

# banks

CATALOG and TEST REPORT

**50 STATE**  
STREET LEGAL<sup>®</sup>  
IS YOUR TRUCK COMPLIANT?



## CHEVROLET GMC DIESEL TRUCKS



# 2001-2014

*For Chevy/GMC 6.6L  
Duramax Engines*

### » POWER SYSTEMS

Big Hoss<sup>®</sup> Bundle  
Six-Gun<sup>®</sup> Bundle  
PowerPack<sup>®</sup> System  
Stinger<sup>®</sup> System

### » COLD AIR INTAKES

Banks Ram-Air<sup>®</sup> Intake System

### » INTERCOOLERS

Techni-Cooler<sup>®</sup>

### » TUNING AND PROGRAMMING

AutoMind<sup>®</sup> Programmer  
AutoMind<sup>®</sup> Flash, Programming Module  
Six-Gun<sup>®</sup> Diesel Tuner & Banks iQ<sup>®</sup> 2.0  
Six-Gun<sup>®</sup> Diesel Tuner & switch  
EconoMind<sup>®</sup> Diesel Tuner & Banks iQ<sup>®</sup> 2.0  
EconoMind<sup>®</sup> Diesel Tuner & switch  
Banks Bullet<sup>™</sup>

### » EXHAUST SYSTEMS

Monster<sup>®</sup> Exhaust

### » BRAKING SYSTEMS

Banks Brake<sup>®</sup>  
Banks SpeedBrake<sup>™</sup>

# POWER SYSTEMS

## Big Hoss® Bundle

'07-10 Chevy/GMC

6.6L Duramax LMM Shown



- » Ultimate Power System
- » Great Versatility
- » Monstrous Torque Gains
- » Packed with Safeguards



GAIN UP TO

**+130hp**  
**+244lb-ft**  
AT THE REAR WHEELS

Big Hoss Bundle is the ultimate engineered power system for Duramax sport applications.

Big Hoss is Banks' free-breathing intake and exhaust upgrades balanced with calibrated tuning PLUS the Techni-Cooler® Intercooler System. Forget "flash" power: now you've got head-snapping power with staying power! Big Hoss maximizes engine efficiency and constant-duty power and keeps exhaust gas temps in check. All gains measured at the rear wheels.

Everything in the Big Hoss Bundle is engineered to work together to maximize your engine's power, efficiency and durability. Big Hoss honors your vehicle by safely living within the limits of your engine and drivetrain. Your Duramax will run stronger and live longer!

### INCLUDES:

- » Six-Gun Diesel Tuner (Banks IQ® optional)
- » Techni-Cooler intercooler system
- » Banks Ram-Air® cold-air intake system with reusable filter
- » Stainless constant-diameter DPF-back Monster Exhaust with Cool Cuff cooling technology; 4" intermediate pipe and tailpipe (4" Y-pipe and 3½" tailpipes on split-side duals for effortless fit)
- » Huge, polished-stainless rolled-edge tailpipe tip(s)
- » BigHead® Wastegate Actuator ('01-04)



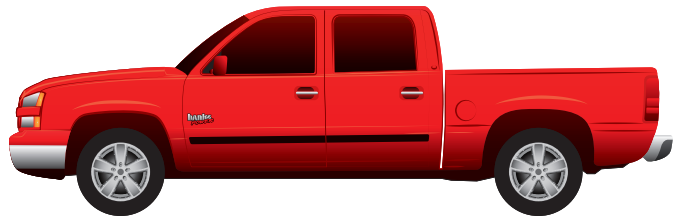


# TEST RESULTS:

# 2006 6.6L LBZ CHEVY SILVERADO

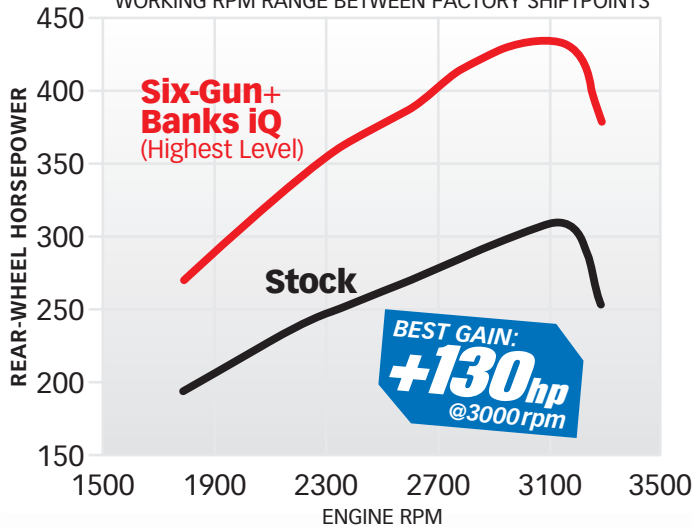
## Six-Gun Bundle vs. Stock

2007 Chevy Silverado 2500, cab short bed, with Allison 6-speed automatic transmission. Horsepower and torque measured at rear wheels. Relative gains on other model years.



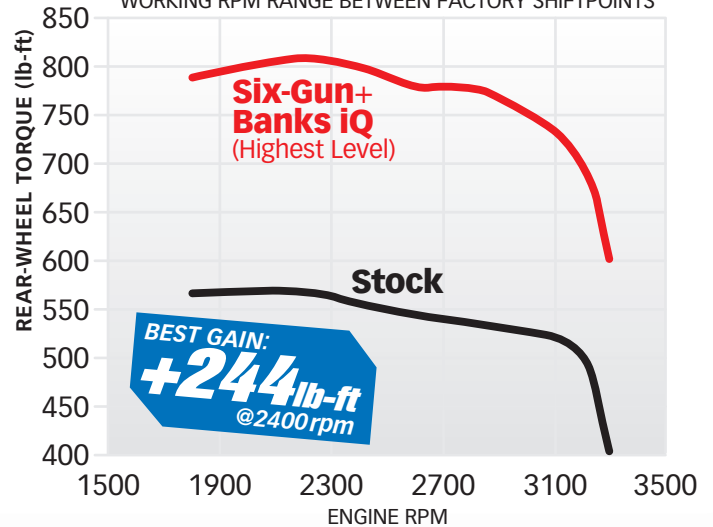
### REAR WHEEL HORSEPOWER

WORKING RPM RANGE BETWEEN FACTORY SHIFTPOINTS



### REAR WHEEL TORQUE (lb-ft)

WORKING RPM RANGE BETWEEN FACTORY SHIFTPOINTS



'06-'07 Chevy/GMC - 6.6L Duramax LLY-LBZ



'04-'05 Chevy/GMC - 6.6L Duramax LLY



'01-'04 Chevy/GMC - 6.6L Duramax LB7



#### OPTIONS:

Single or Dual Exhaust  
Chrome or Black Tips  
Dry or Oiled Air Filter

# POWER SYSTEMS

## Six-Gun® Bundle

'07-10 Chevy/GMC  
6.6L Duramax LMM Shown



- » Ultimate Power System
- » Great Versatility
- » Monstrous Torque Gains
- » Packed with Safeguards

GAIN UP TO  
**+130<sup>hp</sup>**  
**+244<sup>lb-ft</sup>**  
AT THE REAR WHEELS



Six-Gun Bundle is a total engineered power system for Duramax sport applications. With free-breathing intake and exhaust upgrades that balance the advanced tuning, Six-Gun Bundle improves engine efficiency, increases durability and keeps exhaust gas temperatures (EGTs) down. As a result, you have more continuous, useable power. Six-Gun Bundle delivers ground-ripping power with endurance!

Everything in it is engineered to work together to maximize your engine's power, efficiency and durability. Banks Six-Gun Bundle honors your vehicle by safely living within the limits of your engine and drivetrain. Your Duramax will run stronger and live longer!

### INCLUDES:

- » Six-Gun Diesel Tuner (Banks IQ® optional)
- » Techni-Cooler intercooler system
- » Banks Ram-Air® cold-air intake system with reusable filter
- » Stainless constant-diameter DPF-back Monster Exhaust with Cool Cuff cooling technology; 4" intermediate pipe and tailpipe (4" Y-pipe and 3½" tailpipes on split-side duals for effortless fit)
- » Huge, polished-stainless rolled-edge tailpipe tip(s)
- » BigHead® Wastegate Actuator ('01-04)





# TEST RESULTS:

# 2006 6.6L LBZ CHEVY SILVERADO

## Six-Gun Bundle vs. Stock

2006 Chevy Silverado 2500, 4WD, crew cab short bed, automatic transmission. Horsepower and torque measured at rear wheels. Relative gains on other model years.



	STOCK	SIX-GUN, LEVEL 6	IMPROVEMENT	RESULTS
BEST GAIN REAR-WHEEL HP	298.2 HP @2800 RPM	398.0 HP @2800 RPM	<b>+99.8 HP</b>	<b>34% BETTER</b>
BEST GAIN REAR-WHEEL TORQUE:	560.3 LB-FT @2600 RPM	755.5 LB-FT @2600 RPM	<b>+195.1 LB-FT</b>	<b>35% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL HP:	325.4 HP @3200 RPM	425.0 HP @3200 RPM	<b>+99.6 HP</b>	<b>31% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL TORQUE:	574.4 LB-FT @2200 RPM	755.5 LB-FT @2600 RPM	<b>+181.1 LB-FT</b>	<b>32% BETTER</b>
Acceleration, time: 1/8 mile	10.57 SECS	9.71 SECS	<b>-0.86 SECS</b>	<b>8% FASTER</b>
Acceleration, time: 1/4 mile	16.24 SECS	14.88 SECS	<b>-1.36 SECS</b>	<b>8% FASTER</b>
0-60 MPH TIME	8.36 SECS	6.77 SECS	<b>-1.59 SECS</b>	<b>19% FASTER</b>

'06-'07 Chevy/GMC - 6.6L Duramax LLY-LBZ



'04-'05 Chevy/GMC - 6.6L Duramax LLY



'01-'04 Chevy/GMC - 6.6L Duramax LB



**OPTIONS:**  
Single or Dual Exhaust  
Chrome or Black Tips  
Dry or Oiled Air Filter

# POWER SYSTEMS

## PowerPack®

'07-10 Chevy/GMC

6.6L Duramax LMM Shown



- » Ultimate Power System
- » Optimizes Airflow
- » Monstrous Torque Gains
- » Packed with Safeguards



GAIN UP TO  
**+100<sub>hp</sub>**  
**+239<sub>lb-ft</sub>**  
AT THE REAR WHEELS

The ultimate power system for working and towing applications, PowerPack has Banks' full gamut of intake, exhaust, fuel tuning and intercooling upgrades.

It delivers mighty best gains of tow-all-day power with optimum engine efficiency and durability, adjust-on-the-fly power, lower exhaust gas temperatures and virtually no backpressure. PowerPack is engineered to safely live within the limits of the engine and powertrain. Has exclusive safeguards that honor the engine and powertrain.



### INCLUDES:

- » EconoMind® Diesel Tuner & Banks iQ® 2.0
- » Techni-Cooler intercooler system with huge 3" boost tubes ('01-05). Optional Driver side boost tube available for '06-09
- » Banks Ram-Air cold-air intake system with reusable filter
- » Stainless constant-diameter DPF-back Monster Exhaust with Cool Cuff cooling technology; 4" intermediate pipe and tailpipe (4" Y-pipe and 3½" tailpipes on split-side duals for effortless fit)
- » Huge, polished-stainless rolled-edge tailpipe tip(s)

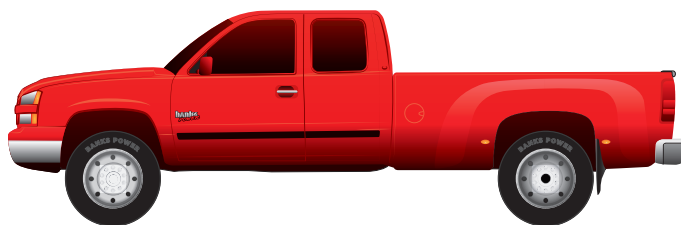


# TEST RESULTS:

# 2001 6.6L LB7 CHEVY SILVERADO

## PowerPack® vs. Stock

2001 Chevy 3500HD Ext cab, long bed, dual rear wheels  
with Allison 5-speed automatic transmission at rear wheels.  
Relative gains on other model years.



	STOCK	POWERPACK	IMPROVEMENT	RESULTS
BEST GAIN REAR-WHEEL HP	251.1 HP @3200 RPM	351.5 HP @3200 RPM	<b>+100.4 HP</b>	<b>40% BETTER</b>
BEST GAIN REAR-WHEEL TORQUE:	428.8 LB-FT @2000 RPM	659.1 LB-FT @2000 RPM	<b>+230.3 LB-FT</b>	<b>54% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL HP:	252.4 HP @3000 RPM	351.5 HP @3200 RPM	<b>+99.1 HP</b>	<b>39% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL TORQUE:	455.4 LB-FT @2888 RPM	659.1 LB-FT @2000 RPM	<b>+203.7 LB-FT</b>	<b>45% BETTER</b>
Acceleration: 0-60 mph (Towing, 21,000 lbs. total wt)	29.14 SECS	16.38 SECS	<b>-12.76 SECS</b>	<b>44% FASTER</b>
Acceleration: 40-60 mph (Towing, 21,000 lbs. total wt)	14.97 SECS	7.21 SECS	<b>+10 MPH</b>	<b>20% FASTER</b>
FUEL ECONOMY	12.24 MPG	13.49 MPG	<b>+1.25 MPG</b>	<b>10% BETTER</b>

'06-07 Chevy/GMC - 6.6L Duramax LLY-LBZ



04-05 Chevy/GMC - 6.6L Duramax LLY



01-04 Chevy/GMC - 6.6L Duramax LB7



**OPTIONS:**  
Single or Dual Exhaust  
Chrome or Black Tips  
Dry or Oiled Air Filter

- » Banks Ram-Air cold-air intake system with reusable filter
- » EconoMind® Diesel Tuner & Banks iQ® 2.0
- » Stainless constant-diameter DPF-back Monster Exhaust with Cool Cuff cooling technology; 4" intermediate pipe and tailpipe (4" Y-pipe and 3½" tailpipes on split-side duals for effortless fit)
- » Huge, polished-stainless rolled-edge tailpipe tip(s)



# TEST RESULTS:

# 2006 6.6L LBZ CHEVY SILVERADO

## Stinger® vs. Stock

2006 Chevrolet Silverado 2500, 4 wheel drive, crew cab short bed, automatic, single rear wheel. Relative gains on other model years.



	STOCK	POWERPACK	IMPROVEMENT	RESULTS
BEST GAIN REAR-WHEEL HP	298.2 HP @2888 RPM	373.1 HP @2888 RPM	<b>+74.9 HP</b>	<b>25% BETTER</b>
BEST GAIN REAR-WHEEL TORQUE:	560.3 LB-FT @2600 RPM	706.8 LB-FT @2600 RPM	<b>+146.5 LB-FT</b>	<b>26% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL HP:	325.4 HP @3200 RPM	400.1 HP @3200 RPM	<b>+74.7 HP</b>	<b>23% BETTER</b>
PEAK-TO-PEAK REAR-WHEEL TORQUE:	574.4 LB-FT @2200 RPM	706.8 LB-FT @2600 RPM	<b>+132.4 LB-FT</b>	<b>23% BETTER</b>
Acceleration: 0-60 mph (Towing, 21,000 lbs. total wt)	23.77 SECS	15.90 SECS	<b>-7.87 SECS</b>	<b>33% FASTER</b>
Acceleration: 40-60 mph (Towing, 21,000 lbs. total wt)	12.22 SECS	7.97 SECS	<b>-4.25 SECS</b>	<b>35% FASTER</b>

'06-'07 Chevy/GMC - 6.6L Duramax LLY-LBZ



04-05 Chevy/GMC - 6.6L Duramax LLY



01-04 Chevy/GMC - 6.6L Duramax LB7



**OPTIONS:**  
Single or Dual Exhaust  
Chrome or Black Tips  
Dry or Oiled Air Filter

# COLD-AIR INTAKES

## Banks Ram-Air® Intake Systems

Banks Ram-Air Intake Systems are tested and proven. They start out as CAD software prototypes and are put through flow simulations. After a hardware prototype is made, it's tested on a flowbench. Then it's tested on the vehicle. And finally, Banks' density-tests the Ram-Air against stock and many competitors.

Thanks to its enclosed cold-air housing, huge inlet, giant dome-shaped lifetime filter and streamlined design, Banks Ram-Air Intake maximizes the flow of cool, dense air to the engine for greater power and fuel economy. It flows 35% better than stock. And delivers greater air density to the turbo's inlet than the stock system and every competitor tested!

And Banks Ram-Air Intakes deliver. The harder you work your truck, the more Banks Ram-Air Intake improves power and fuel economy!

An aftermarket exclusive: with 5" bellows, Banks Ram-Air accommodates engine movement, which protects the components and extends service life. What's more, Ram-Air is designed to not cause fault or error codes.



INCREASED  
FUEL ECONOMY



INCREASED  
PERFORMANCE



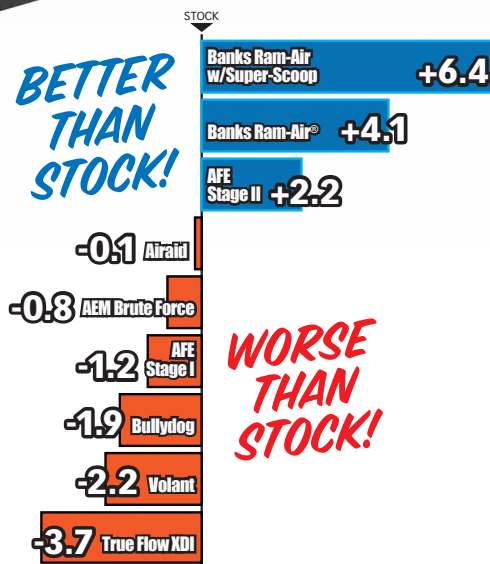
50 STATE  
EMISSIONS  
COMPLIANT

**50 STATE**  
**STREET LEGAL\***  
*IS YOUR TRUCK COMPLIANT?*

*Banks Super-Scoop Recommended for  
Maximum airflow (optional upgrade)*

'07-10 Chevy/GMC  
6.6L Duramax  
Shown with  
Banks Super-Scoop®

### ON-HIGHWAY DENSITY GAIN OR LOSS



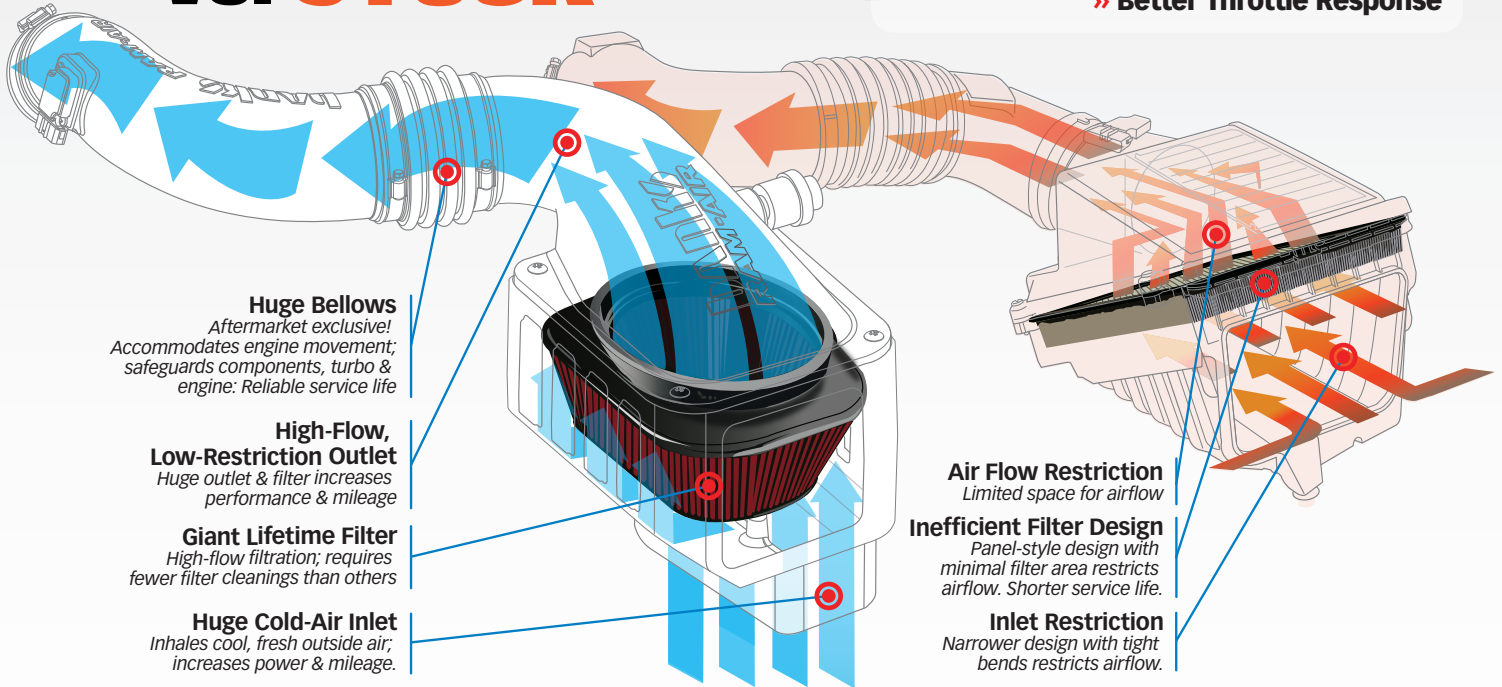
Test Vehicle: 2006 Chevy Duramax



# RAM-AIR® VS. STOCK

## KEY BENEFITS

- » More Power
- » Improved Fuel Economy
- » Reduced Temperatures
- » Better Throttle Response



'11-14 Chevy/GMC  
6.6L Duramax



'06-07 Chevy/GMC  
6.6L Duramax



04-05 Chevy/GMC  
6.6L Duramax



01-04 Chevy/GMC  
6.6L Duramax



# INTER COOLERS

## KEY BENEFITS

- » Improves Cooling
- » Improves Fuel Economy
- » Improves Performance
- » Lowers EGTs



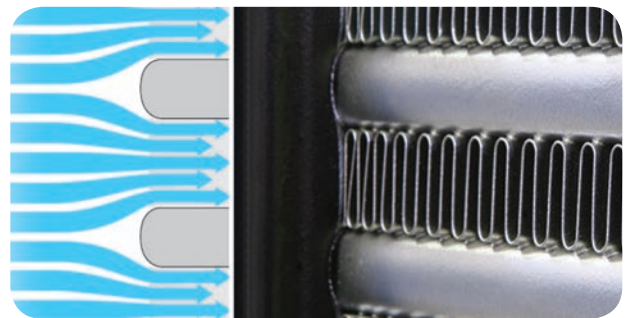
*Shown: Banks Techni-Cooler for 06-10 Chevy/GMC 6.6L Duramax*

## BANKS TECHNI-COOLER® INTERCOOLER SYSTEM

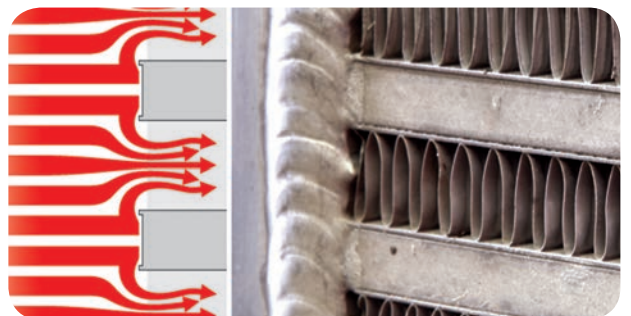
Want to charge up the hills at the speed you want without ever worrying about EGT's? You need the Banks Techni-Cooler. The factory intercooler is too restrictive to fulfill its intended function: Increase density! With **29% more cooling capacity volume**, Banks removes restrictions, reduces pressure drop from the boosted air, and significantly cools the air for maximum oxygen content and power. Your exhaust gas temps stay nice and cool and so will you. And its all-aluminum design is far more reliable and long-lasting than the partially plastic stock cracking version.

### COMPUTATIONAL FLUID DYNAMICS (CFD)

CFD designed, rugged, and super stream-lined, the Banks Techni-Cooler's end tanks ensure maximum air flow and performance. The same can't be said for the squeezed and square end tanks you find on other intercoolers. Cast aluminum end tanks are far more durable than the factory plastic tanks.



**Banks;** Streamlined Airflow!



**Others;** Blocks Critical Airflow



## BIG DENSITY: BIG DIFFERENCE

The cooler the air, the greater the oxygen content. That's density and it's the key to creating continuous power.

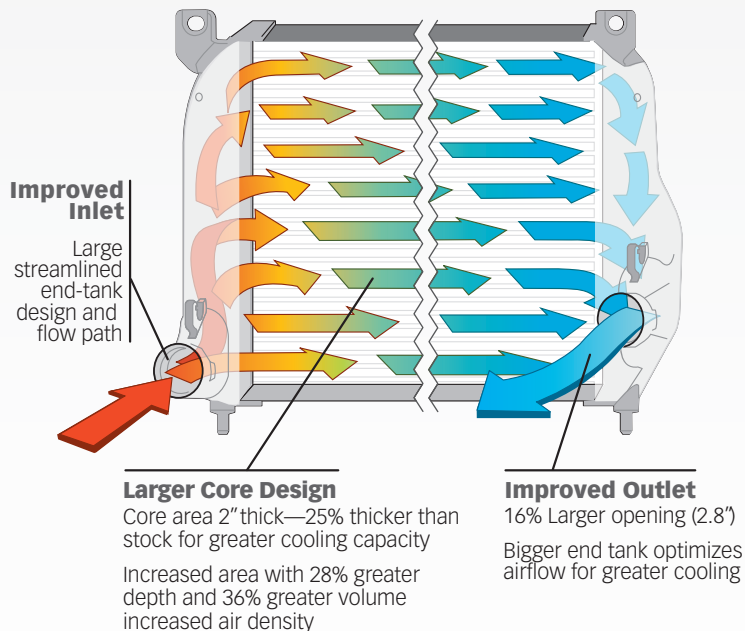
Here's the problem with the factory intercooler – it's a bottleneck. Too small, too restrictive and it just doesn't deliver the dense, oxygen-rich air needed to make real torque. The factory was on the right track adding an intercooler but our testing reveals that so much has been left on the table. The factory made room for an intercooler so why not install one that really performs?

That's where Banks Techni-Cooler intercooler comes in. As the illustration demonstrates, Techni-Cooler is streamlined to improve flow and deliver that all-important density. It means major performance and efficiency enhancements under all driving conditions, particularly under load. In other words, it's the real deal.

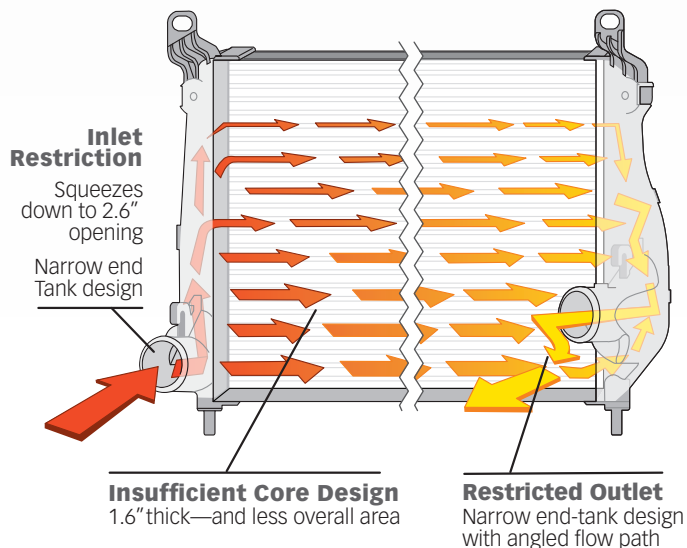


**Airflow is Vital to Cooling** The crude bar-and-plate cores used by the competition impede flow to the radiator due to sloppy aerodynamics.

## BANKS TECHNI-COOLER



## STOCK INTERCOOLER



'06-10 Chevy/GMC 6.6L Duramax

### Boost Tube Upgrade Kit for '06-10 Chevy/GMC 6.6L Duramax



'01-05 Chevy/GMC  
6.6L Duramax



# TUNERS/ PROGRAMMERS

## AutoMind® Programmer

Wrap Your Hand Around Some Serious Power! Introducing the latest in pre-loaded, pre-programmed power from the most trusted name in engineered engine efficiency. Banks is the only record-holding engine builder in the programming game, and that expertise can be yours!

The Banks AutoMind programmer comes "ready to run" with pre-loaded power right out of the box! Its calibrations were developed with power and increased MPG in mind. The AutoMind can also display a host of critical engine functions and provides "service technician" diagnostic capabilities with its ability to scan and clear vehicle trouble codes.

Intense, usable, real horsepower... only from Banks! Includes:

- The latest in handheld Flash tech
- Pre-loaded with real Banks dyno-proven tuning files (Super-Sport, Work/Tow, Economy)
- Instantly checks and clears OBDII diagnostic trouble codes
- Full speed limiter adjustment capabilities
- Built-in on-screen real-time data
- OEM factory PCM tune data backed-up for quick and trouble-free return to stock settings
- Internet upgradeable



**POWER  
FUEL ECONOMY  
PERFORMANCE  
ADJUSTABILITY**

## Banks iQ® Flash

Banks iQ Flash couples the vast capabilities of the Banks iQ with the versatility of the AutoMind Flash Programming Module. It takes Performance tuning to the next level. The Banks AutoMind Flash Programming Module works in conjunction with the Banks iQ to provide a host of programmable features that you control directly from the 5" color touch screen.

Already have a Banks iQ? The Banks AutoMind Flash Programming Module is also sold separately.





## Banks Six-Gun® Diesel Tuner

Need a lot more power for high-performance, sport? Get your hands on the Banks Six-Gun Diesel Tuner. Or for greater power plus unmatched flexibility, go with Six-Gun plus Banks iQ Vehicle Command Center. Now you've got gains up to **+155 hp and +385 lb-ft** at the rear wheels, and adjust-on-the-fly power levels. Six-Gun is Stacked for Power to tune timing and fuel pressure, and offers a suite of built-in electronic safeguards you won't find in any competitor's tuner!



## Banks Six-Gun® PLUS Banks iQ®

- Change power levels at the touch of the screen
- Highest-proven horsepower & torque
- Vehicle Command Center with ultimate custom tunability
- Includes thermocouple & full gauge capabilities



## Banks Six-Gun® PLUS Switch

- Calibrated for street, strip or track
- Change power levels at the twist of a knob
- Includes a fuel-economy mode
- Thermocouple included



## Banks EconoMind® Diesel Tuner

The centerpiece of Banks PowerPack and Stinger engineered power systems, EconoMind is the premier diesel tuner specifically calibrated for working, towing and street use. It has six adjust-on-the-fly power levels. Stacked for Power, EconoMind tunes timing and fuel pressure—adding up to **+100 hp and +230 lb-ft** at the rear wheels and even has a Fuel Economy mode. The unit watchdogs your powertrain and all the electronics involved with a host of built-in electronic safeguards.



## EconoMind® Diesel Tuner PLUS Banks iQ®

- Change power levels at the touch of the screen
- Calibrated for towing or street use
- Tuning calibrated for ultimate Fuel Economy
- CleanTune Technology



## EconoMind® PLUS Switch

- Calibrated for towing or street use
- Change power levels at the twist of a knob
- Includes a fuel-economy mode
- Thermocouple included



# TUNERS/ PROGRAMMERS

BEST GAIN:

**+100 lb-ft**  
@ 2600 RPM

## Banks Bullet™ Diesel Tuner ('01-04)

Banks' Bang-for-your-buck Power! This 2" gauge-mount entry-level tuner does a lot more than add hefty power to your diesel to make merging, passing, hill-climbing, towing and off-roading easier, safer, and a whole lot more fun. It

gives you the power of flexibility. The power to adjust power levels (Stock, Tow, Sport) as you drive, by simply pushing a button. The power to know critical engine functions at a glance. And the power to choose which functions are displayed: Boost, Percent of Fuel Increase, Self-Diagnostics, Power Level, EGT (optional).

### Exclusive Safety Features

The optional thermocouple equips Banks Bullet with AutoRate® adjustable temperature limiting control. EGT limits can be set in 50° increments from 800-1500°, and a warning flashes when the limit is reached. A warning also alerts the driver of high boost levels (adjustable limits from 20 to 50 PSI in 1 PSI increments). The unit is designed to integrate seamlessly with the vehicle's electronics without interference. Installation is easy.



STK

**POWER** Three power levels: STOCK, TOW, SPORT. TOW adds about 30 hp; SPORT adds about 60 hp. Power adjustable on-the-fly.

8 22

**BOOST** The Bullet is also a Digital Boost Gauge. A separate setting lets you select a boost level that will trigger the visual alarm (a red LED). Adjustable from 20-50 PSI in 1 PSI increments.

F140

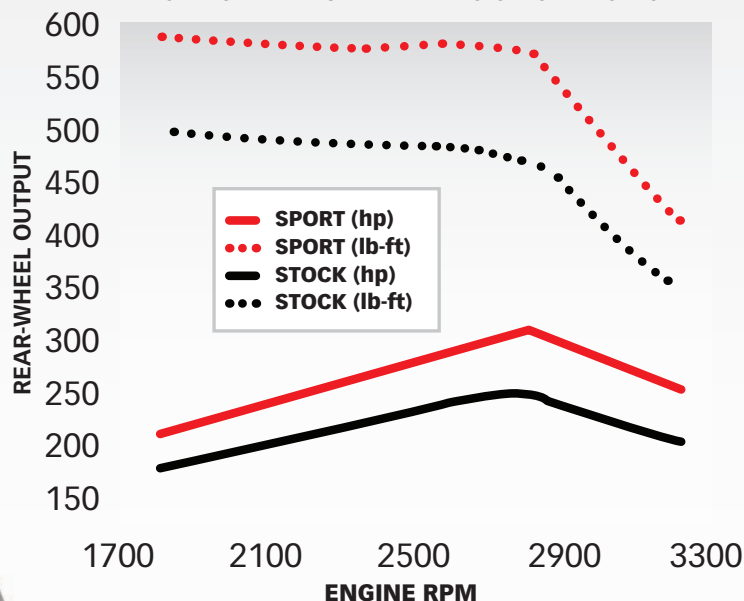
**FUELING** percentage displayed. Stock is always 100; higher numbers are stock + additional fueling from Banks Bullet. (140 indicates 40% more fuel delivery with Banks Bullet)

1250

**EGT** Requires thermocouple upgrade. The optional thermocouple equips the Bullet with adjustable temp limiting control. Set the temp limit and save your engine! Fueling limits are adjustable from 800-1500° in 50° increments. Exceeding the set EGT limit by more than 50° will trigger the visual alarm.

## REAR-WHEEL GAINS

WORKING RPM RANGE BETWEEN FACTORY SHIFT POINTS





# GAUGES

## Banks DynaFact® Gauges

A quick glance at the needle position pinpoints the current reading, and indicates the trend in boost and exhaust gas temperature (EGT). Banks 0-50 psi DynaFact boost gauge monitors power and turbo performance, telling you how much turbo boost has improved. The pyrometer's electronic thermocouple tracks critical exhaust gas temperature. DynaFact gauges can be mounted under the dash or put at eye level with an optional pillar mount.



### PYROMETER

*Monitors Exhaust Gas Temps (EGT)*



### ENGINE OIL/TEMPERATURE

*Displays Engine Oil Temps*



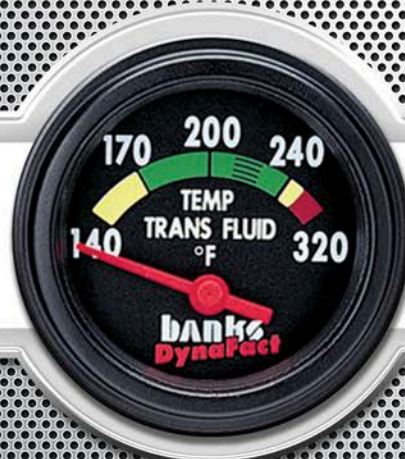
### BOOST

*Displays Turbo Inlet Pressure*



### TRANSMISSION FLUID TEMPS

*Displays Trans Fluid Temps*





# EXHAUST SYSTEMS

## BANKS MONSTER® EXHAUST SYSTEMS

**'11-14 Chevy/GMC  
6.6L Duramax LMM Shown**

4" heavy-duty stainless  
DPF-back Monster  
Exhaust system  
with constant-  
diameter

intermediate  
pipe and tailpipe.  
Exclusive  
CoolCuff®  
design  
lowers tailpipe  
temperatures  
as much or more  
than stock while  
simultaneously improving flow and  
cutting backpressure by nearly **57%**.

The CoolCuff design is testing in all  
areas: before and after the DPF, 6" out from  
the tip, by the spare tire, shocks, wiring, hoses,  
and more. First we tested our own exhaust then  
we tested the others. Result: Monster Exhaust  
measured well over a hundred degrees cooler  
than the competition, and cooler than stock, too!  
Includes Banks' exclusive 6" X 5" ob-round  
(patented design) angle-cut rolled-edge tailpipe  
tip in your choice of polished chrome-over  
stainless or high-temp black! And to help  
keep it looking good, there's a 1/2" air gap to  
keep heat from tarnishing the finish.

### **WARNING**



DPF-equipped trucks can  
cause fires or burn property,  
people and pets when using  
some aftermarket diesel  
exhaust systems.



**'07-14 Chevy/GMC  
6.6L Duramax Diesel Duals**



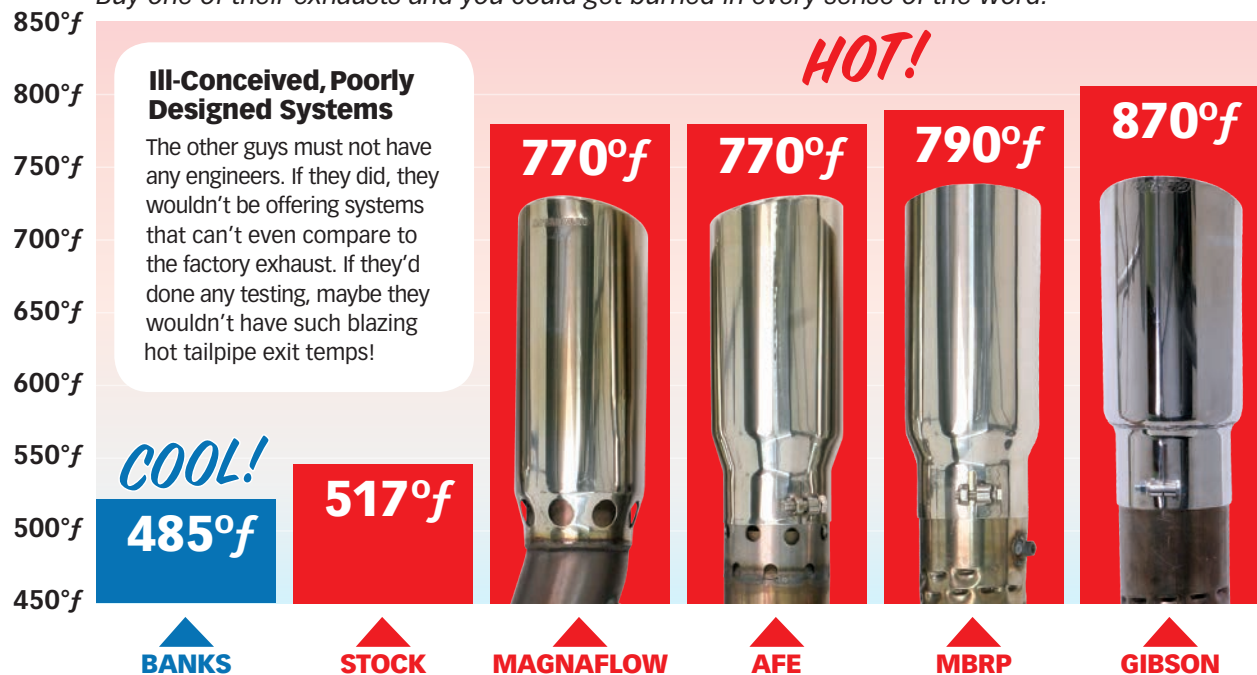
**'07-14 Chevy/GMC  
6.6L Duramax**





## TEST RESULTS: CoolCuff vs. the Competition

**Too Hot to Handle** Take a look at our "competitors" and you'll see they're full of very hot air. Buy one of their exhausts and you could get burned in every sense of the word.



## COMPUTATIONAL FLUID DYNAMICS (CFD):

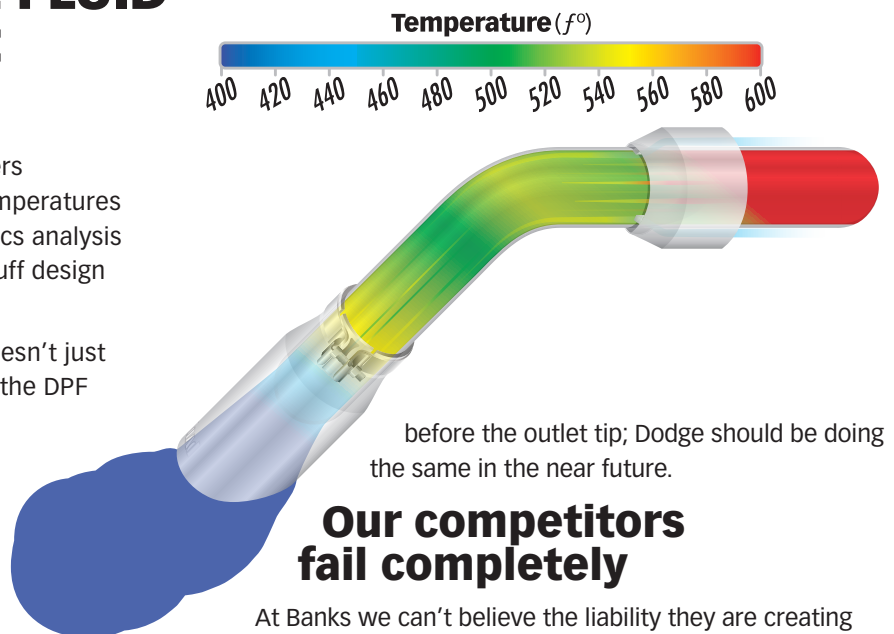
### Testing & Validation

That's the Banks difference. Our engineers input active regeneration DPF outlet temperatures into the computer, then run flow dynamics analysis to show the cooling effect of the Cool Cuff design all along the flow path.

Extensive temperature testing. Banks doesn't just measure temperatures before and after the DPF and 6" from the tip. We also test critical systems for destructive heat exposure. Thermocouples are placed by the spare tire, shocks, wiring, hoses, and even the floor of the truck to make sure Monster Exhaust keeps everything as cool or cooler than the factory exhaust. And we don't just scrutinize our systems; we put the other guy through the same grueling tests. That's how we know they blow ... hot air!

The exhaust coming out of a truck's DPF can exceed 1,100 degrees, and it will happen when the truck is running or sitting at idle. How's that for dangerous?

GM and Ford cool their exhaust by mixing it with cool air



### Our competitors fail completely

At Banks we can't believe the liability they are creating for themselves and their dealers. We are proud to say that in 50 years of business, Banks products have never harmed a person, a pet or the environment. All of our Cool Cuff-equipped Monster Exhaust systems are cool running, especially on the Duramax! So if your wife walks behind the truck, her pantyhose — not to mention kids, animals, cardboard boxes and the forest — are as safe as with a stock exhaust.

# EXHAUST SYSTEMS

## BANKS MONSTER® EXHAUST SYSTEMS (NON DPF)

'11-14 Chevy/GMC  
6.6L Duramax  
LMM Shown



Why consider a cheap, ill-fitting aluminized exhaust? Banks 4" Monster Exhaust is made of rugged, long-lasting 100% stainless steel. It fits better than the competition, because Monster Exhaust utilizes the factory hangers and maintains proper clearance to all under-vehicle components.

With nearly five decades of engineering airflow improvements, Banks has mastered the art of maximizing flow while minimizing backpressure. The polished straight-through Monster Muffler, mandrel-bent head pipe assembly (non-cat-converter-equipped vehicles only), intermediate pipe(s) and tailpipe nearly triple the exhaust flow, cut backpressure up to 98%, lower exhaust gas temps and deliver more power to the ground. And the 5" polished rolled-edge tip has an adjustable clamp for positioning on tailpipe. Get it in your choice of chrome-over stainless or high temp black!

Many straight-through mufflers deliver an obnoxious drone that overpowers conversations. Banks Monster Muffler is extensively sound-tested and engineered with a unique ex-



- » 100% Stainless Steel
- » Improves airflow
- » Improves Fuel Economy
- » Easy install



**50 STATE**  
**STREET LEGAL\***  
*IS YOUR TRUCK COMPLIANT?*

pansion chamber and high-temperature packing. Instead of a drone, you're treated to a rich exhaust note that's authoritative, yet civil. It sounds as great as it looks!





## AIRFLOW

DIESEL DUALS TESTED AT 10" H<sub>2</sub>O

637  
CFM

354  
CFM

OUT FLOWS STOCK BY:  
**80%**

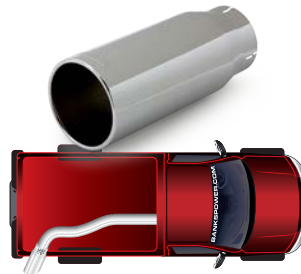
### Cool Flow!

Flows up to **80% better** than stock! Cooling as much or more than stock without killing flow is a major challenge. But Monster Exhaust wins on both counts...and increases fuel efficiency in the process.

Pick your look! Dual exit Monster Exhaust systems include Banks' exclusive 6" X 5" ob-round (patented design) angle-cut rolled-edge tailpipe tips while single exit systems sport a 5" round tip—and then you get a choice of polished chrome-over stainless or high-temp black finish.

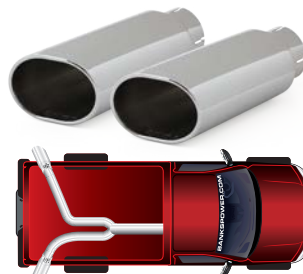
Single Exit, Chrome

Single Exit, Black



Dual Exit, Chrome

Dual Exit, Black



# BRAKE SYSTEMS

## Banks SpeedBrake™

Banks SpeedBrake is a revolutionary, patented all-electronic braking system with downhill speed regulating capability, user-adjustable setpoint speeds (25-75 mph) and built-in safety features. It takes exhaust braking to a whole new level by combining intelligent manipulation of the turbo's variable geometry turbine vanes with specific control of gear selection and torque converter clutch application when engine braking is commanded. SpeedBrake has numerous operating modes and settings to optimize braking function for individual preferences and conditions.



*IT'S A  
DOWN-HILL  
CRUISE  
CONTROL*

**Patented  
Technology**

U.S. PATENTS #6,152,853  
& #6,652,414 B1



### BANKS IQ®

Only Banks' touch-screen vehicle command center gives you easy-to-use and highly flexible control of the SpeedBrake, and tells you everything you need to know at a glance

### TORQUE CONVERTER

SpeedBrake controls and automatically locks up the vehicle's torque converter to ensure that all engine braking force is sent directly through the transmission to the vehicle's drive wheels where it is fully utilized.



### ENGINE CONTROL UNIT

Only SpeedBrake intercepts variable geometry turbocharger, torque converter and transmission communications from the ECU and changes them to optimize the braking performance that you command.



### TRANSMISSION

Only SpeedBrake controls the gear selection in order to select the best gear for any given braking situation without building excessive engine RPM.



### BANKS BRAKE™

Same great braking power with a value-price alternative to the Banks iQ. Does not include customizable speed settings.

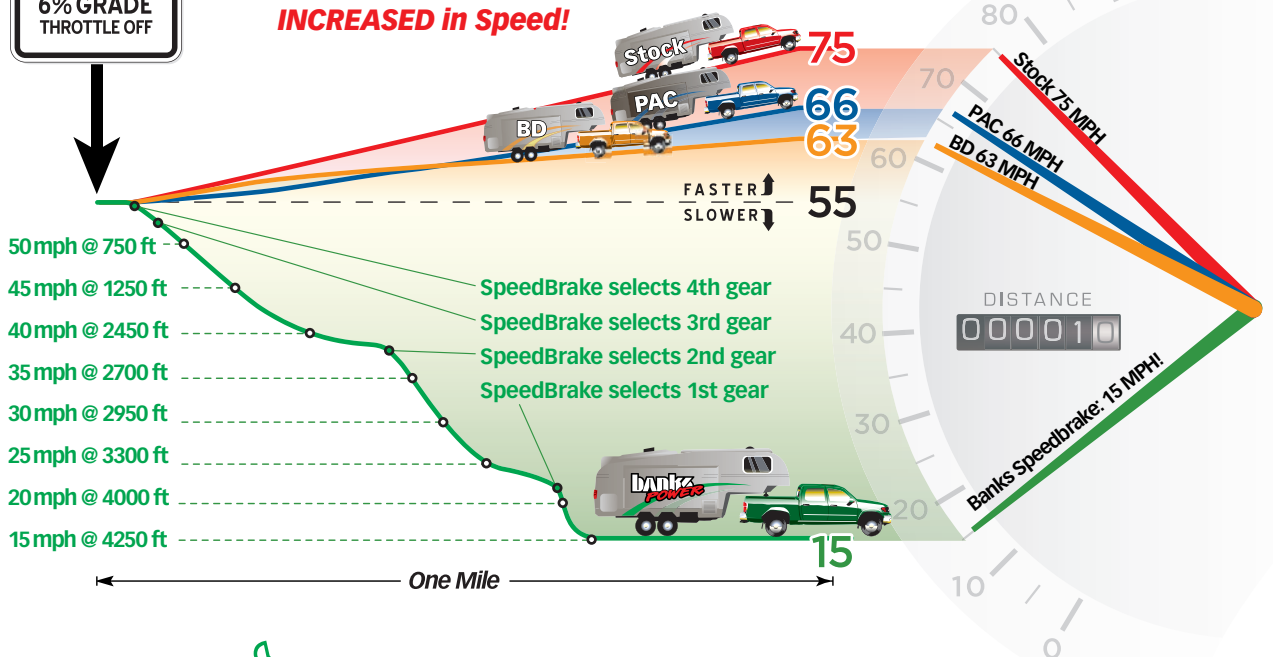
**SpeedBrake Available for '04-10 6.6L Chevy/GMC  
Banks Brake Available for '01-10 6.6L Chevy/GMC**





## Banks Speedbrake slows to 15 mph!

*All Others  
INCREASED in Speed!*



### THE WINNER: SPEEDBRAKE!



Unlike the others, electronic SpeedBrake is child's play to install. No cutting or welding; just a few simple underhood connections.

#### Speed Control Mode Test:

The driver set the target speed to 50 mph, began descending in 5th gear and lifted his foot off the accelerator. That's all he had to do. SpeedBrake downshifted the transmission

to 3rd gear. The vehicle slowed down to 50 mph and SpeedBrake kept it there. No problem.

**SpeedBrake slowed the vehicle to the 50 mph target speed and automatically kept it there!**

#### ON Mode Test:

(High strength setting)  
SpeedBrake made BD and PacBrake look like wimps! The transmission automatically downshifted to 3rd and the vehicle immediately slowed. Since

the ON mode has no target speed, the test truck slowed to a crawl, shifting all the way down to 1st gear without any effort from the driver and never operating outside the normal rpm range.

**In less than a mile, the vehicle slowed to 15 mph!** — without using the foot brake! This is an astonishing speed reduction of 40 mph from the start. *53 mph slower than PacBrake & 54 mph slower than BD.*

### THE LOSERS



#### STOCK:

##### Tow/Haul Mode

With more than nine tons roaring down the grade, the truck quickly shifted from 5th to 6th gear and reached a white-knuckle 70 mph. Instead of tempting fate — and the CHP — our guys applied the foot brake to reduce terminal velocity. The Allison Transmission includes Auto-Grade Braking. **This is basically a glorified way of saying that when the driver applies the foot brake, the transmission downshifts.**

#### PACBRAKE

"Plug-and-play" and "PacBrake" have nothing in common. Installation requires exhaust system slicing, dicing, welding and wiring. There's no electronic management, either; it uses Tow/Haul mode to enhance its functionality. So how did it do in our test? Pathetically. Its braking activity was very weak. The test truck gathered speed quickly and shifted into top gear halfway down the hill, **way-too-fast: 68 mph — an increase of 13 mph!**

#### BD BRAKE

This was another tough install; Cutting, welding and wiring work was needed. No electronic management; BD also uses Tow/Haul mode to enhance its functionality. Like PacBrake, BD barely braked as the vehicle started down the grade. It quickly gathered speed and shifted into a higher gear. Our guys were ready to mash the foot brake by the end of the run! **The terminal velocity at the end was a gut-wrenching 69 mph — a gain of 14 mph!**

# 50 STATE STREET LEGAL\*

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## **banks** **POWER**

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GALE BANKS ENGINEERING  
546 Duggan Avenue  
Azusa, California 91702

To Purchase Banks Power Products  
Factory Direct, Please Contact Us at:

ph: 800-816-4387

fax: 626-334-1743

email: [sales@bankspower.com](mailto:sales@bankspower.com)

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