

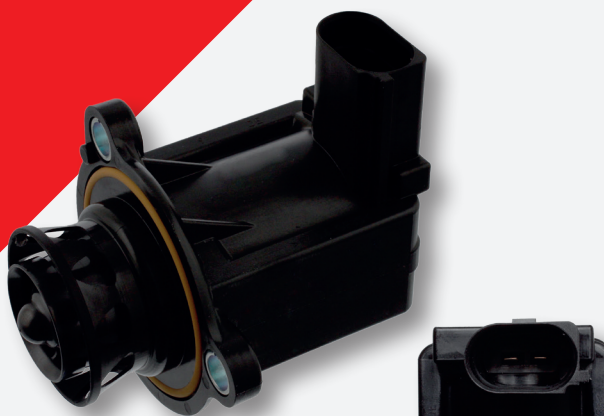
# febi 39245



**to fit:**

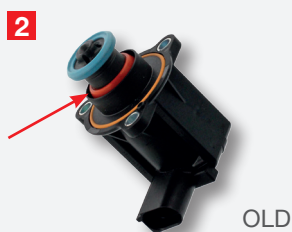
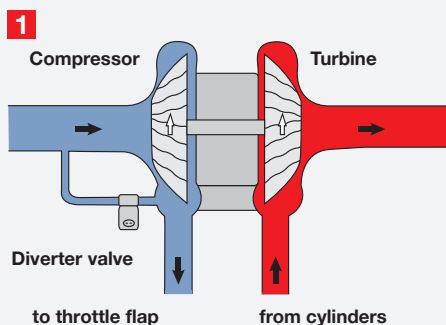
Audi: A1, A3, A4, A5, A6, A7, A8, TT, Q5  
 Seat: Alhambra, Altea, Exeo, Leon, Toledo  
 Skoda: Octavia, Superb, Yeti, Rapid  
 VW: Amarok, Bora, Beetle, Eos, Golf V/VI, Jetta, Scirocco, Sharan, Tiguan

Repl. No. 06H 145 710 D



EN

## Diverter Valve



### Problem

Slow response behaviour during load changes and gradual loss of power may be signs of a faulty diverter valve.

### Cause

The diverter valve (DV) ensures a rapid drop in pressure on the compressor side to prevent the turbocharger being slowed down unnecessarily if the throttle flap closes suddenly – thus reducing the “turbo lag” effect. (see Fig. 1).

The old version of the valve has a rubber diaphragm which can be the reason why the unit fails (see Fig. 2). The full charging pressure is no longer built up as air is pumped in a circuit even with the throttle flap open.

If the brakes are suddenly applied at high speed and the throttle flap closes,

the valve’s slow switching times also prevent the dynamic pressure downstream of the compressor from reducing which consequently creates the “turbo lag” effect. This not only results in unnecessary slowing down of the turbocharger but also places an enormous load on the closed throttle flap and the turbocharger’s turbine end.

### Solution

febi recommends replacing the diverter valve with the most up-to-date version (febi 39245). As a piston version (see Fig. 3), the piston ensures that the valve functions perfectly.

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