



# GFB really Control Boost

## The largest range of boost control options

### G-FORCE ELECTRONIC BOOST CONTROL

Electronic boost control with the TMS touch.

- Controls boost pressures up to 50psi (3.5 bar)
- Open or closed loop operation
- 6 boost memories, all individually programmable
- Scramble boost with auxiliary remote switching
- Spike-stop feature eliminates boost spiking
- Real-time boost gauge, displays in bar, psi or kPa
- Over-boost warning



**NEW**

### ATOMIC MANUAL BOOST CONTROLLER

- Most reliable and cost effective boost control device on the market
- More stable boost curve than "ball-and-spring" types
- Simple installation, works on almost any turbo-charged engine, petrol or diesel, internal or external wastegate
- Set-and-forget
- Can be used in conjunction with factory boost control system, or stand-alone



### TURBO FUSE OVERBOOST PROTECTION

- Protects the engine and turbo against potentially catastrophic overboost
- Adjustable trigger-point
- Works in conjunction with an existing or supplementary diverter or TMS valve to reduce boost pressure significantly once triggered, and resets once the throttle is closed
- Safer than fuel-ignition cut systems - engine power is reduced rather than completely cut when triggered



## TMS - TURBO MANAGEMENT SYSTEMS: DON'T THROW YOUR BOOST AWAY... INCREASE IT BY 40%!\*

GFB's TURBO MANAGEMENT SYSTEM (TMS) range offers multiple performance benefits over factory diverter valves:

#### MORE POWER - OURS HOLDS THE BOOST, CAN YOURS?

Factory diverter valves are commonly known to leak or fail, especially with age or higher boost levels. A GFB TMS will hold as much boost as you can throw at it, 24/7 - **No frequent re-builds or replacement required.**

#### BETTER RESPONSE THROUGH REDUCED TURBO LAG

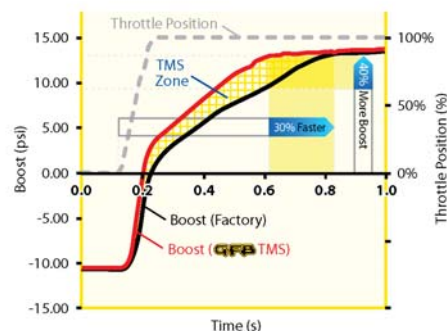
The GFB TMS is designed specifically to minimize lag - tests show that it can return the engine to peak boost **up to 30% faster** than a factory diverter when shifting gears, whilst delivering **up to 40% more transitional boost\***.

#### BETTER DRIVABILITY - SMOOTHER THAN STOCK

Factory diverters tend to operate either fully open or fully shut. This can cause annoying surging at freeway speeds, requiring constant throttle corrections to hold a steady speed. The GFB TMS completely eliminates this problem, making the car smoother to drive.

#### GET THE SOUND - OR NOT, IT'S YOUR CHOICE

Want noise? GFB's Hybrid or patented Resonance, Stealth FX and Deceptor Pro succeed where others have failed! By adjusting the venting ratio of atmosphere/recirc, you **CAN** achieve a sound **WITHOUT** throwing a CEL, running rich, stalling, using more fuel or causing any other problems commonly associated with atmo-venting valves.



(\*Chart shows comparative manifold boost pressure rise during 1st to 2nd gear shift as tested on a CAT4DET with a T26 turbo. GFB TMS improvement is seen as a 30% faster return to peak boost, during which time up to 40% more boost is available)

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Your GFB Dealer