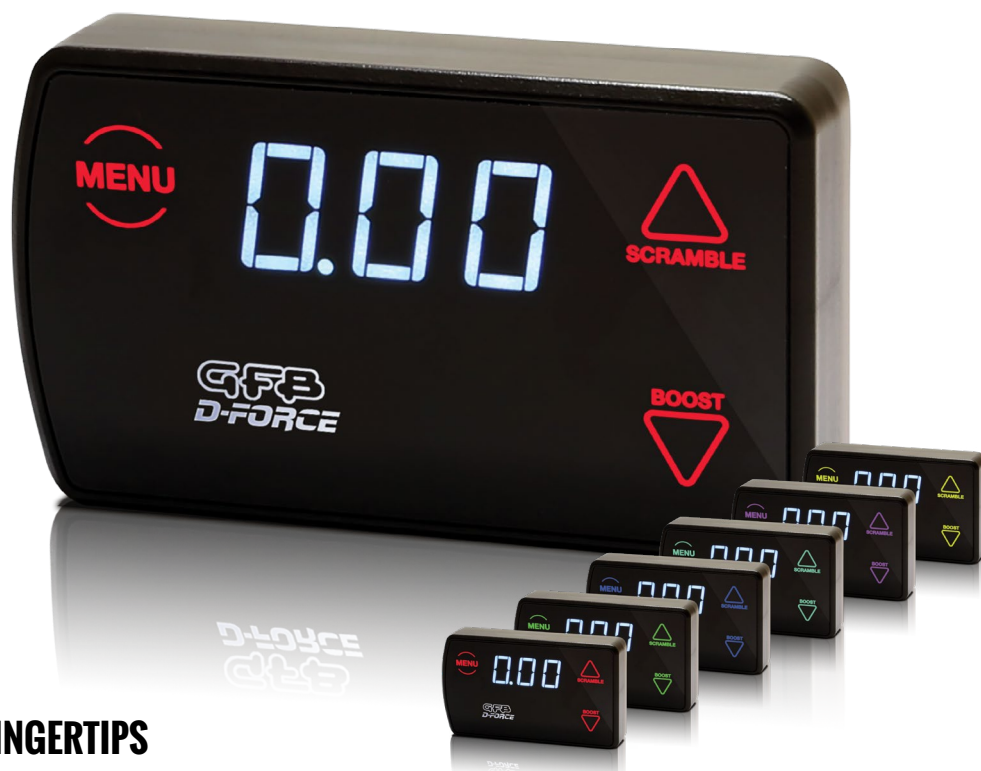
### ! PLEASE NOTE:

Any form of boost control should be considered a tuning tool rather than a bolt-on power adder, and therefore adjustments should be done with knowledge of the limits of the engine/turbo to maximize the performance gains and reliability from using this product.



# D-FORCE

DIESEL  
ELECTRONIC BOOST  
CONTROLLER



## BOOST CONTROL AT YOUR FINGERTIPS

The D-Force is the perfect partner for all turbo diesel engines that use a pneumatic wastegate. Using closed loop boost control, the D force has the features to tailor boost to suit the different behavior of diesel engines. With 6 boost presets and a timed scramble feature that can be selected on-the-fly, the D-Force can adjust your boost for all driving conditions such as overtaking, towing, economy, racing, or even protecting the engine.

As any modified turbo diesel owner knows, it is important to monitor EGT (Exhaust Gas Temperature) to avoid costly engine damage. Not only can the D-Force control your boost, but it can also display EGT! By installing GFB's **EGT Kit\***, you can toggle between boost or EGT display (in °C or °F), and set a high temperature warning.

No other EBC offers the features, control, and ease of use like the D-Force.



D-FORCE WITHOUT EGT KIT .....	Part # 3006
D-FORCE WITH EGT KIT .....	Part # 3007
EGT KIT* .....	Part # 3830

### BENEFITS:

- For boost pressures up to 50psi (3.45BAR, 345kPa)
- Adjust peak boost, rise rate, and closed-loop correction
- Display boost pressure in psi, BAR, or kPa
- Display EGT in °C or °F
- 6 boost presets, individually programmable
- Unique "scramble" feature with remote switching
- Peak boost recall
- Adjustable overboost warning/boost cut
- Touch buttons with user selectable illumination colours
- Auxiliary input to switch boost presets or activate scramble
- Manufactured in Australia in accordance with ISO 9001
- For use with turbo diesel engines that use a pneumatically controlled wastegate (not suitable for use with VNT/VGT or electronic actuators)

### PLEASE NOTE:

Any form of boost control should be considered a tuning tool rather than a bolt-on power adder, and therefore adjustments should be done with knowledge of the limits of the engine/turbo to maximize the performance gains and reliability from using this product.

# MANUAL BOOST CONTROLLERS

## SIMPLE AND RELIABLE BOOST CONTROL

Manual Boost Controllers may lack the extra features of an **EBC (Electronic Boost Controller)**, but they get the job done!

When you need simple, reliable, set-and-forget boost control, a Manual Boost Controller is hard to beat. Installation is as simple as connecting a couple of hoses, and setup is as easy as turning the adjustment until you hit your target. Once that's done, you can forget about it and drive your car. Being a rugged, mechanical device, it will never vary or fail, no matter how much abuse you can throw at it.

Our Manual Boost Controllers are available in two types, one is suited for conventional pneumatic wastegates, and the other is for use with vacuum-actuated VNT (Variable Nozzle Turbine)/VGT (Variable Geometry Turbine) turbos that are commonly used on diesel engines.



## ATOMIC BOOST CONTROLLER - Part # 3001

**The Most Reliable and Effective on the Market!**

Boasting a repeatable and stable boost curve, quick rise rate, and unbeatable value, GFB's Atomic has earned a reputation as being one of the most reliable and effective manual boost controllers on the market.

It is important to note that the Atomic does NOT use a "ball-and-spring" system like others on the market, for very good reason. The ball-and-spring system is an attempt to increase the boost rise rate by preventing pressure from reaching the wastegate during spool up. However, in practice this method usually creates boost spiking and a less stable and repeatable boost curve.

Instead, the Atomic uses a precision orifice and needle valve system to accurately bleed pressure from the wastegate line to increase boost. With no moving parts, this system is ultimately more reliable and stable.

For use with any type of petrol/gasoline or diesel turbocharger system using a traditional pneumatic wastegate (internal or external).



## V2 VNT BOOST CONTROLLER - Part # 3009

**Reliable and Effective Boost Control for VNT/VGT Turbos!**

Want to increase or decrease the boost on your variable vane (i.e. VNT/VGT) turbo diesel? Is the factory boost curve erratic and all over the place? Blown an engine with the factory boost control system? Then the V2 is for you!

It's common knowledge that some engines with vacuum operated ECU controlled VNT/VGT turbos suffer erratic boost behavior, to the point where turbo or engine failures can occur, even on completely stock vehicles. The V2 takes over from the factory ECU control and ensures a stable and repeatable boost curve, which your engine will thank you for!

Cleverly packaged within a black anodized CNC-machined 6061 aluminium housing are two individual adjustment dials, each having a separate and unique adjustment function.

This first dial sets the boost pressure, whilst the other is used to adjust the boost rise rate, i.e. how fast the turbo spools, meaning you can tune your boost to suit any driving conditions.

# WHY CHOOSE THIS PRODUCT?

- Repeatable and stable boost curve
- 100% reliability, zero maintenance
- Easy to install in minutes
- Easy to adjust, set-and-forget
- Precision needle valve bleed system, more stable than "ball-and-spring" types



# EXTERNAL WASTEGATES

## SMALL SIZE BIG FLOW

**Most Compact Wastegate Range on the Market!**

GFB offers a range of high-flowing external wastegates that are the most compact in their class for easy installation in tight locations, whilst offering the performance and reliability that are the hallmarks of all GFB products.

The EX range of wastegates feature an investment cast body made from 253MA chromium-nickel stainless steel, a one-piece stainless steel valve, and a nomex reinforced diaphragm to cope with the extreme conditions and harsh environment of high-boost and exhaust temperatures.

MANUFACTURED IN AUSTRALIA IN ACCORDANCE WITH ISO 9001



### BENEFITS:

- Most compact wastegate range on the market
- Body, valve, seat and all mounting hardware is CNC machined from high-temp stainless steel
- Actuator housing CNC machined from billet 6061-T6 aluminium
- Nomex-reinforced silicone diaphragm
- Internal shroud protects valve stem from excessive heat and prevents carbon-related sticking
- V-band clamp mounting system

## EX50

(Part # 7001)

- 50mm valve
- V-band inlet and outlet
- 133mm overall height
- Supplied with 13psi (outer) spring
- Additional springs available are 7psi (inner) and 9psi (middle)
- Combine springs to achieve base boost pressures of 7, 9, 13, 16, 20, 22 and 29psi\*



## EX44

(Part # 7002)

- 44mm valve
- V-band inlet and outlet (directly compatible with TiAl MV-R flanges)
- 100mm overall height
- Additional spring available separately is 7psi (middle)
- Supplied with 10psi (outer) spring and 5psi (inner) springs - use separate or together for base boost pressures of 5, 10, or 15psi\*
- Combine springs to achieve base boost pressures of 5, 7, 10, 12, 15, 17 and 22psi\*



## EX38

(Part # 7003)

- 38mm valve
- V-band inlet and outlet (directly compatible with TiAl MV-S flanges)
- 93mm overall height
- Supplied with 10psi (outer) spring
- Additional springs available are 5psi (inner) and 7psi (middle)
- Combine springs to achieve base boost pressure of 5, 7, 10, 12, 15, 17 and 22psi\*



### PLEASE NOTE:

\*Spring pressure rating is a guide only. Actual boost pressure achieved may be different depending on the turbo, exhaust manifold and engine combination.



# LIGHTWEIGHT PULLEY KITS

## GO FASTER - ADD LIGHTNESS

GFB's Lightweight Pulley Kits offer sharper throttle response and faster acceleration by significantly reducing the rotating mass at the engine. Made from a single billet of 6061-T6 aluminium, then precision CNC machined to exacting tolerances, our pulley kits offer an exceptional bolt-on performance advantage without the need for supporting mods or tuning.

In some vehicle applications additional performance benefits are available at high RPM by underdriving the accessories (slowing them down), which reduces the parasitic load on the engine. All underdriven kits are thoroughly tested to ensure that the benefit comes without compromising the accessory performance.

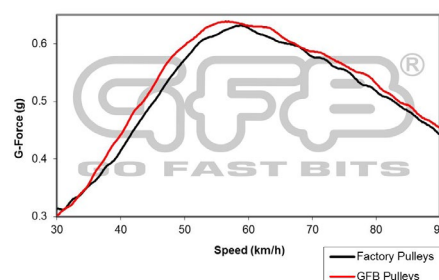
It might be hard to imagine how reducing the mass of a pulley makes a car go faster, but accelerating a heavy factory pulley from say 3000-7000 RPM in a second or two saps a measurable amount of torque. GFB Lightweight Pulleys reduce inertia by up to 85%, so most of the torque that used to accelerate the pulley can now be applied to the wheels.

The improvement is shown in the acceleration graph opposite. For a detailed analysis search 'GFB lightweight' or visit: [gfb.com.au/tech/tech-articles/12-lightweight-under-drive-pulley-kit-performance-testing](http://gfb.com.au/tech/tech-articles/12-lightweight-under-drive-pulley-kit-performance-testing).



Make	Model Details	Underdrive Pulley Kit Part #	Non-Underdrive Pulley Kit Part #	Short Shift Kit Part #
Audi	A3/S3 8P 2.0TFSI (EA113)		2012	
	TT/TTS 8J 2.0TFSI (EA113)		2012	
Mitsubishi	EVO 4-9 (4G63)	2011		
Nissan	300ZX Z32	2006		
Subaru	BRZ/86/FT86		2016	
	WRX/STi MY94-96	2003	2009	
	WRX/STi MY97-98	2003	2009	4001
	WRX/STi MY99-00	2002	2009	4001
	WRX MY01-02 ("bugeye")	2001	2009	4001
	WRX MY03-07	2010	2009	4001
	WRX MY08-14	2014	2009	4005
	STi MY01-02 ("bugeye")	2001	2009	*4002 or 4003
	STi MY03-07	2010	2009	*4002 or 4003
	STi MY08-on	2014	2009	*4002 or 4003
	Forester GT MY98-00	2003	2009	
	Forester GT MY01-02	2002	2009	
	Forester XT MY03-08	2010	2009	
	Forester XT MY09-13	2014	2009	
Legacy/Liberty B4 MY98-03	2001	2009	4001	
Legacy/Liberty GT MY03-09	2014	2009		
Legacy/Liberty GT MY10-14		2009		
VW	GTI Mk5 2.0TFSI (EA113)		2012	
	Golf R Mk6 (EA113)		2012	
	Jetta Mk5 2.0TFSI (EA113)		2012	
	Scirocco R 2.0TFSI (EA113)		2012	

**GFB LIGHTWEIGHT UNDER-DRIVE PULLEYS vs FACTORY PULLEYS (G-FORCE vs SPEED)**



### FEATURES:

- Sharper throttle response
- Engine feels more lively and willing to rev
- Up to 85% Rotating inertia reduction
- Will not cause engine damage
- No negative effects on driven accessory performance



# GAUGE PORTS/ MANIFOLD BOOST TAPS



## ADD A VACUUM PORT

Most modern engines have eliminated vacuum ports from the intake manifold, making it difficult to install boost gauges, boost controllers, aftermarket blow-off valves and other devices that require a signal from the intake manifold.

GFB's Gauge Port range allows a quick and tidy solution by tapping into existing features on the intake manifold to provide an extra reference port.

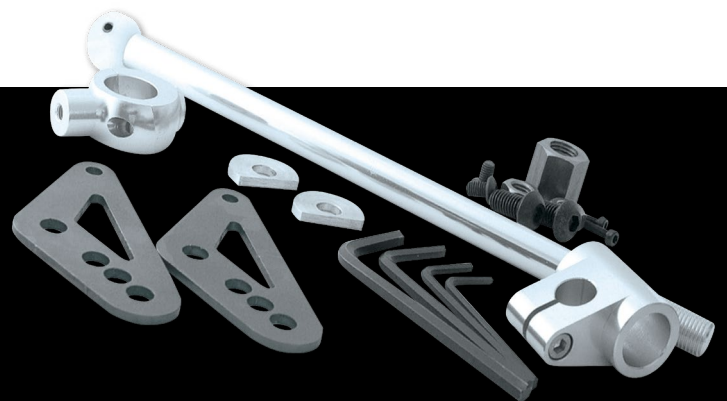
### BENEFITS:

- Easy to install with no tools
- Removal is simple and leaves no trace it was installed
- Hose barb faces forward rather than down for better hose routing and to prevent oil pooling in the hose
- Features two Viton O-rings that are impervious to oil, and a billet 6262-T6 aluminium body with a brass hose barb
- Anodized black and laser engraved with the GFB logo
- Manufactured in Australia in accordance with ISO 9001

Part # 5800.....Suits Audi/VW/SEAT/Skoda 1.8/2.0 turbo engines (EA113 and EA888 gen 1 and 2)

Part # 5801.....Suits Audi/VW/SEAT/Skoda 1.2/1.4 turbo engines (EA211)

# SHORT SHIFT KITS



## SHORTEST THROW SHIFTER ON THE MARKET!

GFB's Short Shift kits are like no other. Until you feel the action of one for yourself, you won't believe the difference!

True to our philosophy of Performance Without Compromise, GFB's Short Shift Kits are designed with a unique linkage system that means the shift throw is fully adjustable whilst retaining the stock gearstick height and requiring NO modifications to the transmission tunnel. That means you can simply bolt one on, adjust it the way you want it, and get a positive and direct "race car" shift feel!

We've also made the installation as easy as possible. Our 6-speed Subaru kits include a specially designed pin removal tool for the reverse cable. Suffice to say, you'll appreciate what a great touch this is when you install the kit.

- Shift throw fully adjustable from stock throw to a massive 50% reduction
- Greater throw reduction than any other brand
- Retains the stock gearstick height
- Direct and positive shift feel for fast and accurate shifting
- No modifications to the car, no cutting of the shift boot surround
- Installation is done entirely from within the car, no need to hoist the car

Manufactured in Australia in accordance with ISO 9001

### ! PLEASE NOTE:

The table opposite lists the Short Shift Kit part numbers, please note there are two options for 6 speed STI transmissions. Part # 4002 is the full kit, including all the parts needed to reduce the shift throw by up to 50%. Part # 4003 is a "stripped back" version of the 4002 kit, still allowing adjustable shift throw but with a maximum throw reduction of approximately 25% - similar to that of STI's own aftermarket short throw shift kit.



**GO FAST BITS**

*Performance Without Compromise*

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