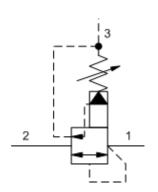
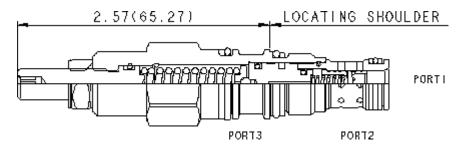
Kick-down, pilot-operated, balanced piston sequence valve

CAPACITY: 7.5 gpm / CAVITY: T-163A



sunhydraulics.com/model/SQBB





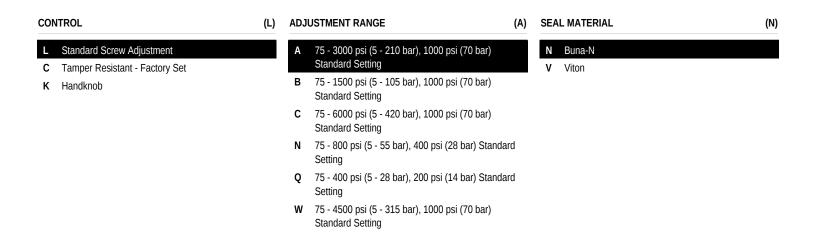
Kick-down sequence valves will kick completely open and remain open once the pressure at the inlet (port 1) exceeds the valve setting, creating an unrestricted flow path from port 1 to port 2 (sequence). The pressure setting at port 1 is relative to the drain (port 3). The valve remains open as long as the pressure at port 1 exceeds the pressure at port 2. To reset the valve, pressure at port 1 must fall below the setting of the valve, flow from port 1 to port 2 must cease, and pressure at port 2 must be equal to or greater than the pressure at port 1.

TECHNICAL DATA NOTE: DATA MAY VARY BY CONFIGURATION. SEE CONFIGURATION SECTION.

Cavity	T-163A
Series	0
Capacity	7.5 gpm
Maximum Operating Pressure	5000 psi
Factory Pressure Settings Established at	Kick down point
Maximum Valve Leakage at 110 SUS (24 cSt)	2 in³/min.
Response Time - Typical	25 ms
Adjustment - No. of CW Turns from Min. to Max. setting	5
Valve Hex Size	3/4 in.
Valve Installation Torque	20 - 25 lbf ft
Adjustment Screw Internal Hex Size	5/32 in.
Locknut Hex Size	9/16 in.
Locknut Torque	80 - 90 lbf in.
Model Weight	0.25 lb.
Seal kit - Cartridge	Buna: 990-163-007
Seal kit - Cartridge	Polyurethane: 990-163-002
Seal kit - Cartridge	Viton: 990-163-006

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OPTION SELECTION EXAMPLE: SQBBLAN



TECHNICAL FEATURES

- All 3 port sequence cartridges are physically and functionally interchangeable (i.e. same flow path, same cavity for a given frame size).
- Should not be used in load holding applications.
- Pressure at port 3 is directly additive to the valve setting at a 1:1 ratio and should not exceed 5000 psi (350 bar).
- Intended for use on the actuator side of the system as flow through the valve must cease for the valve to reset. If used on the pump side of a system, pump flow must be shut off for the valve to reset.
- Incorporates the Sun floating style construction to minimize the possibility of internal parts binding due to excessive installation torque and/or cavity/cartridge machining variations.

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