SUPER SQV
SUPER SEQUENTIAL BLOW-OFF VALVE

Super SQV

HKS
www.hks-power.co.jp

HKS Super SQV (Sequential Blow Off Valve) uses a unique sequential valve structure and a differential pressure control system, which allows for a broad operating range from low boost to high boost. Its Pull-Type relief design ensures stable operation regardless of the amount of boost pressure. The Super SQV will support new generations of turbocharged vehicles.

Pull-Type Relief Valve Operation

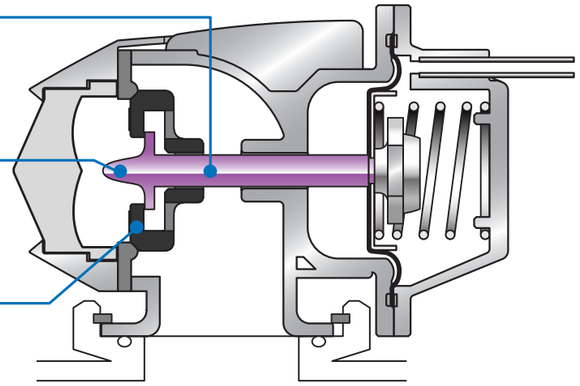
The Pull-Type valve operation offers more precise relief of excess boost and is compatible for a wider range of boost pressure compared to typical push-type blow off valves.

Primary Valve (Small)

Lift off the throttle, and the primary valve instantly opens, quickly discharging initial excess boost pressure.

Secondary Valve (Large)

This valve combined with the Primary Valve form the sequential dual valve structure. Optimal blow-off operation from low to high boost ranges without leaking.

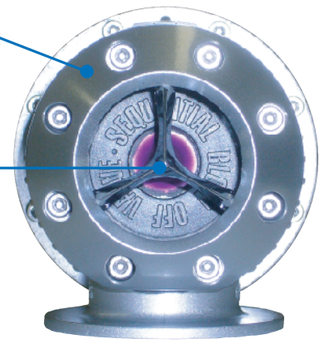


■High Quality Aluminum Die-Cast Body

Silver-coated aluminum die-cast body. Combines the ultimate in looks and durability in the engine compartment.

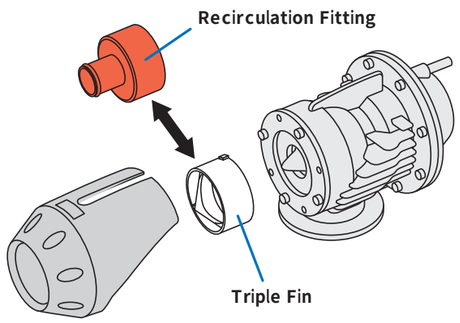
■Triple Fin design produces "Super Sound"

Triple Fins set at the center of the funnel produces a dynamic and aggressive sound. An optional special Round Fin can be purchased separately for sound tuning.



■Recirculation Fitting

The triple fin can be replaced with the recirculation fitting, which can be used to reroute discharged air back to the intake tract (hose not included).
All Vehicle specific application kits will include a 19mm, 29mm (depending on vehicle) Recirculation fitting.
Recirculation fittings are not included in Universal kits, but available for purchase separately.



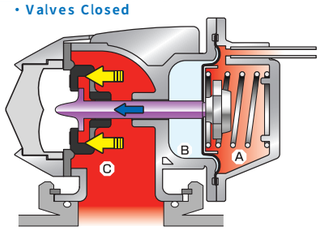
■RoHS compliant

The Super SQV is environmentally friendly, and RoHS compliant.

■Dual Valve Structure • Sequential System

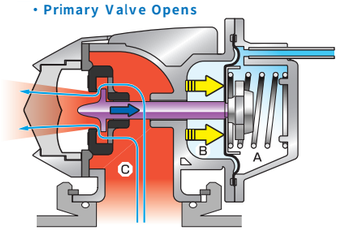
At low boost ranges the Primary Valve opens, and at high boost ranges the Secondary Valve also opens, resulting in linear response and optimal blow-off operation at all boost levels.

■Accelerator ON
• Valves Closed



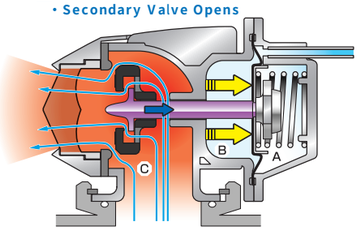
As pressure rises in chamber C, pressure is applied to both the Primary and Secondary valves. The higher the boost pressure, the more pressure is applied to the valves, preventing leaks.

■Accelerator OFF
• Primary Valve Opens



Throttle lift creates a pressure difference between chambers A&B, opening the primary valve bypassing the secondary valve. This creates the initial discharge.

■Accelerator OFF
• Secondary Valve Opens



When pressure difference in chambers A&B reach a maximum, the Primary Valve pulls the Secondary Valve open, creating a secondary discharge.

■Pull-Type blow off valves will work for any turbocharged vehicle, from stock to highly tuned.

Typical push-type blow off valves require spring load settings for each vehicle specification. If the spring load setting is too low, the valve may leak under high boost and the desired boost setting may not be reach. If the spring load setting is too strong, it may not open at low boost. The Super SQV will operate under any boost pressure setting without leaking.