

Deceptor Pro II Blow-off Valve Installation Instructions

Part # T9505



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Deceptor Pro II (part # T9505)

Thank you for purchasing the GFB Deceptor Pro II blow off valve. We *highly* recommend that you familiarize yourself with the operation and adjustments of the Deceptor Pro II before installing it.

Installing and wiring the in-car volume controller

CAUTION: Because the two valves supplied in this kit are mirrored, one of the extension looms contains a signal reverser so that both valves work in unison. It is VERY important that the CORRECT valve is connected to the reversing loom, or damage could occur. Please pay close attention to the steps below:

- 1) Plug the wiring “Y” loom into the upper BOV slot in the back of the control box
- 2) Plug the extension wires together according to the numbers attached to each plug and valve, i.e. connect all plugs with a number 1 together, and all plugs with a number 2 together
- 3) Plug the power cable (red and black wires) into the lower slot in the back of the control box
- 4) Connect the red power wire to the positive terminal of your car’s battery or a 12V source. Connect the black wire to the negative terminal. Upon initial power-up, the valves will perform an open/close cycle before reverting to the position indicated on the controller dial. By turning the dial and watching through one of the valve’s venting outlets, you will see the inner sleeve move to open or close each of the venting ports alternately, which is how the venting volume is adjusted
- 5) Once the correct operation is confirmed, disconnect the valves and continue with the control box installation
- 6) Find a suitable location on or around the dashboard, steering column or instrument binnacle for your in-car volume controller. Clean both mating surfaces with Methylated Spirits or similar cleaner and secure the controller using the supplied double-sided tape. Press hard and hold the unit for about 30 seconds, and note that it takes up to 24 hours for the tape to develop a strong bond
- 7) Using a multi-meter or voltmeter, find a suitable power wire that reads 12V only when the ignition is turned on. Solder the end of the volume controller positive (red) wire to the 12V source. It is possible to use a wire tap or crimp instead, but soldering is the most reliable joint. Make sure to insulate the joint properly
- 8) Find a suitable bolt on the body/chassis and connect the unit’s ground (black) wire to it
- 9) Pass the controller’s extension leads through the firewall into the engine bay. Often there is an existing grommet that can be used for this purpose. In any case, it is important to ensure that the lead is protected where it passes through the firewall to prevent wear or damage. Now proceed with the valve installation

Using the In-Car Controller

When powered up the volume dial rim will glow red, and will brighten for easy reading when you make an adjustment, then automatically dim 3 seconds later to reduce unnecessary glare. The position of the dial is directly proportional the venting bias - turning the dial fully anti-clockwise sets the valve to 100% recirc, fully clockwise results in 100% atmosphere venting, and any proportion is possible between these limits.

The controller also features a program button on the rear of the casing. This can be used to limit the range of the atmosphere-venting bias of the Deceptor Pro II. For example, if you prefer that the maximum atmosphere venting bias is 50%, you can program the controller so that full travel on the dial gives you only 50% movement at the valve. This is particularly useful on cars that through experimentation, find that full atmosphere venting does not agree with them.

To use this feature, set the dial in a position that you want as your maximum atmosphere-venting limit, then press and hold the program button until the dial flashes. The unit will now record this position as the maximum atmosphere-venting limit. Now when you turn the dial fully clockwise, the Deceptor Pro II will only open as far as the point which you have just set. For example, if you pushed the button with the dial set in the middle (50% atmosphere

venting), full travel of the dial will now move the valve from full recirc to 50% atmosphere-venting only.

Every time the button is pushed, the position of the dial will determine the maximum venting bias of your Deceptor Pro II. To re-set the controller to allow the full range again, simply turn the dial fully clockwise and hold the button.

Installing the blow-off valves

Make sure to fit the valves on the correct side of the engine bay. The trumpet and servo motor should point downwards in both cases when installed. If the trumpet and servo point upwards, swap the valves to the opposite side.

Follow the procedure below on one side, then repeat for the opposite side.

- 1) Open the clamp and remove both the recirc hose and the vacuum hose from the factory valve
- 2) Using a 12mm socket or wrench, undo the two bolts and remove the factory valve from the intercooler pipe – take care not to drop the gasket

3) To make the next step easier, loosen the hose clamps on either end of the metal section of intercooler pipe, then remove or rotate the pipe to gain access to the flange – it's a good idea to stuff a rag into the open end of the intercooler to prevent anything falling in whilst you work



4) Screw the short end of the supplied threaded stud into the lower hole of the valve mounting flange as shown opposite. Put the supplied gasket on the threaded stud

5) Position the Deceptor Pro II onto the flange, then lift it off the flange just far enough to slip the supplied nut under the servo motor, then begin screwing it onto the end of the threaded stud. Just do it up finger tight at this point.



6) Now thread one of the factory bolts into the upper hole (making sure the gasket is correctly positioned in between), then tighten both fasteners fully

7) Re-fit the section of intercooler pipe, and tighten both hose clamps.

8) Push the recirc and vacuum hoses onto the Deceptor Pro II, then re-fit both the hose clamps

9) Connect the servo motor plug to the wiring loom from the controller, and make sure the cable is securely routed through the engine bay away from exhaust or turbo parts

10) Repeat on the other side

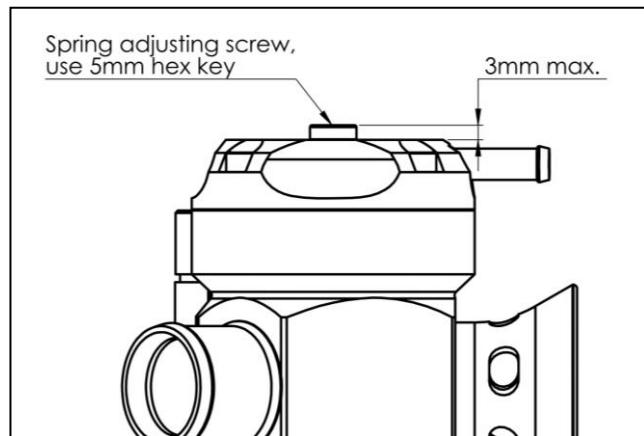


Spring Adjustment

Contrary to popular belief, the spring pre-load **DOES NOT** need to be adjusted to suit different boost levels. The valve will stay shut under full throttle conditions regardless of boost pressure or spring pre-load.

Rather, the spring pre-load affects how easily the valve opens when you lift the throttle, and how long it stays open when it vents. Adjusting the spring is a simple matter of ensuring the valve opens enough to release the air, but not long enough to cause idling problems. The guide below will walk you through the steps involved.

The screw in the centre of the head is the spring adjuster (shown opposite). Use the supplied 5mm hex key for this screw.



The softest spring setting is achieved when the top of the adjustment screw is 3mm above the head of the valve. Do not set the screw more than 3mm above the head.

- Set the spring to the softest setting, and set the venting bias (via the electronic controller) to at least 50% atmosphere venting so you can see the piston through the trumpet
- Start the car and let it warm up to normal operating temperature. Make sure the A/C is off
- Give the engine a good hard rev, and watch the piston - **WARNING:** Keep your face away from the trumpet opening when revving the engine. View the piston from an angle away from the blast of air. The piston should lift a little and vent with a “whoosh”, then close slowly and smoothly. The harder you stab the throttle, the further the piston will open (note: it will only open fully when driving, as the turbo does not generate significant boost until the engine is under load).
- If the piston stays open too long and does not close before the revs drop back to idle, the engine will “stumble”. If this happens, wind the adjustment screw in the “+” direction one turn at a time until the engine returns smoothly to idle after revving
- For the final fine-tune, take the car for a drive. Watch the tacho as you pull up to a stop - if the revs dip below idle and then rise again, tighten the spring another 1-2 turns
- If a loud flutter is heard when lifting off sharply after accelerating hard above 3500RPM, wind the adjustment screw in the “-“ direction one turn at a time until the noise disappears. Note that it is not uncommon to hear a slight fluttering at low RPM, particularly if you partially spool the turbo and lift off slowly. This is a result of the different way in which this valve operates compared to the factory unit- this is normal and not detrimental to the turbo

Technical Support

If you experience any issues during installation or use of your GFB Deceptor Pro II that are not answered in these instructions, please contact the GFB tech support team on +612 9534 0099, or email support@gfb.com.au.

This product is intended for racing use only, and it is the owner’s responsibility to be aware of the legalities of fitting this product in his or her state/territory regarding noise, emissions and vehicle modifications.

GFB products are engineered for best performance, however incorrect use or modification of factory systems may cause damage to or reduce the longevity of the engine/drive-train components.

GFB recommends that only qualified motor engineers fit this product. Warranty is for the period of one year from the date of purchase and is limited only to the repair or replacement of GFB products provided they are used as intended and in accordance with all appropriate warnings and limitations. No other warranty is expressed or implied.