



PRODUCT CATALOGUE

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV!



RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

BLOW OFF VALVES/DIVERTER VALVES

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

RESPONS TMS : Smarter Than a Dual Port BOV!

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

The RESPONS TMS : Smarter Than a Dual Port BOV! Range



T9000

Respons TMS T9000 adjustable bias venting diverter valve- BOV



T9001

Respons TMS T9001 adjustable bias venting diverter valve- BOV



T9002

Respons TMS T9002 adjustable bias venting diverter valve- BOV



T9003

Respons TMS T9003 adjustable bias venting diverter valve- BOV



T9004

Respons TMS T9004 adjustable bias venting diverter valve- BOV



T9005

Respons TMS T9005 adjustable bias venting diverter valve- BOV



T9006

Respons TMS T9006 adjustable bias venting diverter valve- BOV



T9007

Respons TMS T9007 adjustable bias venting diverter valve- BOV



T9020

Respons TMS T9020 adjustable bias venting diverter valve- BOV

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9000

Respons TMS T9000 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

Was very well made quality could be seen and felt, extremely easy to install thanks to excellent instructions included and work well. Would recommend and buy this brand again.

Shane



Fitment Info

SUBARU

SUBARU GT MY01-02
SUBARU GT MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU STI MY99-00
SUBARU STI MY99-00
SUBARU STI MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU XT MY03-04 (series I)
SUBARU XT MY03-04 (series I)

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9001

Respons TMS T9001 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

SUBARU

SUBARU XT MY09-13
SUBARU XT MY09-13
SUBARU STi MY08-13
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT MY03-06
SUBARU GT MY03-06
SUBARU GT BL-BP EJ20T MY03-06
SUBARU GT BL-BP EJ20T MY03-06

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9002

Respons TMS T9002 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

This is an amazing Product. I had compared a few other brands and decided this was the one and never looked back! It came with color instructions that were model specific which was fantastic! The ability to adjust the vta/bp % with the turn of a knob is ph

David Casey



Fitment Info

MAZDA

MAZDA 3 MPS BK MZR L3-VDT 06-09
MAZDA 6 MPS GG MZR L3-VDT 05-on
MAZDA CX7 All 2.3 MZR L3-VDT 06-on
MAZDA 3 MPS BL MZR L3-VDT 09-13

MITSUBISHI

MITSUBISHI Eclipse 1G 4G63t 1990-1994
MITSUBISHI Galant VR4 E38A-E39A 4G63 90-93

NISSAN

NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R31 GTS-Turbo RB20DET 85-90
NISSAN Skyline R34 GT-T RB25DET 98-06
NISSAN Skyline R34 GT-T RB25DET 98-06
NISSAN Skyline R33 GTS-t RB25DET 1993-1998

MAZDASPEED

MAZDASPEED Mazdaspeed 3 MPS 06/09
MAZDASPEED Mazdaspeed 6 2.3 MPS 2005-2007

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9003

Respons TMS T9003 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

A Massive thank you to Brett from GFB for spending time with me in helping me with my Turbosmart BOV issue I had on my 2004 WRX, I had GFB install the TMS RESPONS BOV and once setup and road tested. this solved my problems. I could not speak highly enough of GFB products and Brett for spending time to talk and explain to a newbie (myself) and help me understand more about what I was trying to achieve, I also have GFB Short Shifter and this is a wonderful product too, Brett, thank you for your excellent customer service, I will recommend GFB to everyone who needs exceptional high quality performance parts for there cars. !!

Brad



Fitment Info

SUBARU

SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY08-13
SUBARU STi MY08-13
SUBARU STi MY08-13
SUBARU WRX MY01-02 (aka "bugeye")
SUBARU WRX MY01-02 (aka "bugeye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU XT MY05-08 (series II)
SUBARU STi 2014-on

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9004

Respons TMS T9004 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

NISSAN

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN Silvia S14 2.0 SR20DET 88/94

NISSAN Silvia S15 2.0 SR20DET 00/03

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! //

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9006

Respons TMS T9006 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

Hi there! I discovered you guys from the MCM videos, and bought the 9006 Respons TMS for my 2011 Nissan Juke (US Market) and it's fantastic. Well, it actually changed my opinion on venting already metered air to atmosphere since it doesn't belch like the WRX would love to do with BOV mods 10 years ago. :-) I wanted to mention that this addressed a really goofy issue the Juke has had since it was new, and even after the 4 recall repairs it's been through: odd RPM cycling when returning to idle at a stop. I watched the video and read the (English?!) instructions about the spring, and even within a small range of adjustment that I like right now, it's completely cured the Juke of the wondering idle. I guess the stock diverter was all over the place and not stable. I have upper and lower limits I have on the screw right now, and I'm just balancing how often I get the flutter and to what extent. Just wanted to pass on the info and say thanks for the clear instructions and video. I'm toying with the idea of getting the G-Force II Electronic Boost Controller right now, but I'm also considering a full EcuTek tune once I get my turbo back exhaust. Toys, toys, toys... ;-)

James Carter



Fitment Info

NISSAN

NISSAN 1.6 DIG-T
NISSAN 1.6 DIG-T
NISSAN 1.6 DIG-T
NISSAN Pulsar SSS DIG-T 2013-on

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9007

Respons TMS T9007 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

SUBARU

SUBARU WRX MY14-on (FA20 engine)

SUBARU XT MY14-on (FA20 engine)

Latest Product Reviews

*Great BOV. I chose to vent it directly under my seat. Love the feeling.
Thanks guys.*

Joe

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9020

Respons TMS T9020 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

SUBARU

SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU WRX MY94-96
SUBARU WRX MY94-96
SUBARU STi MY94-96
SUBARU STi MY94-96

TOYOTA

TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02
TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02

FORD AUSTRALIA

FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93

MAZDASPEED

MAZDASPEED Miata MX-5 Turbo BP-4W 04-05

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9025

Respons TMS T9025 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

I just replaced the original Bosch diverter valve with this one and the first impression was not good. Too loud, fall of boost in middle RPMs and engine-check light.. But it was just a case of couple of rides and adjustment of spring and recirculation (some types of 1.8T engine don't work with fully open valve) - I just had to move it to 50/50 recirc/atmo, tighten the spring and now is everything OK. Sound is great, throttle response is a lot faster.. I can only say thanks a lot and have a good luck in inventing new products for oldes engines !!!

Jiri Jandl



Fitment Info

AUDI

AUDI 8N9 165kw Petrol Engine AWD Convertible
AUDI 8L (1996-2003) 1.8t
AUDI 8L (1996-2003) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06

VW

VW Bora Mk4 1.8t 00-05
VW Bora Mk4 1.8t 00-05
VW Golf GTI Mk4 1.8t 97-05
VW Jetta Mk4 1.8t 00-04
VW New Beetle 1st Generation 1.8t 99-on
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Polo GTI Mk4F (Typ 9N3) 1.8t 05-09

SEAT

SEAT Ibiza 6L Mk2-Mk3 1.8t 04-07
SEAT Leon Cupra Mk1 1.8t 99-06
SEAT Leon Cupra Mk1 1.8t 99-06

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9033

Respons TMS T9033 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!

Latest Product Reviews

Does what its supposed to. Easy to install and easy to adjust. 10/10

Andrew



Fitment Info

MITSUBISHI

MITSUBISHI 3000GT VR-4 6G72 92-99
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Galant VR4 E84A 6A12TT 92-96
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer Ralliart 4B11T 08-on
MITSUBISHI Lancer Ralliart 4B11T 08-on
MITSUBISHI Legnum VR4 EC5A-EC5W 6A13TT 96-03

DODGE

DODGE Dodge Stealth 1992-2000

BLOW OFF VALVES/DIVERTER VALVES // RESPONS TMS : SMARTER THAN A DUAL PORT BOV! // T9035

Respons TMS T9035 adjustable bias venting diverter valve- BOV

RESPONS TMS : SMARTER THAN A DUAL PORT BOV!

Atmosphere venting BOV won't work on your car? Try a GFB Respons – you'll be surprised!

Just another dual-port BOV?

On the surface it may look like just another dual-port blow-off valve, but the Respons is actually much more than that. Featuring GFB's patented venting bias adjustment system, the Respons allows you to precisely control how much air vents from each of the two outlets.

Why is this so important? Two key reasons:

- Adjust how loud the blow-off sound is. Recirculate all of the air for silent factory operation, vent it all to atmosphere for maximum noise, or set it ANYWHERE in between to suit your preference.
- Get a blow-off sound WITHOUT causing stalling, backfiring, or any other BOV-related issues, even on a car with a sensitive airflow meter (MAF).

Hold on, it gets better. The Respons isn't just a noise-maker. It also;

- Offers better throttle response
- Faster boost recovery on gearshift
- Unlimited boost-holding!



Fitment Info

NISSAN

NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN Pulsar GTi-R N14 SR20DET 90-95
NISSAN Silvia S13 1.8 CA18DET 88-94
NISSAN Silvia S13 2.0 SR20DET 88-94

MAZDA

MAZDA 626 GD F2 turbo 87-91
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA MX6 GD F2 turbo 87-91

TOYOTA

TOYOTA Celica GT-Four ST165 3S-GTE 86-89
TOYOTA Celica GT-Four ST185 3S-GTE 89-93
TOYOTA Celica GT-Four ST205 3S-GTE 94-99

HOLDEN

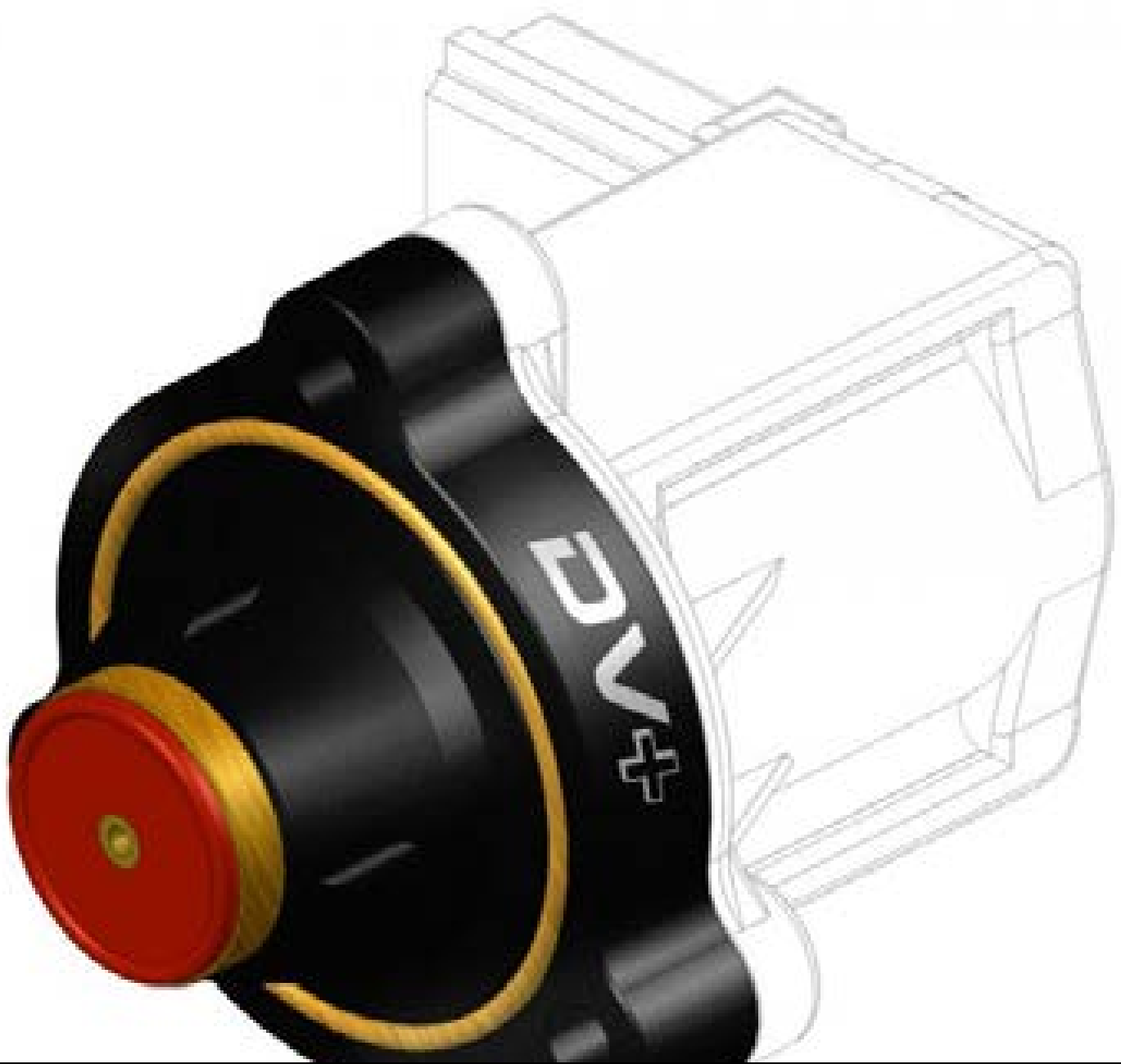
HOLDEN Commodore VL RB30ET 86-88
HOLDEN Commodore VL RB30ET 86-88

MITSUBISHI

MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88

SUBARU

SUBARU WRX MY97-98
SUBARU WRX MY97-98



DV+ PERFORMANCE DIVERTER RANGE

BLOW OFF VALVES/DIVERTER VALVES

BLOW OFF VALVES/DIVERTER VALVES // DV+ PERFORMANCE DIVERTER RANGE

DV+ Performance Diverter Range

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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

The DV+ Performance Diverter Range Range



T9301

dv+ T9301 (25mm Bosch diverter valve replacement)



T9351

DV+ T9351 (Suits late model VAG & Euro Applications)



T9352

DV+ T9352 Suits Mini, Citroen and Peugeot applications



T9353

DV+ T9353 Suits Mini N18 Engines



T9354

DV+ T9354 suits Ford, Volvo, Porsche & Borg Warner Turbos



T9355

DV+ T9355 (Suits 1.4 TSI Twin Charged Engines)



T9356

DV+ T9356 (Suits Dodge Dart, BMW F30 335i, F20, F21 M135i & Fiat Abarth)



T9357

DV+ T9357 (Various BMW applications)

BLOW OFF VALVES/DIVERTER VALVES // DV+ PERFORMANCE DIVERTER RANGE // T9301

dv+ T9301(25mm Bosch diverter valve replacement)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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

Latest Product Reviews

A great little unit, very good design and great motion. Easy to set up idle and nice blow off. Triumph Rocket 3 supercharged

Peter Cohen



Fitment Info

AUDI

AUDI 8L (1996-2003) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI 1.8 T /Quattro 8N3/9
AUDI 1.8 T /Quattro 8N3/9

VW

VW Bora Mk4 1.8t 00-05
VW Bora Mk4 1.8t 00-05
VW Golf GTI Mk4 1.8t 97-05
VW Jetta Mk4 1.8t 00-04
VW New Beetle 1st Generation 1.8t 99-on
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Polo GTI Mk4F (Typ 9N3) 1.8t 05-09

SEAT

SEAT Ibiza 6L Mk2-Mk3 1.8t 04-07
SEAT Leon Cupra Mk1 1.8t 99-06
SEAT Leon Cupra Mk1 1.8t 99-06

MAZDA

MAZDA MX-5 Turbo BP-Z3 02-05

DV+ T9351 (Suits late model VAG & Euro Applications)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

AUDI

AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI 8P (2003-2013) 2.0TFSI
AUDI B7 (2005-2008) 2.0TFSI
AUDI B7 (2005-2008) 2.0TFSI
AUDI B7 (2005-2008) 2.0TFSI
AUDI S3 8P (2006-2013) 2.0TFSI
AUDI S3 8P (2006-2013) 2.0TFSI
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI TT Typ 8J 2.0t FSI 06-on
AUDI 8J3 2.00/2.5 TFSI
AUDI 8J3 2.00/2.5 TFSI
AUDI 8J3 2.00/2.5 TFSI
AUDI 8J3 2.00/2.5 TFSI
AUDI 8J3 2.00/2.5 TFSI
AUDI 8J9 2.0 TFSI
AUDI 8J9 2.0 TFSI
AUDI TTS 8J9 T.0 TFSI
AUDI TTRS 8J9 2.5 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI
AUDI B8 (2007-on) 1.8/2.0 TFSI

Latest Product Reviews

This product is great!! I had been searching for a BOV/DV upgrade for my Audi S3 for a little while and I stumbled across this. I am very pleased with the results. The results surprised me. There was an instant improvement. The turbo spools up quicker

Nicholas

DV+ T9352 Suits Mini, Citroen and Peugeot applications

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

CITROEN

CITROEN C4 1.6 THP 155
CITROEN DS3 1.6 THP 155/200
CITROEN DS4 1.6 THP 155/200
CITROEN DS4 1.6 THP 155/200
CITROEN DS4 1.6 THP 155/200
CITROEN DS5 1.6 THP 155/200

MINI

MINI Cooper S R56 N14 Engine only

MINI John Cooper Works R56 N14 Engine only

MINI Cooper S R57 N14 Engine only

MINI John Cooper Works R57 N14 Engine only

MINI Mini Clubman Cooper S R55 N14 Engine only

MINI Mini Clubman John Cooper Works R55 N14 Engine only

PEUGEOT

[illegible]

Latest Product Reviews

I've had the GFB DV+ on my car for a week or two now and man am I happy they developed this valve for the THP engines as well. I've heard raving reviews about the DV+ for the TFSI engines used by the VAG Group and Peugeot/Mini uses the same basic engine so they suffer from the same flaws. Honestly the best thing you can do to understand why this works is to just install it yourself, or just unbolt the OEM valve on your car before purchasing it. If you have seen how the stock valve looks like and how it works compared to the upgrade the DV+ has to offer you will immediately understand why this is such a good product. The original valve uses flimsy components that are prone to rupture whereas the DV+ will get rid of the weakest components in the OEM system and replace it with something much better (especially the piston and pilot valve). It is just obvious the car manufacturer has chosen the most cost effective solution but not the best solution available. Saving a few dollars per car this way can make a huge saving for a company like PSA of course, but upgrading this bit is highly advised. I've had my car upgraded to just shy of the 200 hp mark so my max boost is a bit higher than on a stock mapping. This also means the stock valve is no longer able to hold that boost pressure reliably. I've had problems with stuttering while putting my foot down and I had the feeling that I was losing power somehow. Turns out the stock system was leaking a bit of boost pressure and not opening and closing in a reliable way. I installed the DV+ which on the Peugeot 207 is a breeze, you will have it fitted in under 5 minutes, promise. Ever since I did my throttle response has improved significantly and I can actually feel that I regained the power I lost. Power build up is much more linear and more fluent than before and I no longer hear the turbo surge caused by the OEM system. It is a comforting idea that I am not wearing down the turbo prematurely anymore. TIP: When installing the DV+ on a Peugeot 207 briefly removing the air duct that

BLOW OFF VALVES/DIVERTER VALVES // DV+ PERFORMANCE DIVERTER RANGE // T9354

DV+ T9354 suits Ford, Volvo, Porsche & Borg Warner Turbos

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

FORD AUSTRALIA

FORD AUSTRALIA Falcon FG Ecoboost 2.0L 2012-2014
FORD AUSTRALIA Falcon FGX Ecoboost 2.0L 2014-on
FORD AUSTRALIA Focus XR5/RS 2.5L turbo 2006-2012
FORD AUSTRALIA Focus XR5/RS 2.5L turbo 2006-2012
FORD AUSTRALIA Focus XR5/RS 2.5L turbo 2006-2012
FORD AUSTRALIA Focus ST 2.0L Ecoboost 2012-on

PORSCHE

PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012

VOLVO

VOLVO C30 T5 2.5L Turbo 2006-2012
VOLVO C30 T5 2.5L Turbo 2006-2012
VOLVO C70 T5 2.5L Turbo 2006-2012
VOLVO C70 T5 2.5L Turbo 2006-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO V50 T5 2.5L Turbo 2004-2010
VOLVO V50 T5 2.5L Turbo 2004-2010
VOLVO V50 T5 2.5L Turbo 2004-2010

BLOW OFF VALVES/DIVERTER VALVES // DV+ PERFORMANCE DIVERTER RANGE // T9355

DV+ T9355 (Suits 1.4 TSI Twin Charged Engines)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

VW

VW 1.4 TSI Twin Charged
VW Beetle 1.4 TSI Twin Charged
VW Beetle 1.4 TSI Twin Charged
VW Golf 1.4 TSI Twin Charged
VW Golf 1.4 TSI Twin Charged
VW Golf 1.4 TSI Twin Charged
VW Golf 1.4 TSI Twin Charged
VW Jetta 1.4 TSI Twin Charged
VW Jetta 1.4 TSI Twin Charged
VW Polo GTI (1.4 TSI Twincharger 2010-2014)
VW Tiguan 1.4 TSI Twin Charged

AUDI

AUDI 8X (2011-on) 1.4 TSI Twincharger
AUDI 8X (2011-on) 1.4 TSI Twincharger

SEAT

SEAT Ibiza FR/Cupra 6J 1.4TSI twin-charged 09-on
SEAT Ibiza FR/Cupra 6J 1.4TSI twin-charged 09-on

DV+ T9356 (Suits Dodge Dart, BMW F30 335i,F20, F21 M135i & Fiat Abarth)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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

Latest Product Reviews

I have to say, this diverter valve is amazing! The capabilities of holding boost higher in to the rpm range is unbelievable. Where I was typically dropping to 10-12psi around 6000 RPM's, it's now around 15-16psi. The part was extremely easy to install, which only took me about 20 mins from start to finish. The parts appear to be made of high end quality material and seems to be very durable. Once again, thanks for all of the great support I have received from the team working for Go Fast Bits

Anthony



Fitment Info

BMW

BMW F32, F82 225kw Petrol Engine RWD Coupe
BMW F22, F87 240kw Petrol Engine RWD Coupe
BMW E92 225kw Petrol Engine RWD Coupe
BMW F15, F85 225kw Petrol Engine AWD Closed Off-Road Vehicle
BMW F06 235kw Petrol Engine RWD Coupe
BMW F20 235kw Petrol Engine RWD Hatchback
BMW F13 235kw Petrol Engine RWD Coupe
BMW F30, F80 125kw Petrol Engine RWD Sedan
BMW F30, F80 100kw Petrol Engine RWD Sedan
BMW E93 225kw Petrol Engine RWD Convertible
BMW F31 100kw Petrol Engine RWD Wagon
BMW E88 225kw Petrol Engine RWD Convertible
BMW E84 224kw Gas AWD
BMW F30, F80 225kw Petrol Engine RWD Sedan
BMW E82 225kw Petrol Engine RWD Coupe
BMW F21 75kw Petrol Engine RWD Hatchback
BMW F01, F02, F03, F04 235kw Petrol Engine RWD Sedan
BMW 114i 116i 118i N13B16 F20/F21 2011-on
BMW 114i 116i 118i N13B16 F20/F21 2011-on
BMW 114i 116i 118i N13B16 F20/F21 2011-on
BMW 114i 116i 118i N13B16 F20/F21 2011-on
BMW 114i 116i 118i N13B16 F20/F21 2011-on
BMW X3 x Drive 35i F25/N55 2010-on
BMW X3 x Drive 35i F25/N55 2010-on
BMW 640i F06/F12/F13 N55 2012-on
BMW 335i/335i xdrive E90/E91/E92/E93 N55 2010-2012
BMW X6 xDrive35i E71 N55 2011-2013
BMW 535i F07/F10/F11 N55 2010-on
BMW 535i F07/F10/F11 N55 2010-on
BMW 535i F07/F10/F11 N55 2010-on

ABARTH

ABARTH 500 Abarth 2007-on (US Version only, others coming soon)
ABARTH 500 Abarth 2007-on (US Version only, others coming soon)
ABARTH 500 Abarth 2007-on (US Version only, others coming soon)

DV+ T9357 (Various BMW applications)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

BMW

BMW F25 180kw Petrol Engine AWD Closed Off-Road Vehicle
BMW E89 135kw Petrol Engine RWD Convertible
BMW F30, F80 180kw Petrol Engine RWD Sedan
BMW F10 135kw Petrol Engine RWD Sedan
BMW E89 115kw Petrol Engine RWD Convertible
BMW E84 179kw Gas RWD
BMW F31 135kw Petrol Engine RWD Wagon
BMW F25 135kw Petrol Engine AWD Closed Off-Road Vehicle
BMW F22, F87 180kw Petrol Engine RWD Coupe
BMW E84 180kw Petrol Engine AWD Wagon
BMW E89 180kw Petrol Engine RWD Convertible
BMW F25 135kw Petrol Engine RWD Closed Off-Road Vehicle
BMW E84 135kw Petrol Engine RWD Wagon
BMW F32, F82 135kw Petrol Engine RWD Coupe
BMW F45 170kw Petrol Engine FWD Hatchback
BMW E84 135kw Petrol Engine AWD Wagon
BMW F31 180kw Petrol Engine RWD Wagon
BMW F32, F82 180kw Petrol Engine RWD Coupe
BMW F33, F83 180kw Petrol Engine RWD Convertible
BMW F20 160kw Petrol Engine RWD Hatchback

DV+ T9358 (Suits Mercedes, Ford and Volvo)

WHEN you want no noise, no nonsense, just performance

European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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

Latest Product Reviews

I've been trying out the new DV+ and have spent the weekend driving in a "spirited" manner shall we say, and I have noticed a difference with the gear shifts. Before the DV+, the engine RPM has a greater dip on gear change and now the RPM does not dip as much. This makes sense as the greater pressure in the intake manifold during shifts means a bit more bang in the cylinders when the throttle opens again (you did install it with the spring right?). It makes the gear changes feel snappier - it isn't a dual-clutch gearbox, so the improvements are especially welcome. Congratulations on a great product and no doubt I'll let my Volvo colleagues in on the news!

Tony



Fitment Info

MERCEDES-BENZ

MERCEDES-BENZ SLK 200/250 (R172)
MERCEDES-BENZ SLK 200/250 (R172)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ C-Class C180/C200/C250 turbo (not Kompressor)
MERCEDES-BENZ A-Class A180/A200/A250 turbo
MERCEDES-BENZ A-Class A180/A200/A250 turbo
MERCEDES-BENZ A-Class A180/A200/A250 turbo
MERCEDES-BENZ GLA 250
MERCEDES-BENZ B-Class B180/B200/B250 turbo
MERCEDES-BENZ B-Class B180/B200/B250 turbo
MERCEDES-BENZ B-Class B180/B200/B250 turbo
MERCEDES-BENZ CLA-Class CLA180/CLA200/CLA250 turbo
MERCEDES-BENZ CLA-Class CLA180/CLA200/CLA250 turbo
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250
MERCEDES-BENZ E-Class E200/E250

FORD

FORD Fiesta ST 2013-on

FORD USA

FORD USA Mustang S550 2.3 EcoBoost 2014-on

BLOW OFF VALVES/DIVERTER VALVES // DV+ PERFORMANCE DIVERTER RANGE // T9359

DV+ T9359 (Suits VW Mk7 Golf R and Audi 8V S3)

WHEN you want no noise, no nonsense, just performance
European manufacturers are pushing their engines to the limit. Get a DV to match.

GFB's DV+ diverter valve range offers a direct-fit performance solution for the weak factory diverter valves used on many modern vehicles.

PCT Patents Pending

By retaining the factory ECU control and recirculating the vented air, the DV+ is a purely performance-oriented product that offers the following benefits:

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



Fitment Info

VW

VW Mk7 Golf R 2013-on
VW Mk7 Golf R 2013-on

AUDI

AUDI S3 8V (2013-on) 2.0TFSI
AUDI S3 8V (2013-on) 2.0TFSI
AUDI S3 8V (2013-on) 2.0TFSI
AUDI S3 8V (2013-on) 2.0TFSI
AUDI S3 8V (2013-on) 2.0TFSI



DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE.

BLOW OFF VALVES/DIVERTER VALVES

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE.

DECEPTOR PRO II: In cabin patented adjustable venting bias system diverter valve.

Now you can control the sound of the BOV from inside the cabin!

So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...



- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily

The DECEPTOR PRO II: In cabin patented adjustable venting bias system diverter valve. Range



T9500

Deceptor pro II- inside car adjustable bias venting diverter valve



T9501

Deceptor pro II T9501- in cabin motorised adjustable bias venting diverter valve



T9502

Deceptor pro II- inside car adjustable bias venting diverter valve



T9503

Deceptor pro II T9503- in cabin motorised adjustable bias venting diverter valve



T9504

Deceptor pro II T9504- in cabin motorised adjustable bias venting diverter valve



T9505

Deceptor pro II- inside car adjustable bias venting diverter valve



T9507

Deceptor pro II T9507 - in cabin motorised adjustable bias venting diverter valve



T9520

Deceptor pro II T9520 - in cabin motorised adjustable bias venting diverter valve

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9500

Deceptor pro II- inside car adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respon's' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

SUBARU

SUBARU GT MY01-02
SUBARU GT MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU STi MY99-00
SUBARU STi MY99-00
SUBARU STi MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU XT MY03-04 (series I)
SUBARU XT MY03-04 (series I)

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9501

Deceptor pro II T9501- in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

SUBARU

SUBARU XT MY09-13
SUBARU XT MY09-13
SUBARU STi MY08-13
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT MY03-06
SUBARU GT MY03-06
SUBARU GT BL-BP EJ20T MY03-06
SUBARU GT BL-BP EJ20T MY03-06

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9502

Deceptor pro II- inside car adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'ResponS' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

MAZDA

MAZDA 3 MPS BK MZR L3-VDT 06-09

MAZDA 6 MPS GG MZR L3-VDT 05-on

MAZDA CX7 All 2.3 MZR L3-VDT 06-on

MAZDA 3 MPS BL MZR L3-VDT 09-13

MITSUBISHI

MITSUBISHI Eclipse 1G 4G63t 1990-1994

MITSUBISHI Galant VR4 E38A-E39A 4G63 90-93

NISSAN

NISSAN Skyline R32 GTS-t RB20DET 89-93

NISSAN Skyline R32 GTS-t RB20DET 89-93

NISSAN Skyline R32 GTS-t RB20DET 89-93

NISSAN Skyline R32 GTS-t RB20DET 89-93

NISSAN Skyline R31 GTS-Turbo RB20DET 85-90

NISSAN Skyline R34 GT-T RB25DET 98-06

NISSAN Skyline R34 GT-T RB25DET 98-06

NISSAN Skyline R33 GTS-t RB25DET 1993-1998

MAZDASPEED

MAZDASPEED Mazdaspeed 3 MPS 06/09

MAZDASPEED Mazdaspeed 6 2.3 MPS 2005-2007

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9503

Deceptor pro II T9503- in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily

Latest Product Reviews

Simply put, amazing BOV. Easy installation and the adjustable vent is awesome!

Hiro



Fitment Info

SUBARU

SUBARU STi MY03-07

SUBARU STi MY03-07

SUBARU STi MY03-07

SUBARU STi MY03-07

SUBARU STi MY03-07

SUBARU STi MY03-07

SUBARU STi MY08-13

SUBARU STi MY08-13

SUBARU STi MY08-13

SUBARU WRX MY01-02 (aka "bugeye")

SUBARU WRX MY01-02 (aka "bugeye")

SUBARU WRX MY03-05 (aka "peanut eye")

SUBARU WRX MY03-05 (aka "peanut eye")

SUBARU WRX MY03-05 (aka "peanut eye")

SUBARU WRX MY06-07

SUBARU WRX MY06-07

SUBARU WRX MY06-07

SUBARU WRX MY06-07

SUBARU XT MY05-08 (series II)

SUBARU STi 2014-on

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9504

Deceptor pro II T9504- in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily

Latest Product Reviews

Overall fantastic product! 9.5/10 Arrived in a well presented package. Simple installation with easy to follow instructions. The valve itself is of a very high quality & bolts straight into the factory position. Electronic controller was easy to mount neatly. Only issue I found was when trying to adjust the spring pre-load once installed, the supplied tool doesn't fit between the fuse box & BOV. Thankfully I had an Allen Key that would fit, but that's the only thing that needs addressing. I would highly recommend the GFB Deceptor Pro II.

Michael



Fitment Info

NISSAN

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN Silvia S13 2.0 SR20DET 88-94

NISSAN Silvia S14 2.0 SR20DET 88/94

NISSAN Silvia S15 2.0 SR20DET 00/03

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9505

Deceptor pro II- inside car adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

NISSAN

NISSAN GT-R R35 VR38DETT 07-on

NISSAN GT-R R35 VR38DETT 07-on

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9507

Deceptor pro II T9507 - in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

SUBARU

SUBARU WRX MY14-on (FA20 engine)

SUBARU XT MY14-on (FA20 engine)

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9520

Deceptor pro II T9520 - in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

SUBARU

SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU WRX MY94-96
SUBARU WRX MY94-96
SUBARU STi MY94-96
SUBARU STi MY94-96

TOYOTA

TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02
TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02

FORD AUSTRALIA

FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93

MAZDASPEED

MAZDASPEED Miata MX-5 Turbo BP-4W 04-05

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9533

Deceptor pro II T9533- in cabin motorised adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respons' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

MITSUBISHI

MITSUBISHI 3000GT VR-4 6G72 92-99
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Galant VR4 E84A 6A12TT 92-96
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer Ralliart 4B11T 08-on
MITSUBISHI Lancer Ralliart 4B11T 08-on
MITSUBISHI Legnum VR4 EC5A-EC5W 6A13TT 96-03

BLOW OFF VALVES/DIVERTER VALVES // DECEPTOR PRO II: IN CABIN PATENTED ADJUSTABLE VENTING BIAS SYSTEM DIVERTER VALVE. // T9535

Deceptor pro II- inside car adjustable bias venting diverter valve

Now you can control the sound of the BOV from inside the cabin!



So how much more can you do with a blow-off valve? Well, the Deceptor Pro II takes the 'Respon's' concept even further...

- Adjust your BOV venting bias electronically on-the-fly
- Revised porting to optimise flow and venting bias
- Compact design fits in most factory valve locations
- Direct bolt on for many vehicles
- New bore finishing process ensures a lifetime of reliable operation

Deceptor Pro II features

Direct bolt-on for most vehicles available:

- Remote proportional venting bias/volume control- from silent to loud or anywhere in between
- Sleek, compact in-car BOV volume controller with backlit dial
- End point adjustment to control maximum vent to atmosphere bias setting
- Volume adjustment mechanism driven by a high-torque geared electric motor
- Durable, low-friction gear train supported by precision sealed ball-bearing
- Supplied with all parts and wiring required to have it up and running quickly and easily



Fitment Info

NISSAN

NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN Pulsar GTi-R N14 SR20DET 90-95
NISSAN Silvia S13 1.8 CA18DET 88-94
NISSAN Silvia S13 2.0 SR20DET 88-94

MAZDA

MAZDA 626 GD F2 turbo 87-91
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA MX6 GD F2 turbo 87-91

TOYOTA

TOYOTA Celica GT-Four ST165 3S-GTE 86-89
TOYOTA Celica GT-Four ST185 3S-GTE 89-93
TOYOTA Celica GT-Four ST205 3S-GTE 94-99

HOLDEN

HOLDEN Commodore VL RB30ET 86-88
HOLDEN Commodore VL RB30ET 86-88

MITSUBISHI

MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88



REPLACEMENT PARTS

BLOW OFF VALVES/DIVERTER VALVES

Replacement Parts

Replacement parts and spares for your Go Fast Bits products.

The Replacement Parts Range



6107

Screw-in Plug (block off recirc or
atmo outlet)

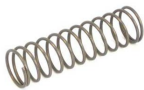


6110

Standard Trumpet

6115

Standard Spring - Fits all Mach 2,
Respons TMS, and Deceptor Pro II
valves.



6116

Softer Spring -Fits all Mach 2,
Respons TMS, and Deceptor Pro II
valves



6117

6117 – Main piston spring for DV+



6119

6119 – Plunger spring for DV+

6121

DV+ Plunger

BLOW OFF VALVES/DIVERTER VALVES // REPLACEMENT PARTS // 6107

Screw-in Plug (block off recirc or atmo outlet)

Replacement parts and spares for your Go Fast Bits products.



Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // REPLACEMENT PARTS // 6110

Standard Trumpet

Replacement parts and spares for your Go Fast Bits products.



Fitment Info

Standard Spring - Fits all Mach 2, Respons TMS, and Deceptor Pro II valves.

Replacement parts and spares for your Go Fast Bits products.

Latest Product Reviews

You've captured this perefctly. Thanks for taking the time!

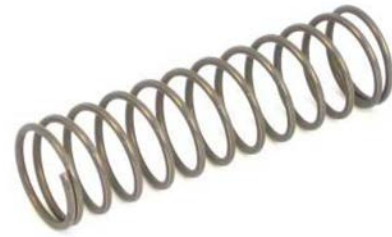
Neha

Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // REPLACEMENT PARTS // 6116

Softer Spring -Fits all Mach 2, Respons TMS, and Deceptor Pro II valves

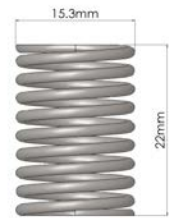
Replacement parts and spares for your Go Fast Bits products.



Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // REPLACEMENT PARTS //

Replacement parts and spares for your Go Fast Bits products.



Fitment Info



Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // SV50: THE ONLY BOV RATED AT OVER 300PSI



Image unavailable

SV50: THE ONLY BOV RATED AT OVER 300PSI

BLOW OFF VALVES/DIVERTER VALVES

BLOW OFF VALVES/DIVERTER VALVES // SV50: THE ONLY BOV RATED AT OVER 300PSI

SV50: The only BOV rated at over 300psi

The NEW GFB SV50!

The only BOV rated at over 300psi

(That's more boost than 13 stock Mitsubishi Evo Xs combined!)

GFB's New SV50; the highest flowing blow-off valve in the GFB range, capable of supporting IMMENSE horsepower!

What makes the SV50 stand out from the crowd? Take note, diesel guys - the SV50 has the strength to withstand over 300psi without breaking a sweat! Try doing this with a diaphragm-type BOV!

The SV50's single-piece billet monoblock body design eliminates the need for fasteners and a separate cap, making it stronger and more compact.

The one-piece brass piston does not use a diaphragm. This ensures strength and reliability for the life of the valve.

Adjustability - other brands require you to pay extra for different springs to set the valve up to the engine's idle vacuum. The SV50 can be used on applications with manifold vacuum ranging from 5-22"Hg (2.5-11psi vacuum).

New High flowing valve able to withstand immense pressures

Suits all High Powered Turbo or Supercharged Engines

The SV50 uses a v-band mounting system that is compatible with existing common v-band flanges. The billet hinged clamp design is both easier to use and stronger than other flexible band-clamp designs on the market.



MADE IN AUSTRALIA UNDER ISO 9001

Why do we use a one-piece brass piston instead of a diaphragm like other brands?

For good reason - good quality diaphragms are typically constructed from silicone and reinforced with a nomex cloth, and are usually a "rolling" design that allows relatively long piston strokes.

The SV50: The only BOV rated at over 300psi Range



T9050

SV50 High Flow Blow off valve

BLOW OFF VALVES/DIVERTER VALVES // SV50: THE ONLY BOV RATED AT OVER 300PSI // T9050

SV50 High Flow Blow off valve

The NEW GFB SV50!

The only BOV rated at over 300psi

(That's more boost than 13 stock Mitsubishi Evo Xs combined!)

GFB's New SV50; the highest flowing blow-off valve in the GFB range, capable of supporting **IMMENSE** horsepower!

What makes the SV50 stand out from the crowd?

Take note, diesel guys - the SV50 has the strength to withstand over 300psi without breaking a sweat! Try doing this with a diaphragm-type BOV!

The SV50's single-piece billet monoblock body design eliminates the need for fasteners and a separate cap, making it stronger and more compact.

The one-piece brass piston does not use a diaphragm. This ensures strength and reliability for the life of the valve.

Adjustability - other brands require you to pay extra for different springs to set the valve up to the engine's idle vacuum. The SV50 can be used on applications with manifold vacuum ranging from 5-22"Hg (2.5-11psi vacuum).

New High flowing valve able to withstand immense pressures

Suits all High Powered Turbo or Supercharged Engines

The SV50 uses a v-band mounting system that is compatible with existing common v-band flanges. The billet hinged clamp design is both easier to use and stronger than other flexible band-clamp designs on the market.



MADE IN AUSTRALIA UNDER ISO 9001

Why do we use a one-piece brass piston instead of a diaphragm like other brands?



Fitment Info

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV



Image unavailable

MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV

BLOW OFF VALVES/DIVERTER VALVES

MACH 2: Entry Level Diverter/Atmo BOV

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)

The MACH 2: Entry Level Diverter/Atmo BOV Range



T9100

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9101

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9102

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9103

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9104

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9105

Mach 2 TMS Recirculating Diverter
Valve's Direct Fitment (2 Valves
Included)



T9106

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9107

Mach 2 TMS Recirculating Diverter
Valve Direct Fitment



T9120

Mach 2 TMS Recirculating Diverter
valve (20mm inlet, 20mm outlet)

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9100

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

SUBARU

SUBARU GT MY01-02
SUBARU GT MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU Impreza 2.0 Turbo GT EJ205 MY98-00
SUBARU STI MY99-00
SUBARU STI MY99-00
SUBARU STI MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU WRX MY99-00
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU B4 (BE, BH, BT) EJ20TT MY98-03
SUBARU XT MY03-04 (series I)
SUBARU XT MY03-04 (series I)

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9101

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

SUBARU

SUBARU XT MY09-13
SUBARU XT MY09-13
SUBARU STi MY08-13
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU WRX MY08-14
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT BL-BP EJ255 MY06-09
SUBARU GT MY03-06
SUBARU GT MY03-06
SUBARU GT BL-BP EJ20T MY03-06
SUBARU GT BL-BP EJ20T MY03-06

Latest Product Reviews

This article went ahead and made my day.

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9102

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

MAZDA

MAZDA 3 MPS BK MZR L3-VDT 06-09
MAZDA 6 MPS GG MZR L3-VDT 05-on
MAZDA CX7 All 2.3 MZR L3-VDT 06-on
MAZDA 3 MPS BL MZR L3-VDT 09-13

MITSUBISHI

MITSUBISHI Eclipse 1G 4G63t 1990-1994
MITSUBISHI Galant VR4 E38A-E39A 4G63 90-93

NISSAN

NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R32 GTS-t RB20DET 89-93
NISSAN Skyline R31 GTS-Turbo RB20DET 85-90
NISSAN Skyline R34 GT-T RB25DET 98-06
NISSAN Skyline R34 GT-T RB25DET 98-06
NISSAN Skyline R33 GTS-t RB25DET 1993-1998

MAZDASPEED

MAZDASPEED Mazdaspeed 3 MPS 06/09
MAZDASPEED Mazdaspeed 6 2.3 MPS 2005-2007

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9103

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, click [here](#)



Fitment Info

SUBARU

SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY03-07
SUBARU STi MY08-13
SUBARU STi MY08-13
SUBARU STi MY08-13
SUBARU WRX MY01-02 (aka "bugeye")
SUBARU WRX MY01-02 (aka "bugeye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY03-05 (aka "peanut eye")
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU WRX MY06-07
SUBARU XT MY05-08 (series II)
SUBARU STi 2014-on

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9104

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

**If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.**

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No additional adaptors, parts or vehicle modifications are required – simply remove the factory bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add on kits are also available to convert to 100% atmosphere venting. Use the recirc model for direct factory replacement when you want the performance WITHOUT the noise! Add the conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed to start opening above a certain pressure to protect the engine, and the other is they are not optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that no turbo could ever produce enough pressure to damage it), and the TMS technology ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

NISSAN

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN 200SX S14-15 2.0 SR20DET 93-03

NISSAN Silvia S14 2.0 SR20DET 88/94

NISSAN Silvia S15 2.0 SR20DET 00/03

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9105

Mach 2 TMS Recirculating Diverter Valve's Direct Fitment (2 Valves Included)

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

NISSAN

NISSAN GT-R R35 VR38DETT 07-on

NISSAN GT-R R35 VR38DETT 07-on

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9106

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

**If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.**

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No additional adaptors, parts or vehicle modifications are required – simply remove the factory bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add on kits are also available to convert to 100% atmosphere venting. Use the recirc model for direct factory replacement when you want the performance WITHOUT the noise! Add the conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed to start opening above a certain pressure to protect the engine, and the other is they are not optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that no turbo could ever produce enough pressure to damage it), and the TMS technology ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

NISSAN

NISSAN 1.6 DIG-T

NISSAN 1.6 DIG-T

NISSAN 1.6 DIG-T

NISSAN Pulsar SSS DIG-T 2013-on

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9107

Mach 2 TMS Recirculating Diverter Valve Direct Fitment

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

SUBARU

SUBARU WRX MY14-on (FA20 engine)

SUBARU XT MY14-on (FA20 engine)

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9120

Mach 2 TMS Recirculating Diverter valve (20mm inlet, 20mm outlet)

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment
feature of the Respons or Deceptor Pro, the Mach 2 is the
answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up
to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for
most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No
additional adaptors, parts or vehicle modifications are required – simply remove the factory
bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add
on kits are also available to convert to 100% atmosphere venting. Use the recirc model for
direct factory replacement when you want the performance WITHOUT the noise! Add the
conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed
to start opening above a certain pressure to protect the engine, and the other is they are not
optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling
your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that
no turbo could ever produce enough pressure to damage it), and the TMS technology
ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to
atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

SUBARU

SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU Impreza 2.0 Turbo GT EJ20T MY94-00
SUBARU WRX MY94-96
SUBARU WRX MY94-96
SUBARU STi MY94-96
SUBARU STi MY94-96

TOYOTA

TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02
TOYOTA Supra JZA80 3.0 2JZ-GTE 93-02

FORD AUSTRALIA

FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA Ford Laser TX3 KC-KE 1.6 B6T 87-90
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93
FORD AUSTRALIA TX3 KF-KH 1.8 BPT 90-93

MAZDASPEED

MAZDASPEED Miata MX-5 Turbo BP-4W 04-05

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9125

Mach 2 TMS Recirculating Diverter valve (25mm inlet, 25mm outlet)

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment feature of the Respons or Deceptor Pro, the Mach 2 is the answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No additional adaptors, parts or vehicle modifications are required – simply remove the factory bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add on kits are also available to convert to 100% atmosphere venting. Use the recirc model for direct factory replacement when you want the performance WITHOUT the noise! Add the conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed to start opening above a certain pressure to protect the engine, and the other is they are not optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that no turbo could ever produce enough pressure to damage it), and the TMS technology ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to atmosphere without stalling your engine...

For more information about GFB's TMS Technology, [click here](#)



Fitment Info

AUDI

AUDI 8L (1996-2003) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B5 (1995-2001) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI B6 (2001-2005) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI S3 8L (1999-2003) 1.8t
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI TT Typ 8N 1.8t 98-06
AUDI 1.8 T /Quattro 8N3/9
AUDI 1.8 T /Quattro 8N3/9

VW

VW Bora Mk4 1.8t 00-05
VW Bora Mk4 1.8t 00-05
VW Golf GTI Mk4 1.8t 97-05
VW Jetta Mk4 1.8t 00-04
VW New Beetle 1st Generation 1.8t 99-on
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05
VW Passat B5-B5.5 1.8t 96-05

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9133

Mach 2 TMS Recirculating Diverter valve (33mm inlet, 33mm outlet - suits EVO I-X)

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment feature of the Respons or Deceptor Pro, the Mach 2 is the answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No additional adaptors, parts or vehicle modifications are required – simply remove the factory bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add on kits are also available to convert to 100% atmosphere venting. Use the recirc model for direct factory replacement when you want the performance WITHOUT the noise! Add the conversion kit when you want some noise with your performance!

Factory bypass valves have two main shortcomings – one is that they are typically designed to start opening above a certain pressure to protect the engine, and the other is they are not optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that no turbo could ever produce enough pressure to damage it), and the TMS technology ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to atmosphere without stalling your engine...



Fitment Info

MITSUBISHI

MITSUBISHI 3000GT VR-4 6G72 92-99
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Colt Ralliart All 4G15 06-on
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Eclipse 2G 4G63t 1995-1999
MITSUBISHI Galant VR4 E84A 6A12TT 92-96
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI GTO Twin turbo 6G72 89-00
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO I-III 92-96
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO IV-IX 96-07
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer EVO X 07-on
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer GSR 1.8 4G93 92-96
MITSUBISHI Lancer Ralliart 4B11T 08-on

Latest Product Reviews

I received the Mach 2 TMS Recirculating Diverter valve (Universal (33mm

BLOW OFF VALVES/DIVERTER VALVES // MACH 2: ENTRY LEVEL DIVERTER/ATMO BOV // T9135

Mach 2 TMS Recirculating Diverter valve (35mm inlet, 30mm outlet - suits MY97-98 WRX/STi)

NEW MACH 2: ENTRY LEVEL TMS

THE SIMPLE & ESSENTIAL MOD FOR 30% QUICKER BOOST

UTILISING PROVEN TMS TECHNOLOGY TO ENSURE
DEPENDABLE BOOST HOLDING AND OPTIMUM THROTTLE
RESPONSE

If you don't need the patented venting bias adjustment feature of the Respons or Deceptor Pro, the Mach 2 is the answer.

Using GFB's TMS technology the Mach 2 can help return the engine to peak boost up to 30% faster than a factory diverter valve when shifting gears (more information below).

- Recirculation model for direct factory replacement for performance without the noise
- Atmosphere venting kits to convert the recirculating valve if you want noise with your performance

Like the Respons and Deceptor Pro II, the Mach 2 is available in a range of bolt-on kits for most popular turbo models. And when we say "bolt-on", that's exactly what we mean! No additional adaptors, parts or vehicle modifications are required – simply remove the factory bypass valve and replace it with the Mach 2 – it's that simple!

The Mach 2 is configured as a 100% recirculating valve (i.e. bypass, plumb back) and add on kits are also available to convert to 100% atmosphere venting. Use the recirc model for direct factory replacement when you want the performance WITHOUT the noise! Add the conversion kit when you want some noise with your performance! Factory bypass valves have two main shortcomings – one is that they are typically designed to start opening above a certain pressure to protect the engine, and the other is they are not optimised for throttle response. Oh, and you can't vent them to atmosphere without stalling your engine...

The Mach 2 solves all of these issues. It can effectively hold unlimited boost (unlimited in that no turbo could ever produce enough pressure to damage it), and the TMS technology ensures maximum throttle response. Oh, and you CAN vent with the atmo conversion to atmosphere without stalling your engine...



Fitment Info

NISSAN

NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 180SX S13 1.8 CA18DET 89-92
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN 300ZX Z32 VG30DETT 89-97
NISSAN Pulsar GTi-R N14 SR20DET 90-95
NISSAN Silvia S13 1.8 CA18DET 88-94
NISSAN Silvia S13 2.0 SR20DET 88-94

MAZDA

MAZDA 626 GD F2 turbo 87-91
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA 626 GT GC FET 86-87
MAZDA MX6 GD F2 turbo 87-91

TOYOTA

TOYOTA Celica GT-Four ST165 3S-GTE 86-89
TOYOTA Celica GT-Four ST185 3S-GTE 89-93
TOYOTA Celica GT-Four ST205 3S-GTE 94-99

HOLDEN

HOLDEN Commodore VL RB30ET 86-88
HOLDEN Commodore VL RB30ET 86-88

MITSUBISHI

MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Cordia AA-AC 4G62 83-89
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88
MITSUBISHI Starion JA-JD 4G63 82-88

BLOW OFF VALVES/DIVERTER VALVES // DVX DIVERTER VALVES: PERFORMANCE WITH VOLUME CONTROL



DVX DIVERTER VALVES: PERFORMANCE WITH VOLUME CONTROL

BLOW OFF VALVES/DIVERTER VALVES

BLOW OFF VALVES/DIVERTER VALVES // DVX DIVERTER VALVES: PERFORMANCE WITH VOLUME CONTROL

DVX DIVERTER VALVES: Performance With Volume Control

DVX DIVERTER VALVE: PERFORMANCE WITH VOLUME CONTROL

GFB's DVX takes the extremely popular DV+ Diverter Valve and adds dual venting outlets along with our patented Venting Bias Adjustment System.

So not only do you get IMPROVED BOOST HOLDING and THROTTLE RESPONSE, you have total control over your BLOW-OFF SOUND VOLUME!

US, AUST,NZ PATENTS

Design registration pending

The DVX DIVERTER VALVES: Performance With Volume Control Range



T9654

DV+ T9654 suits
Ford, Volvo, Porsche & Borg Warner
EFR Turbos



T9659

DV+ T9659 Suits VW MK7 Golf R
and Audi 8V S3

BLOW OFF VALVES/DIVERTER VALVES // DVX DIVERTER VALVES: PERFORMANCE WITH VOLUME CONTROL // T9654

DV+ T9654 suits Ford, Volvo, Porsche & Borg Warner EFR Turbos

DVX DIVERTER VALVE: PERFORMANCE WITH VOLUME CONTROL

GFB's DVX takes the extremely popular DV+ Diverter Valve and adds dual venting outlets along with our patented Venting Bias Adjustment System.

So not only do you get IMPROVED BOOST HOLDING and THROTTLE RESPONSE, you have total control over your BLOW-OFF SOUND VOLUME!

US, AUST,NZ PATENTS

Design registration pending



Fitment Info

FORD AUSTRALIA

FORD AUSTRALIA Falcon FG Ecoboost 2.0L 2012-2014
FORD AUSTRALIA Falcon FGX Ecoboost 2.0L 2014-on
FORD AUSTRALIA Focus XR5/RS 2.5L turbo 2006-2012
FORD AUSTRALIA Focus ST 2.0L Ecoboost 2012-on

PORSCHE

PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012
PORSCHE 911 all 997 twin turbo models 2006-2012

VOLVO

VOLVO C30 T5 2.5L Turbo 2006-2012
VOLVO C30 T5 2.5L Turbo 2006-2012
VOLVO C70 T5 2.5L Turbo 2006-2012
VOLVO C70 T5 2.5L Turbo 2006-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO S40 T5 2.5L Turbo 2004-2012
VOLVO V50 T5 2.5L Turbo 2004-2010
VOLVO V50 T5 2.5L Turbo 2004-2010
VOLVO V50 T5 2.5L Turbo 2004-2010

BLOW OFF VALVES/DIVERTER VALVES // DVX DIVERTER VALVES: PERFORMANCE WITH VOLUME CONTROL // T9659

DV+ T9659 Suits VW MK7 Golf R and Audi 8V S3

DVX DIVERTER VALVE: PERFORMANCE WITH VOLUME CONTROL

GFB's DVX takes the extremely popular DV+ Diverter Valve and adds dual venting outlets along with our patented Venting Bias Adjustment System.

So not only do you get **IMPROVED BOOST HOLDING** and **THROTTLE RESPONSE**, you have total control over your **BLOW-OFF SOUND VOLUME!**

US, AUST,NZ PATENTS

Design registration pending

Latest Product Reviews

top service, top quality products!!! I've never really grew up from the Turbo scene, Brett installed one of their newly developed BOV's for the Audi S3 8V! The sound is PHENOMENAL !!

Lincoln



Fitment Info

VW

VW Mk7 Golf R 2013-on

VW Mk7 Golf R 2013-on

AUDI

AUDI S3 8V (2013-on) 2.0TFSI

AUDI S3 8V (2013-on) 2.0TFSI

AUDI S3 8V (2013-on) 2.0TFSI

AUDI S3 8V (2013-on) 2.0TFSI

AUDI S3 8V (2013-on) 2.0TFSI