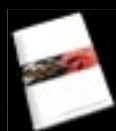


Welcome to the GFB E-Catalogue with Page-Turn Technology.

To flip through the catalogue just click on the page curl at the bottom of the page. If you would like to download any other section of the catalogue click on one of the links below.



Pages 1-3 (370k)



Pages 4-7 (550k)



Pages 8-11 (490k)



Pages 12-16 (590k)



Entire Catalogue (1.7mb)

Or visit our website at www.gofastbits.com

or for any enquiries contact us at sales@gofastbits.com



High Performance Product

What GFB Customers say...

"Your Bovus Maximus blow-off valve does the job perfectly! As our car is used on both the street and the circuit we needed a product that could work under all conditions - yours does and we have no dramas at all in recommending it to all our customers. Our car has 200kW at all four wheels, and uses 19 psi of boost to do it. Not only does your BOV not leak, it dramatically reduces lag between gear changes and off throttle applications, and scares the absolute "##\$&%" out of pedestrians, birds, and animals alike! It also looks fabulous in our engine bay - a show quality product that works! Excellent."

- Zander Pickering and Nick Hayward



I am speechless about this product. It arrived today and I instantly bolted it on. First off I have to comment on the construction... it is amazing! I have had several different Blow Off Valves and this by far is the highest quality constructed BOV I have ever had the pleasure of using. This one is a keeper!

Since the car is also a daily driver the last thing I need is the cops pulling me over for violations. The Stealth FX lets me run it in "quiet" mode for day-to-day use and put it into "loud" mode for race days and shows.

- Derek Serianni, Canada



1998 Version 4 Sti WRX type RA. Imported from Japan after being used at Macau in the Erricson Cup Series, the car was completely rebuilt to compete in Australia in PR5 class (Group A), utilizing GFB pulleys and Bovus Maximus blow-off valve.

- Team: Peter Montgomery Driver
Chris Montgomery Co-Driver



12 Month Warranty

You can be confident when you choose GFB, as all our products carry a 12 month warranty from the date of purchase, covering you against faulty workmanship, materials, or manufacturing. As long as the product is fitted and used in accordance with our instructions, you can be assured that your GFB product will give you years of trouble-free performance.



Welcome to GFB!



Because you're reading this, you're obviously serious about performance, and you're prepared to look beyond the "claims and hype" when it comes to choosing and fitting a BOV, Boost Controller or Power Up Pulley Kit to your vehicle.

So we know you'll be both informed and excited by what you discover in these pages.

The GFB product range is Australian manufacturing and engineering excellence at its best ... we are ISO9001 accredited and demand for our products is growing worldwide. In fact, because of the amazing support and feedback we've had from our customers and international distributors, we've had to expand our brochure from a single foldout page ... to a 16 page catalogue. And there's more to come.

This catalogue is not all glossy pictures and light on facts. Just the opposite. It has been designed to give you a lot of background information about the technology, about the outcomes you should expect, and about the specific products tailored to your budget and your vehicle. You'll be able to make informed decisions before you visit your local performance retailer. We've also tried to cover as many FAQs as we can, based on the questions we receive via our website, www.gofastbits.com.au.

So again, welcome to the Go Fast Bits catalogue ...

Here's to more power under your hood!

John Adrian
Managing Director



As used on C & V's world record holding WRX, ▲
9.40 seconds @ 147.6 MPH!

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BEWARE!

...of Cheap Imitations

It happens in just about every industry. Firms like GFB invest millions in product development, innovation and engineering excellence ... and the "knock-off merchants" come in, try to copy the product, make it LOOK similar, and then put it in the market cheaply. Don't risk it! You've got an expensive turbocharger to protect. Fitting a "cheap" inferior component that DAMAGES your turbocharger is far more expensive than choosing GFB quality every time.



New Products...

GFB Aluminium Wheel Nuts

GFB aluminium wheel nuts - as used by Wayne Boatwright on the ProTecnica WRX STi in Australian GT Production racing.

Precision machined from 7075 aluminium and then hard anodised, their tensile strength is increased by as much as 20% over conventional wheel nuts, with only a third of the weight.

The nuts feature a 60 degree taper seat with M12 x 1.25 thread, and are a longer depth than factory nuts which allows them to accommodate longer studs and fit a wide range of popular vehicles.



Part no. 5801



New Products...

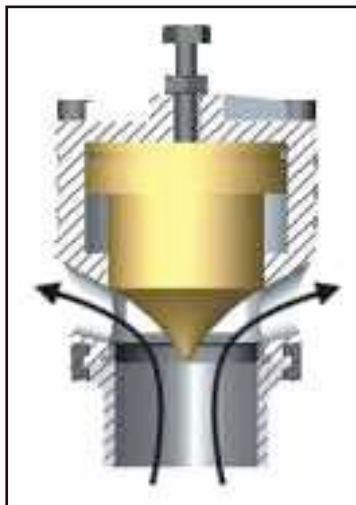
GFB SV45 -

The latest and BIGGEST addition to GFB's extensive range of blow-off valves. This one is for the serious racer with big turbos, big boost, and big power!

The SV45 features:

- Massive 45mm piston, with smooth flow contouring.
- Three flared venting ports cut into the body with a dual angle, designed to match the piston at full travel for the smoothest flow path of **ANY** valve on the market.
- Tapered Acetal piston seat for a perfect seal under boost.
- Unique stepped diameter piston, giving double the area on the top to hold the piston hard against its seat under boost.
- Billet v-band style retaining clamp.

The GFB SV45 has the smoothest flow path of any valve on the market! ▶



Whistling Trumpet

You asked, we delivered. Many times we have been asked for a replacement trumpet that gives a different sound, and here it is. Simply screw this trumpet into any Stealth FX and it will produce an aggressive whistle that sets your car apart from others.

In normal driving conditions it gives a typical "whoosh" sound, but once the revs and boost level rise, a high pitch whistle noise takes over.

Note that there are a few conditions that must be fulfilled to get the most out of this product. Your Stealth FX should be set to full atmosphere venting, and boost must be at least 10psi. The whistle noise is dependant on air velocity through the trumpet, and low-boost set-ups will not be effective.

Part no. 5701



New Products...

GFB WRX Adjustable Short Shifter - THE shortest throw shifter on the market for your Subaru

Less time changing gears means more time on the throttle!

Working on a different principle to other products on the market, the GFB Short Shifter can be adjusted to reduce the throw by up to 30% over standard, significantly shorter than even an STi! Like all GFB components, the Short Shifter is well engineered and manufactured from the highest grade materials, and is available in kits to suit WRX MY01-04 (new generation).



Part no. 4001

Don't be fooled by similar (or even greater) claims of such dramatic throw reduction, GFB's Short Shifter **IS** the shortest kit you can bolt to your car!

That's a big call, so what makes the GFB unit different from others? By raising the pivot point to the gearbox shift linkage, the throw is proportion-

ally reduced, that's the easy part. BUT, on the WRX, the gearbox shift linkage can only be lifted about 10mm before it hits the surrounding bodywork. This is where all other brands on the market stop, which equates to a throw reduction of about 10% or so.

GFB on the other hand, using lateral thinking, supply a unique bracket that clamps to the gearbox shift linkage and allows the pivot point to be raised up to 40mm above standard! On the shortest setting, the throw is a tiny 30mm per gate! In fact, the **LONGEST** setting on our shifter is **STILL SHORTER** than everyone else's.



Standard shifter throw from 3rd to 4th.



GFB shifter throw from 3rd to 4th.

GFB Reactor Dual-Stage Boost Controller

The new GFB Reactor allows you to change between two independently adjustable boost levels from the driver's seat. For more information see page 13.

Part no. 3002



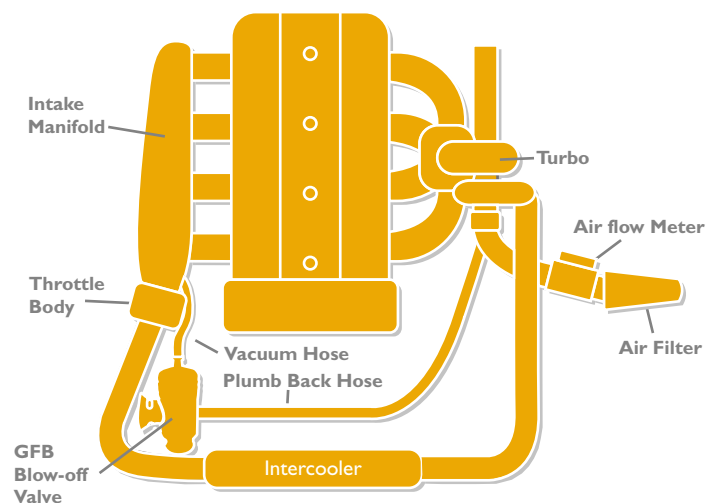
Why fit a BOV?



Imagine your turbocharger spinning at 80,000 rpm...

It's pumping a truckload of air through your inlet pipes at nearly 90 metres per second ... and then you close the throttle to change gears. That air suddenly has nowhere to go, and it is the job of the blow-off valve to then open and vent the excess pressure. If your valve is not up to the task, a large pressure spike can occur in the inlet piping, and the air will try to force its way back out through the turbo compressor wheel. This slows the compressor wheel rapidly and creates huge torsional, thrust and impact loads on the turbo's rotating and bearing assembly (a condition commonly known as "compressor surge"). A GFB blow-off valve protects your turbo from compressor surge by not only venting sufficient air, but also by reacting quickly every time.

Plumb back hose only used on Hybrid/Plumb back and Stealth FX valves



No Leaks

The majority of factory installed blow-off valves (also referred to as bypass or diverter valves) are designed to leak pressure at elevated boost levels as preventative measure against boost spikes. However, if you are intentionally raising the boost level in your car for more power, a GFB blow-off valve will aid you in this task by ensuring that all of the pressurised air makes it to the engine.

No Backfiring

If you are plagued by backfiring when using full-atmosphere venting valves, GO FAST BITS have got you covered with two styles of blow-off valves that make noise AND help to prevent backfiring. GFB pioneered the Hybrid valve which diverts some of the vented air back to the inlet to keep the airflow meter happy, whilst still making a great noise. This design has been improved further with the Stealth FX, which has the ability to adjust the bias between recirculating the air or venting to the atmosphere. This patented feature allows you to control how loud the noise is, and ensures backfiring can be prevented, simply by "dialling in" the valve to suit your car.

Fast Facts

GO FAST BITS innovations puts Australia years ahead of the world ... again!

GFB 1st with Hybrid technology enabling airflow meter sensitive cars to run blow-off valves and make a really great sound without backfiring or stalling. (June 1998)

GFB 1st with positive seating against a tapered, impact absorbing seal, eliminating damage caused to the piston by smashing against a metal seat. (April 1998)

GFB 1st with compact design, yet with the same high flow characteristics of some valves twice the size designed for compact European and Japanese engine bays. (April 1998)

GFB 1st with design specific WRX Hybrid for the 2001-and-above generation Subaru WRX, enabling owner to choose two methods of operation without any modifications required. (Nov 2000)

GFB 1st with Stealth patented technology, the world's first fully adjustable noise BOV with the ability to easily change the distribution of vented air between recirculating and atmosphere ports. This allows the owner to fine tune the valve to suit vehicles that have sensitive airflow meters, whilst still giving a great sound. The Stealth FX's unique adjustment can also be used to dial in exactly how loud the blow-off noise is when changing gears, from silent to ear shattering in a matter of seconds. (April 2001)



We've made some bold claims as to why you should choose GFB products. If you're reading this section, then you are one of those people who want to know how and why!

Our valves don't leak.

Sure, other brands on the market might not either... while they're still new! Because a piston is a moving part, it will eventually wear. Even though our GFB valves are CNC machined to precision tolerances, we understand that wear is inevitable. So we design the valves so they don't rely on those tolerances to maintain a seal. Our unique tapered



Tapered Acetal piston seal and low friction polyester piston ring ensure a more reliable seal than o-rings

bore. This means that we can position the venting outlets right at the bottom of the bore, so that the valve will vent as soon as the piston starts to move. Other valves on the market require the piston to move up to 10mm before venting. Second, by keeping the weight of the piston to a minimum, the response time is reduced. Our piston weighs 60 grams, whereas others can weigh up to 200 grams.

No stalling problems.

Engine stalling is often associated with atmosphere-venting valves, but this is a problem that won't affect you, due to the carefully selected spring rates and range of spring adjustment in GFB valves.

Hybrid and Stealth technology. GFB are the leaders and patent holders of this pioneer technology. This means we can provide a range of valves (including direct bolt-on kits) that are suited to cars with airflow meters that other manufacturers ignore.

Small size, BIG flow. Despite the smaller physical size of GFB blow-off valves, their flow characteristics have been proven to be better than our competitors'. Our new piston design helps the air flow through the valve more efficiently, and flow bench tests show up to 40% more capacity than competitors' valves of the same size and design.

Big boost? No problems. All GFB valves have been tested to hold pressures up to 110 psi (7.5 bar) without failing!

acetal seat ensures a perfect seal every time, and since it is not subject to friction, it will never wear out. We have also designed in an Ertalyte piston ring to maintain the vacuum signal in a far more reliable fashion when compared to o-rings. You will not find these features anywhere else, and that's only the beginning ...

Our valves don't smash metal against metal.

When you get back on the gas after shifting gears, the piston in a blow-off valve closes rapidly. In the case of inferior valves, you'll hear a sharp clack as it smashes home against a metal seat, or worse, a steel cir-clip. With such an impact, it's only a matter of time before the piston is damaged and small brass flakes jam the valve. Not a GFB valve! GFB combats this problem by keeping the weight of the piston to a minimum for low inertia, and also by using the acetal seat to provide cushioning for the piston as it closes. Simple idea. But that's where innovation is at its best ... functional simplicity.

Fast response...

GFB valves will respond faster than others on the market. Why? Two reasons. First, our acetal piston seat and new Ertalyte piston ring take care of the seal. Second, the piston is light. The valve, rather than relying on the diameter of the piston in the

The bore of a GFB valve will never wear out.

All GFB products are anodised. Sure this looks great, but it also serves a more practical purpose. The aluminium oxide layer produced in the anodising process is second in hardness only to diamond, which ensures the bore of a GFB valve will never wear out. Aluminium naturally forms its own oxide layer, which prevents it from corroding, but unlike anodising, this layer is extremely thin and does not protect against mechanical wear. The photo on the right shows what happens when you rub a piece of bare aluminium against paper! If the body of the valve is left un-anodised (as many other manufacturers do, presumably to save costs) the moving piston will wear out the bore and jam up with aluminium and brass particles. It is also possible for the aluminium to corrode since the natural oxide layer is constantly being removed by the movement of the piston, which can result in a seized piston.



Bare metal vs. Anodised: This photo shows what happens when you rub them both against paper.



GFB first pioneered the Hybrid system in 1998, which was the first valve available on the market to use both an atmosphere-venting trumpet AND a plumb back outlet - our competitors are only just starting to follow suit. The Stealth FX also shares this unique system, but with the advantage of being able to adjust the venting bias between both outlets. Here's the technical information on what makes this Hybrid system a world first.

First, a little background on what really happens when you lift off the throttle after hard acceleration. There is an initial pressure spike that begins as a result of the throttle closing, the air backs up against the throttle plate and a high-pressure wave is formed. It is important for the valve to open quickly to vent this high pressure wave and prevent it from passing back through the compressor (if the wave does pass through the compressor it causes a fluttering noise, commonly referred to as compressor surge). However, once the pressure spike is evacuated the turbo will continue to "freewheel" and pump large volumes of air out of the valve. In a car with an airflow meter, it is this volume of air passing through the meter that can sometimes cause backfiring, since the ECU will still be delivering fuel for the escaping air (a plumb back valve simply recirculates the air, instead of pulling more

air through the meter). The Hybrid system addresses these issues by not only using two outlets, but also by positioning them to open sequentially. The plumb back outlet is positioned at the very bottom of the valve so that it will vent with the slightest movement of the piston, while the trumpet is 4mm higher so that it opens after the plumb back. When the valve vents, the travel of the piston is affected by a number of things, which will in turn affect how much air is distributed to each port.

During light throttle lift-offs when cruising, the piston will only lift about 4-6mm, so the majority of the air is recirculated and it will not make much noise (obviously with the Stealth FX, this system will only function when it is NOT set to FULL atmosphere venting). When lifting off after hard acceleration, the piston will open up fully to vent the pressure spike as rapidly as possible, and as the piston begins to close it forces more air into the plumb back outlet. This helps to prevent backfiring and ECU fault codes by recirculating more of the air during the "turbo freewheeling" period.



How to choose your BOV

With the vast range of valves engineered by GFB, we often get asked "Which valve is the best?", and "Which valve should I use?".

The first question is easy to answer: There isn't actually a "best" in terms of quality. All GFB blow-off valves use the same high-quality internal valve gear. So, provided the right BOV is fitted for your particular vehicle, they all offer the same performance benefits of improved throttle response and reduced lag. The real issue is: How do you select the valve for you?

The first step to decide on "your" BOV, is whether or not you want to hear it, and if so, how much? The following chart lists the "noise ratings" of our blow-off valve range.

Then, once you've chosen your valve, check the adaptor guide to find out what you need to fit it to your car.

	Loud	Medium	Silent	Adjustable Noise
Mach 1	•			
Plumb Back			•	
Universal Hybrid		•		
Basic	•	•		
Bovus Maximus	•			
WRX Hybrid	•	•		Requires Tools and removal to change noise
Mach 2	•			
Stealth FX	•	•	•	17 positions from loud to quiet, hand adjustable

Get some **GO FAST BITS** now...

NEW!
Whistling Trumpet
to suit any Stealth FX
See Page 5 for more details!

MACH 1

The loudest valve in the range, the Mach 1 will really let people know you're coming! Reduces turbo lag whilst blasting out a head turning WHOOSH! This is the valve to choose for maximum noise on turbo applications up to around 280kW (365hp).

Part No. 1001 Colours available - Red, Blue and Silver

WRX STEALTH FX

Following in the footsteps of our popular WRX Hybrid, the WRX Stealth FX is a direct bolt-on replacement for MY01 models and onwards. Everything you need is supplied in the kit for quick and easy installation.

Part No. 1009 Colours available - Red, Blue, Silver and Black

200SX STEALTH FX

Finally, a bolt-on blow off valve for the S14 and S15 200SX, and not just any valve either! The unique flange allows the Stealth FX to be attached directly to the factory bypass valve mounting bracket. No modifications or no extra adaptors required, which means no hassles! This is the only direct bolt-on valve for the 200SX in the world!

Part No. 1010 Colours available - Red, Blue, Silver and Black

HYBRID

The Hybrid is the choice if you want a more subdued but audible blow-off noise, or if you suffer from backfiring with an atmosphere-venting valve. Its two sequentially opening outlets recirculate some air back to the inlet, preventing backfires and over-fuelling, whilst the rest is dumped to the atmosphere. For more information on how the Hybrid's dual staged outlet system works, check out page 9.

Part No. 1003 Colours available - Red, Blue and Silver

BASIC

Basic by name, but not by quality. Sporting the same unique internal features and quality found in all GFB valves, tests prove that the Basic can flow up to 40% more than other valves on the market of the same size and shape. This is actually one of the highest flowing valves in our range, owing to the large venting area of the 5-hole pattern. This capacity makes the Basic a great choice for big horsepower and drag engines, and the price makes it affordable for all!

Part No. 1004 Colours available - Red, Blue and Silver

SKYLINE STEALTH FX

Now available to suit the R33 and R34 Nissan Skyline as a bolt-on kit. The versatility of the Stealth FX, combined with the quality fit of a factory component makes this valve the only logical choice! R32 models must use the universal Stealth FX (1008) with the appropriate R32 adaptor (5102).

Part No. 1011 Colours available - Red, Blue, Silver and Black

STEALTH FX UNIVERSAL

GFB's flagship model! Our unique patented Stealth system allows you to adjust the bias between the trumpet and plumb back outlet, giving you complete control over how loud your shifts are. Its ratchet head can be adjusted to any one of 17 positions, ranging from a silent plumb back valve through to ear shattering simply by turning the cap! For more information on the Stealth system, check out page 9. The Stealth FX Universal comes standard with base fittings to suit either 38mm or 1" pipe. This means it is compatible with all GFB flange adaptors.

Part No. 1008 Colours available - Red, Blue, Silver and Black

MACH 2

A full atmosphere-venting valve designed for the new generation WRXs (MY01 and on), the Mach 2 is loud, looks great under the bonnet and bolts straight on.

Part No. 1007 Colours available: Black

WRX HYBRID

This valve is specifically designed for the MY01 and later Subaru WRX. It is a complete bolt-on kit that requires NO modifications or extras to install, and can be set up in one of two venting arrangements. By leaving the factory fitted cap on the plumb back outlet, you vent all of the air to the atmosphere for maximum noise. Or you can connect the plumb back hose, which gives a more subdued Hybrid noise, but will solve any backfiring problems that can sometimes be encountered.

Part No. 1006 Colours available - Red, Blue and Silver

PLUMBACK

Designed as a replacement for factory recirculating valves, and for those drivers who wish to remain a little more anonymous! The Plumb Back is capable of holding and flowing more boost than factory valves. And what that means is better throttle response and boost stability, whilst remaining totally silent. If your factory valve is not up to the task and you don't want any noise, this is the valve for you.

Part No. 1002 Colours available: Silver

BOVUS MAXIMUS

Got a larger turbo system and want lots of noise? Twin staged trumpets make this a very responsive valve with a flow capacity comparable to the Basic, but with a louder discharge!

Part No. 1005 Colours available - Red, Blue and Silver

on the Euroclass/Gchips Audi A4 1.8t, the fastest
in A4 in the world: 12.12 seconds @ 112.93 MPH

All 1001-1005 valves come standard with a base that fits either 35mm internal diameter hose, or 1" pipe. A 1" steel weld-on pipe is included in each valve. Plumb Back and Hybrid models come standard with a plumb back outlet to suit 30mm internal diameter hose. Replacement adaptors to suit almost any application are also available.



Power Up Pulley Kits

Improve your car's performance and throttle response with a GFB lightweight pulley kit.

Made from the highest grade 6061-T6 aluminium billet, it's sure to exceed your expectations of quality, style and performance.

No. 2001

2 pulley Subaru WRX kit, includes crank and alternator pulleys, and belts. This set is for the MY01-03 WRX, and does not include the power steering pulley, as on these models it cannot be removed. However, since the crank and alternator pulleys are common throughout, this kit will fit all WRX models and EJ20-25 engines. Colours available: Red, Blue, Silver and Black.

No. 2002

3 pulley Subaru WRX kit, includes crank, alternator and power steering pulleys, and belts. Suits MY99-00 WRX models. Colours available: Red, Blue and Silver.

No. 2003

3 pulley Subaru WRX kit, includes crank, alternator and power steering pulleys, and belts. Suits MY95-98 WRX models. Colours available: Red, Blue and Silver.

No. 2004

2 pulley Toyota MR2 kit, includes crank and alternator pulleys only, to suit 3S GTE engine. Colours available: Red, Blue and Silver.

No. 2005

Nissan 200SX crank pulley, to suit SR20DET engine (rear wheel drive). Colours available: Red, Blue and Silver.

No. 2006

Nissan 300ZX crank pulley. Colours available: Red, Blue and Silver.

No. 2007

Nissan Pulsar SSS crank pulley, to suit SR20DE (non-turbo) east-west front wheel drive configurations. Not suitable for SR20DET (turbo) east-west configurations. Colours available: Red and Blue.

No. 2008

Honda crank pulley, suits B16A engine. Colours available: Red and Blue.

No. 2009

WRX crank pulley only, non under-drive style. Looks like factory but weighs much less. Colours available: Black

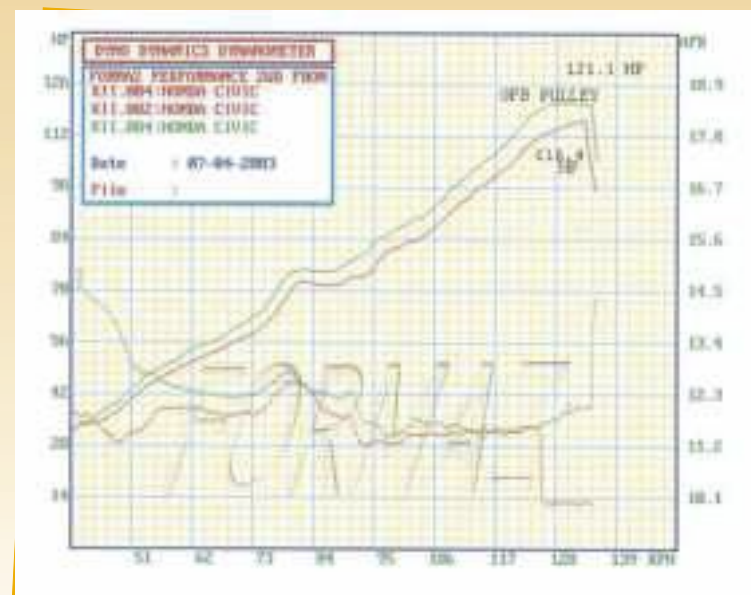
No. 2010

3 pulley Subaru WRX kit, includes crank, alternator and power steering pulleys, and belts. Suits MY03-04 VWRX models. Colours available: Red, Blue and Silver.

How does a pulley improve throttle response and power?

The benefit of a GFB pulley kit comes from two factors, underdriving and reduced inertia. The smaller crank pulley diameter “underdrives” the accessories by around 15 percent. Most accessories operate at full efficiency very close to idle speeds, so a lot of power is wasted when spinning them faster. This power loss can be partially reclaimed by underdriving, which makes up the majority of the improvements seen in dyno charts. Does underdriving cause problems with battery charging? The answer is no, since the alternator reaches full efficiency only about 200 RPM higher than normal.

The reduction of weight (and therefore inertia) on the crankshaft allows the engine to accelerate faster. You'd be surprised how a kilogram or two on the crank can make a difference in a car weighing over a ton, but then think about this weight when you are trying to increase its speed from 2000-6000 RPM in a few seconds. Throttle response and inertia are difficult to measure on a dyno, since inertia only has an impact when the RPM is changing. The faster it changes, the bigger the effect. Reduction in inertia does not show up very much, since the RPMs are brought up slowly. However, it is noticeable as the engine feels more free and willing to rev, and the throttle response is noticeably improved.



Atomic Boost Controller (3001) and Reactor (3002)

A GFB Boost Controller not only allows quick and easy boost level adjustment, but can also reduce the boost threshold (the RPM at which boost starts to rise) and maintain a solid upper limit. Simply, the result is - more power, earlier and longer!

The Atomic Boost Controller is a single stage unit, which is great for set-and-forget boost level control. If you want boost control at your fingertips, the new GFB Reactor allows you to switch between two pre-set boost

levels from the driver's seat!

Both units are machined from solid 6061-T6 aluminium billet, and their tiny size allows them to be easily installed in tight engine bays.

▲ Atomic Boost Controller

More power without increasing boost! How?

The GFB Atomic boost controller was tested on an MY02 Subaru WRX (only mods were a cat-back exhaust) back-to-back with the factory controller. In the graph below the blue curve shows the linear factory power delivery that is typical of this model Impreza.

The Atomic was fitted and set to the SAME FACTORY BOOST LIMIT of 13.5psi; the resulting power curve is shown in green. The fact that the car makes the same PEAK power verifies that the boost limit remains the same. However, it can be clearly seen that with the Atomic, the car now boasts a midrange improvement of up to 18kW (23hp) at the wheels, more than 1500RPM earlier! This is a result of the turbo being allowed to spool much earlier and stronger, but still within the factory boost limit.

Reactor ▶
Boost Controller



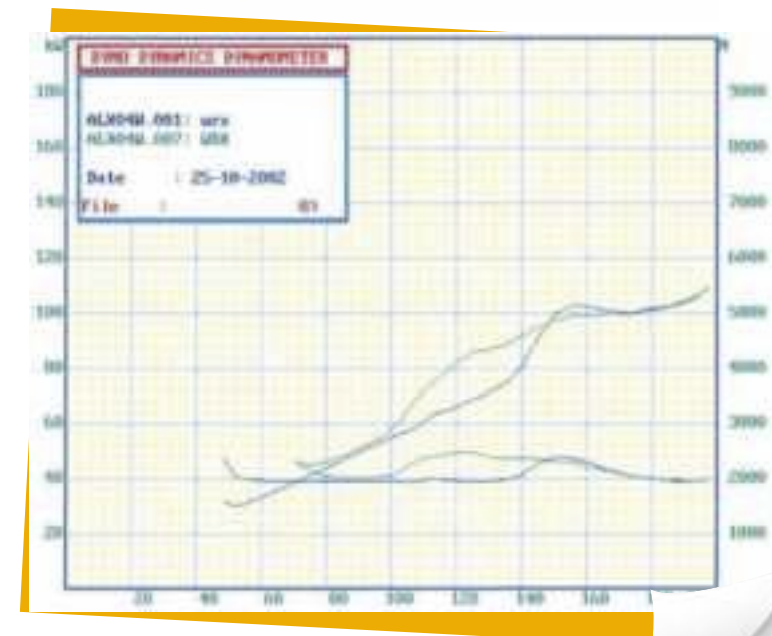
Will the reduction in weight reduce torque?

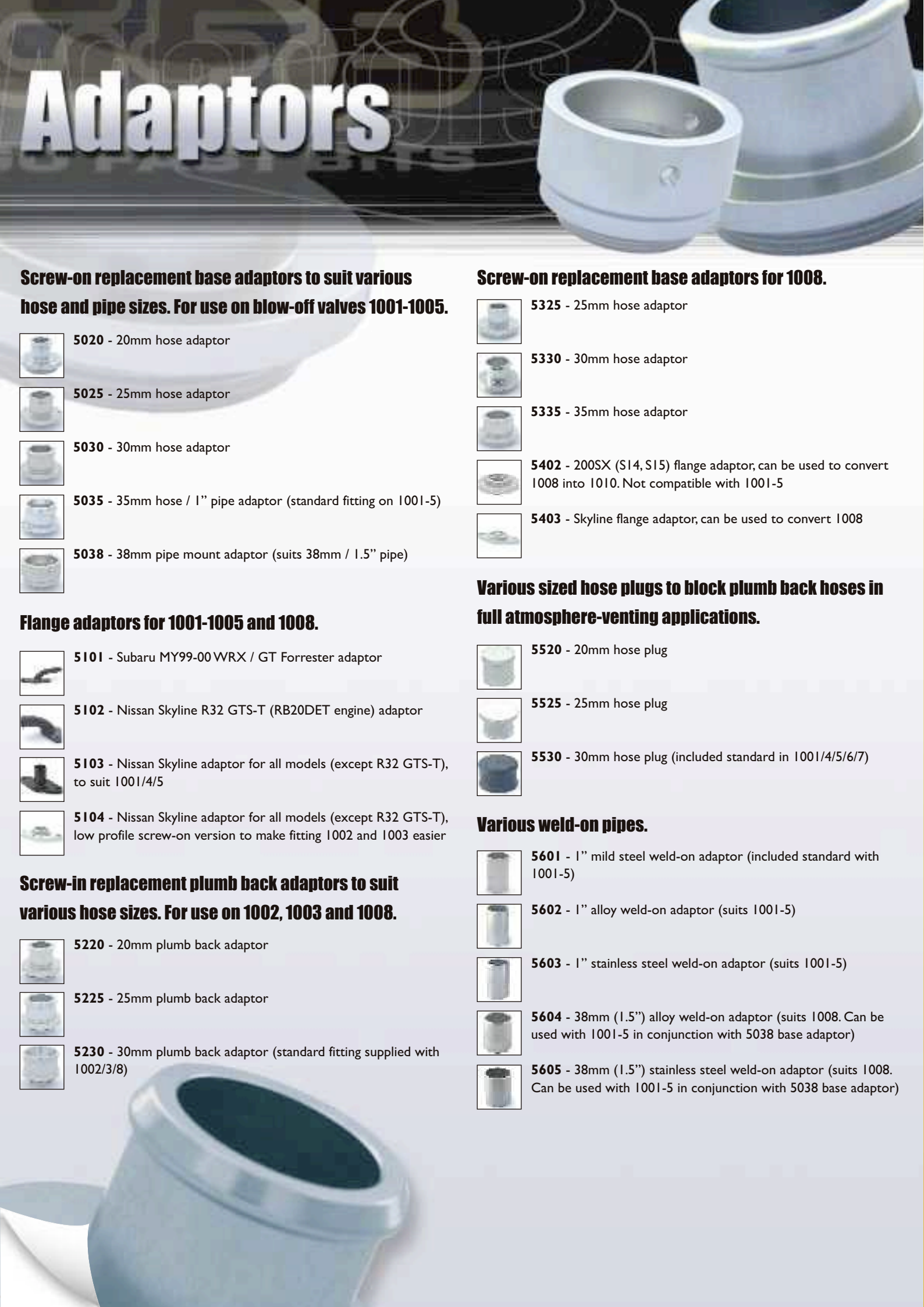
There is a common misconception that a heavy pulley or crank increases engine torque, and that reducing the weight of these items sacrifices torque. This is not exactly true or relevant to sports cars (unless you plan on towing caravans up hills with your sports car). The only benefit a heavy pulley will give you is more engine “momentum”. But then, it also requires more power from the engine to get to a speed where that momentum is of any use.

Put simply, less inertia on your crank will allow you to accelerate faster, and make the engine respond better. Also, there are no driveability drawbacks from these pulleys that you can get with light-weight flywheels.

Power gain through the entire rev range!






Using a mildly modified Civic Vti-R to test our Honda pulley, we took a baseline power figure on a dyno (shown as the red curve). The pulley was then fitted and the car was re-tested in the same conditions. The resulting dyno curve in green shows a power gain through the entire rev range, and around 5 hp (at the wheels) peak improvement.









Adaptors




Screw-on replacement base adaptors to suit various hose and pipe sizes. For use on blow-off valves 1001-1005.

-  **5020** - 20mm hose adaptor
-  **5025** - 25mm hose adaptor
-  **5030** - 30mm hose adaptor
-  **5035** - 35mm hose / 1" pipe adaptor (standard fitting on 1001-5)
-  **5038** - 38mm pipe mount adaptor (suits 38mm / 1.5" pipe)






Flange adaptors for 1001-1005 and 1008.

-  **5101** - Subaru MY99-00 WRX / GT Forrester adaptor
-  **5102** - Nissan Skyline R32 GTS-T (RB20DET engine) adaptor
-  **5103** - Nissan Skyline adaptor for all models (except R32 GTS-T), to suit 1001/4/5
-  **5104** - Nissan Skyline adaptor for all models (except R32 GTS-T), low profile screw-on version to make fitting 1002 and 1003 easier




Screw-in replacement plumb back adaptors to suit various hose sizes. For use on 1002, 1003 and 1008.

-  **5220** - 20mm plumb back adaptor
-  **5225** - 25mm plumb back adaptor
-  **5230** - 30mm plumb back adaptor (standard fitting supplied with 1002/3/8)



Screw-on replacement base adaptors for 1008.

-  **5325** - 25mm hose adaptor
-  **5330** - 30mm hose adaptor
-  **5335** - 35mm hose adaptor
-  **5402** - 200SX (S14, S15) flange adaptor, can be used to convert 1008 into 1010. Not compatible with 1001-5
-  **5403** - Skyline flange adaptor, can be used to convert 1008

Various sized hose plugs to block plumb back hoses in full atmosphere-venting applications.

-  **5520** - 20mm hose plug
-  **5525** - 25mm hose plug
-  **5530** - 30mm hose plug (included standard in 1001/4/5/6/7)

Various weld-on pipes.

-  **5601** - 1" mild steel weld-on adaptor (included standard with 1001-5)
-  **5602** - 1" alloy weld-on adaptor (suits 1001-5)
-  **5603** - 1" stainless steel weld-on adaptor (suits 1001-5)
-  **5604** - 38mm (1.5") alloy weld-on adaptor (suits 1008. Can be used with 1001-5 in conjunction with 5038 base adaptor)
-  **5605** - 38mm (1.5") stainless steel weld-on adaptor (suits 1008. Can be used with 1001-5 in conjunction with 5038 base adaptor)

Installation Guide

Make	Type	Model	Suitable valves*	Adaptor required
Audi	All turbo models		1002*, 1003*, 1008*	For 1002/3, 5025 and 5225. For 1008, 5225 & 5325. NOTE: GFB valve is to be installed in the reverse direction when compared to the factory valve. S4 is not a direct fit. For 1002/3, 5025 and 5225. For 1008, 5225 and 5325. S4 is not a direct fit.
Ford	XR6 Turbo	BA	1001-5, 1008*	NOTE: GFB Valve is to be installed in the reverse direction when compared to the factory valve. 1002/3 require additional hose, Gates 02-1019
Ford	TX3 Turbo	All	1001-5, 1008	5020 and 5220
Ford	TX5 Turbo	All	1001-5, 1008	Welding required, custom fitting
Holden	Commodore VL Turbo	All	1001-5, 1008	Welding required, custom fitting
Mazda	626 and MX-6 Turbo	All	1001-5, 1008	Welding required, custom fitting
Mazda	RX7	Series 4/5	1001-5, 1008	5020 and 5220
Mitsubishi	Starion	All	1001-5, 1008	Welding required, custom fitting
Mitsubishi	Cordia Turbo	All	1001-5, 1008	Welding required, custom fitting
Mitsubishi	Lancer GSR and EVO	All	1001-5*, 1008*	None required for 1001-5, 1008 uses 5335
Mitsubishi	Galant VR4	All	1001-5*, 1011*	5102 for 1001-5, none required for 1011
Mitsubishi	Eclipse/Talon	1G	1003*, 1011*	5104 for 1003, none required for 1011
Mitsubishi	Eclipse/Talon	2G	1003*, 1008*	None required for 1003, 1008 uses 5335
Nissan	200SX	S14-15	1001-5, 1010*	None for 1001, 1004, 1005, 1010. 1002/3 require additional hoses
Nissan	Silvia	S13	1001-5*, 1008*	None required for 1001-5, 1008 uses 5335
Nissan	180SX (CA18DET)		1001-5, 1008	Welding required, custom fitting
Nissan	Skyline GTS-T	R32	1001-5*, 1008*	5102
Nissan	Skyline GTR/GTS-T	R33-34	1001-5*, 1011*	5103 for 1001/4/5, 5104 for 1002/3, none for 1011
Nissan	Pulsar GTi-R	All	1001-5*, 1008*	NOTE: Some GTS-T models may be sensitive to full atmosphere venting valves. In such cases the 1003 or 1011 is recommended
Nissan	300ZX	All	1001-5*, 1008*	None for 1001-5, 5335 for 1008.
Subaru	Impreza WRX & STi	MY94-96	1001-5, 1008	NOTE: All valves for this car must use 1002 spring!
Subaru	Impreza WRX & STi	MY97-98	1001-5*, 1008*	None required for 1001-5, 1008 uses 5335
Subaru	Impreza WRX & STi	MY99-00	1001-5, 1008*	For 1001/4/5, 5020. For 1002/3, 5020 and 5220. 1008 requires custom installation with additional hoses.
Subaru	Impreza WRX & STi	MY01-02	1006*/7*/9*	None for 1001-5, 1008 uses 5335
Subaru	Forrester GT	MY99-02	1001-5, 1008*	5101
Toyota	Celica GT4	ST205	1001-5, 1008	None
Toyota	Supra (2JZ GTE)		1001-5, 1008	5101
Toyota	Soarer (1JZ GTE)	All	1001-5*, 1008*	None for 1001-5, 1008 uses 5335
VW	All turbo models		1002*, 1003*, 1008*	Custom installation with additional hoses

* All products marked are a straight swap for the factory valve when used with the recommended adaptors, no modifications necessary. Unless otherwise stated in Adaptor column, all other valves only require small modifications such as hose cutting or a replacement hose.

A large, stylized logo for 'GFB' in a bold, yellow-outlined font. The background features a black and white checkered pattern, reminiscent of a racing flag, with some geometric shapes in the foreground.

GO FAST BITS

A smaller version of the 'GFB' logo, featuring the same stylized yellow-outlined letters and a checkered background.

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