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bankspower.com

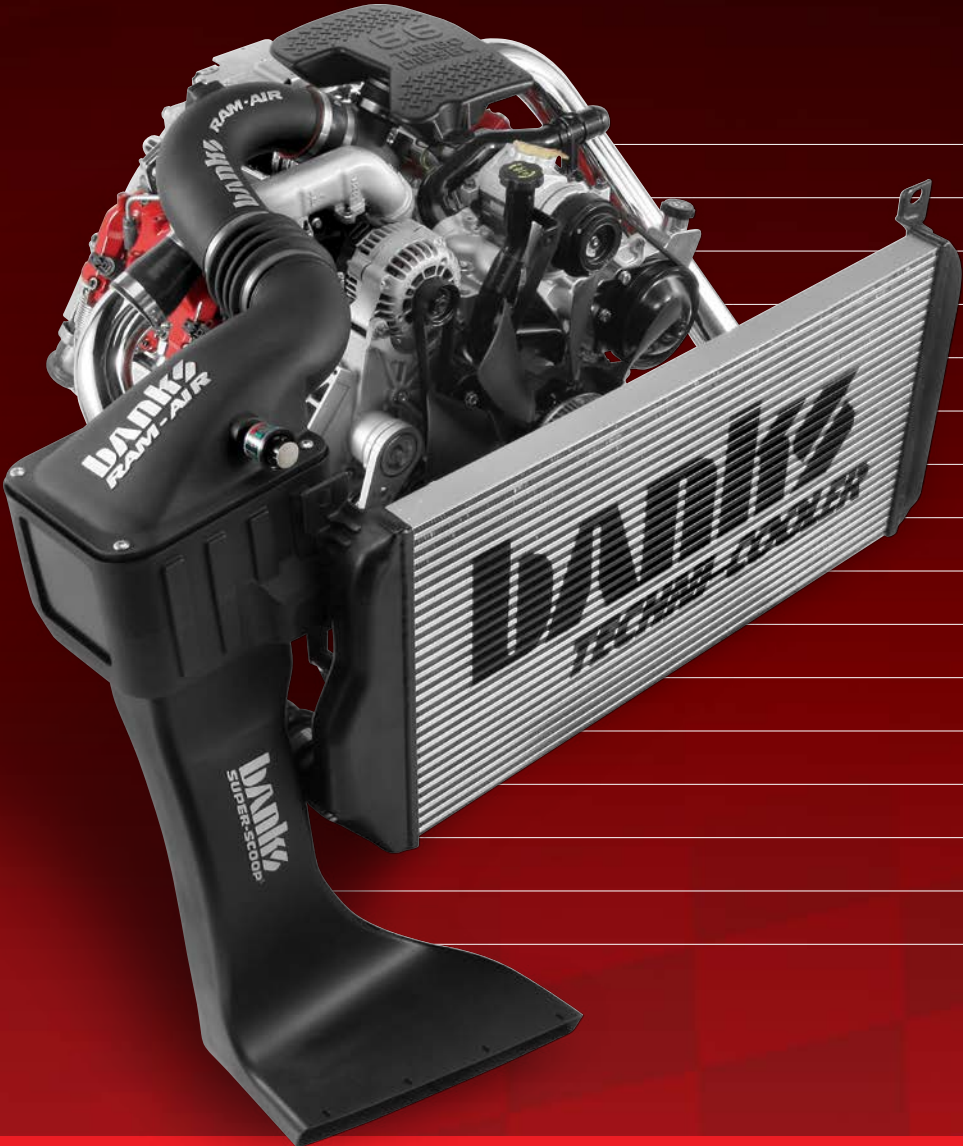
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LB7
LLY
LBZ

'01-07

DURAMAX



- Banks Ram-Air® Intake
- Super-Scoop® Inlet
- Techni-Cooler® Intercooler
- Monster® Exhaust
- Banks iQ™ Dashboard PC
- EconoMind® Diesel Tuner
- Six-Gun® Diesel Tuner
- Banks Bullet™ Diesel Tuner
- BigHead® Wastegate
- DynaFact® Instrumentation
- Banks SpeedBrake™ System
- Banks Brake® System
- Banks Billet™ Torque Converter
- Stinger® Work System
- PowerPack® Work System
- Six-Gun® High-Performance Bundle
- Big Hoss® High-Performance Bundle

Proudly offered at:



How Banks Power Works

It's all about airflow...

In the confines of a stock Duramax pickup, your engine's inherent power is limited by factory restrictions in the intake and exhaust. Engine power is wasted by drawing air into a barely breathing intake and expelling gases through a backed-up exhaust. These airflow restrictions are responsible for the poor engine efficiency that soaks up fuel, runs a hot exhaust, compromises performance and shortens engine life.

Banks has spent decades honing the science of engine-airflow improvement. By replacing restrictive factory parts with streamlined, free-breathing components, Banks maximizes engine efficiency, mileage and durability—liberating healthy stores of horsepower and torque.

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Monster® Exhaust
VIRTUALLY ELIMINATES BACKPRESSURE
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Banks Billet™ Torque Converter
NON-SLIP, MULTI-DISC CLUTCH
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Banks iQ™ DASHBOARD PC
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BigHead® Wastegate
RAISES PEAK BOOST (LB7 ONLY)
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DynaFact® Instrumentation
MONITORS YOUR PERFORMANCE
Page 12

Banks Bullet™
VALUE PRICED TUNING (LB7 ONLY)
Page 13

Advanced Diesel Tuners
ECONOMIND® FOR WORK
SIX-GUN® FOR SPORT
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SpeedBrake™
EXHAUST BRAKE
Page 24-29

Techni-Cooler® System
INCREASES AIR DENSITY
Page 8-9

Super-Scoop®
RAMS COLD AIR
Page 4-7

Banks Brake®
SAFE DOWNHILL BRAKING (LB7 ONLY)
Pages 30-31

Banks Ram-Air® Intake System
OUTFLOWS COMPETITORS
Page 4-7

Complete Power Systems
STINGER®, POWERPACK®, SIX-GUN BUNDLE® & BIG HOSS BUNDLE®
Pages 34-51

“It's rare to find a collection of bolt-on parts that actually work in harmony and build additional horsepower and torque from an engine, let alone find them all under one manufacturer's banner. Over the years, OFF-ROAD magazine has tested all manner of parts combinations, each one taking a different approach to enhancing a stock engine; some worked and some didn't. This time, we went to the source of diesel-engine performance, Gale Banks Engineering, and struck gold. Not only did it take one stop to buy and have our parts installed, but the parts worked as advertised and the results were awesome.”

Off-Road Magazine

OFF-ROAD

INTAKE UPGRADES

Gain up to:
+39 hp
+69 lb-ft
At the Rear Wheels



Duramax LBZ system shown

Banks Ram-Air® INTAKE SYSTEM LB7/LLY/LBZ

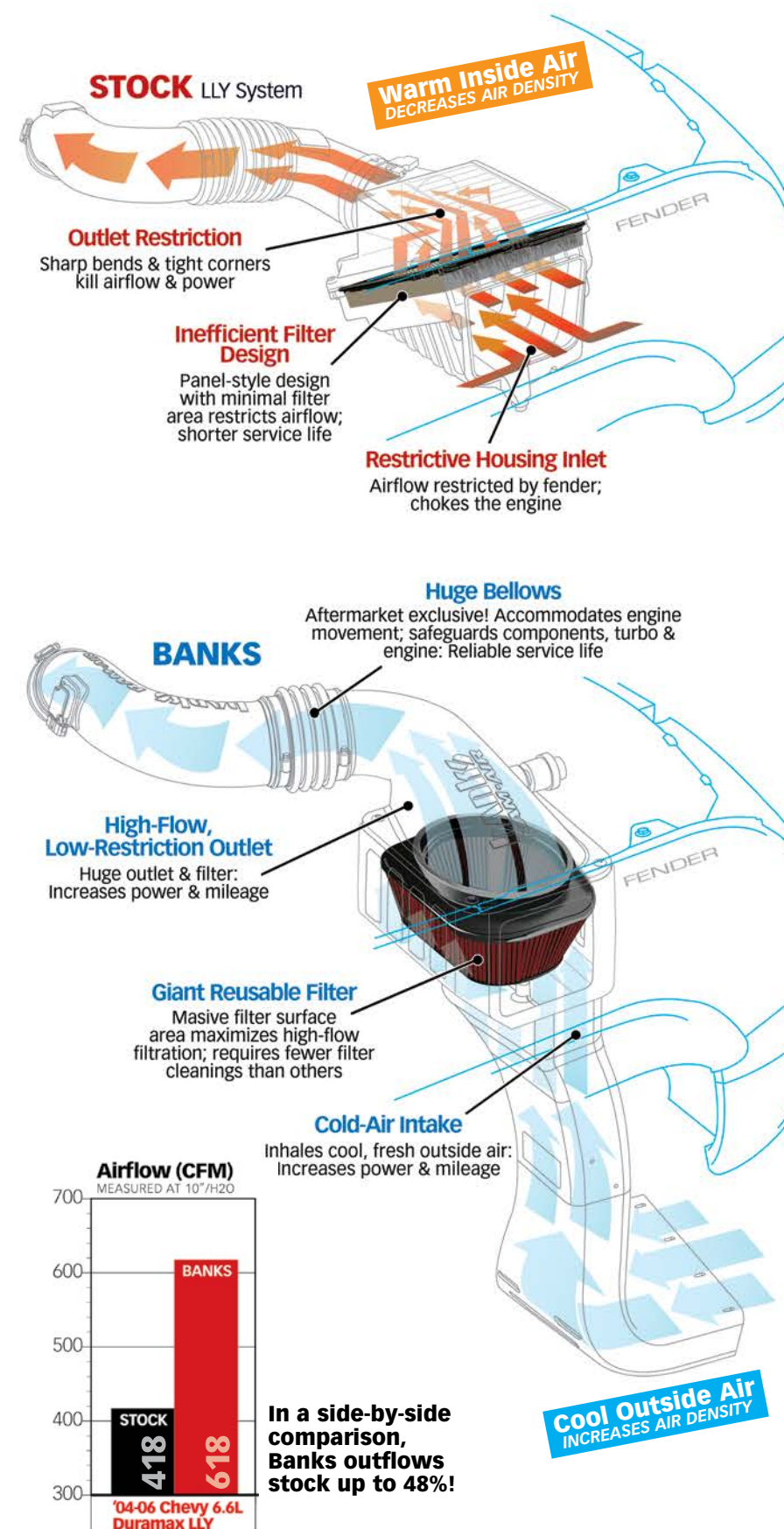
The revolutionary Banks Ram-Air intake system delivers huge gains in air density for more usable power, **adding up to +39 hp and +69 lb-ft** more than a tuner alone! It outflows the others and delivers a stunning **48%** more airflow than stock, thanks in part to the Banks Ram-Air's huge filter area, giant outlet, and the complete air filter housing that directs cool, dense air to the engine. Banks' flowbench-developed and dyno-proven Ram-Air is the only aftermarket intake with 5" bellows (LLY & LB7 : 4 1/2") to accommodate engine movement. Without bellows, engine movement causes components to separate or rub against and damage each other, allowing destructive particles into the engine and turbo.



Banks Super-Scoop® (UPGRADE OPTIONAL)

Stick your hand out of the window at 60 mph and you'll experience ram air. At speed, ram air acts like a natural supercharger. Banks' exclusive Super-Scoop inlet connects below the front bumper, forcing a big charge of cool, pressurized ram air into the engine. And because the air is drawn from outside the engine compartment, it has greater density and makes more power than warmer, under hood engine air.

Super-Scoop's cooler, denser air also improves fuel economy, reduces smoke and lowers exhaust gas temperatures! Rainwater and debris are funneled out of the bottom.



Airflow Equals Power

When air is drawn into a barely breathing intake, the engine is deprived of power and efficiency. And as you can see from the illustration, the stock intake system is restrictive. The inlet is cramped with tight bends, the filter design is inefficient with minimal filtering area, and the air that the stock intake *does* draw in is warmer, because it lets in the hot engine air. Warmer air is less dense, which means it has less oxygen content and therefore provides less power.

Conversely, the more air you can flow through your engine, the more oxygen will be available for burning fuel. That means greater, more efficient combustion, which results in more power. This is where the Banks Ram-Air Intake System comes in. Instead of a panel-style filter, the Ram-Air Intake uses Banks' exclusive conical 8-ply filter, with a much larger filter area and a giant 7 1/8" outlet. Banks engineers also streamlined the ducting and filter cover to further promote airflow. The cold air box's huge bottom opening and optional Super-Scoop inlet are engineered to inhale cooler, denser air from outside the vehicle. Stock systems don't draw the cooler air from underneath, and many aftermarket "filter on a stick" designs leave the filter wide-open to all the hot under hood air, which robs you of power.

Not only are the Banks Ram-Air Intake System's performance numbers astonishing, the system offers better reliability and durability than stock and the other guys. The new Ram-Air Intake System is a real breath of fresh, dense air for your Duramax!

TEST RESULTS

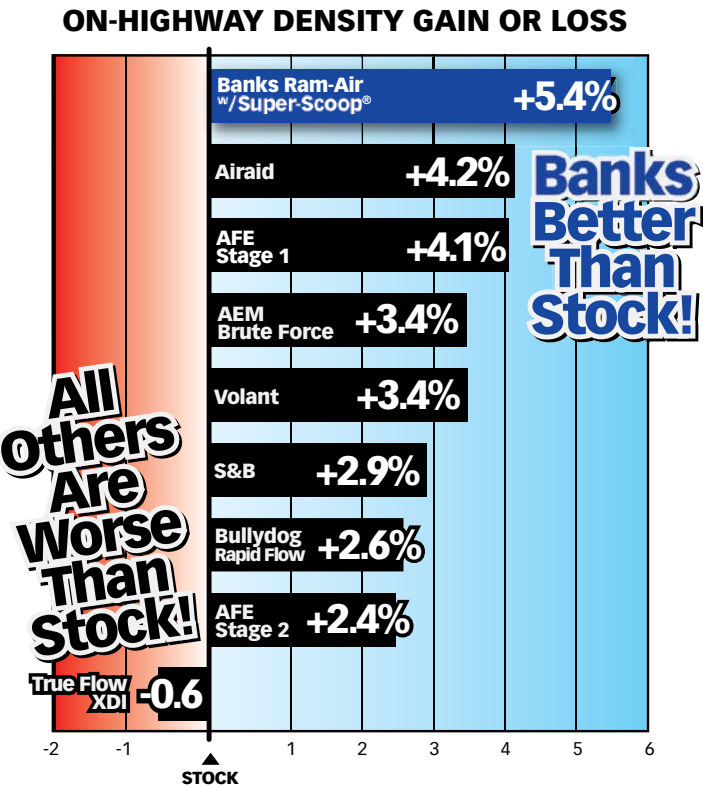
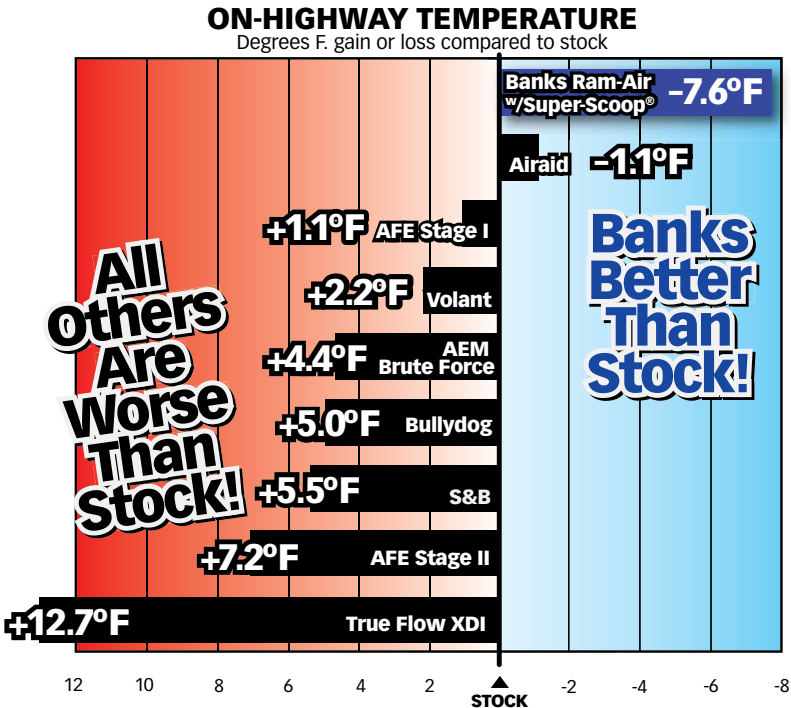
A Breath of Fresh Air?

Check out these competitive test graphs and you'll see why the Banks Ram-Air easily crushes the competition.

8 out of the 9 aftermarket intakes we tested actually performed worse than stock. How is it then that these companies advertise their intakes as outperforming stock? Simple – they use flowbench test-results which in no way resemble the real-world conditions the intake will actually be performing under. The competitors do fine in a cool, open-lab environment because they enjoy unrestricted access to gobs of cool air. Test those competitors' systems again, this time crammed into a hot engine compartment completely surrounded by a reservoir of blistering air, and the men are separated from the boys in a hurry.

Peak performance and mileage doesn't happen when your engine is forced to inhale hot, density-dead air. It happens when you have streamlined air flow and high density. The Banks Ram-Air Intake feeds your engine all the cool air it craves and more.

Banks Ram-Air: Total air-flow management, rich oxygen-density, and unrestricted flow... now that's a breath of fresh air.



The competition is full of HOT air!
Banks Ram-Air does the best job of packing cool, dense air into your engine's turbo. But you don't have to be a rocket scientist to figure that out. Just look at these "filters-on-a-stick" and it's easy to see why they fall down on the job—direct exposure to hot engine compartment air and reliance on stock or cramped intake ducting. And these are our two closest competitors. **The other guys are worse!**

Banks Ram-Air Intake System
With its giant reusable filter and protective air box, Banks Ram-Air gets the job started right by separating intake air from the hot, thin engine compartment air. Then it follows through with a high-flow, low-restriction outlet that packs cold air into your turbo. See the huge intake bellows? That protects your Banks Ram-Air from damaging engine movement and it's something nobody else offers.

Banks Super-Scoop
Turn your Banks Ram-Air into a natural supercharger by bolting on the optional Super-Scoop. It draws in cold outside air through its huge air scoop and speeds up the air even before it reaches your air filter. For maximum airflow, Super-Scoop packs a real power punch.

“Thanks BANKS POWER for the RAM-AIR system I purchased for my truck. I noticed a big difference right away when I started my truck. No smoke and smoother/quicker acceleration. I had to go on a long trip the following day and did notice better mileage. All of BANKS claims were true. I am very happy and impressed.”
Alec of St. Thomas, Canada



Banks' high-performance 3½" boost tubes are included, replacing the puny, restrictive stock tubes

Techni-Cooler® INTERCOOLER SYSTEM

The Banks engineers carefully examined the stock Duramax intercooler, and then upgraded everything! The core area of Banks Techni-Cooler is much thicker, with 34% more volume for tremendous cooling capacity. Restrictions are eliminated, starting with the end tanks' bigger inlet and outlet. The all-aluminum end tanks are larger and more streamlined than the stock ones to optimize airflow and air density for improved cooling, higher power output and lower exhaust gas temperatures. Banks' boost tubes are larger and have no kinks or smashed areas; mandrel-bending keeps the air flowing through with a minimum of pressure loss.

“The Banks tubing for the intercooler is not only larger in diameter, but also smoother in shape, with no pinches or restrictions as seen on the stock components. The Banks intercooler is a far more efficient unit. That's because it's much thicker, with more surface area for improved heat transfer.”

Steve Temple; Diesel Power Magazine



FEATURES & BENEFITS:

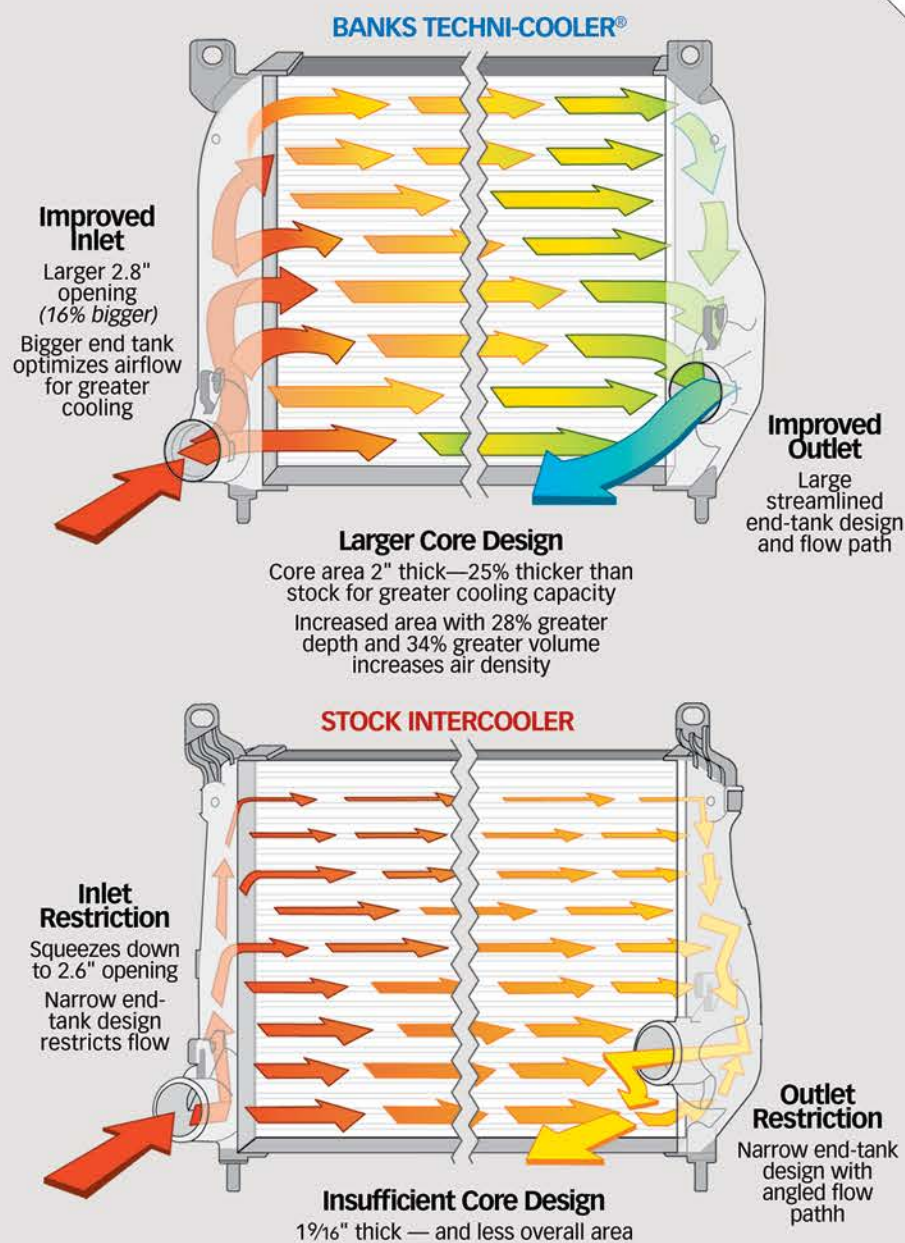
- Stock has one plastic end tank; Techni-Cooler provides two durable, all-aluminum end tanks, which will never melt or burst under high-boost conditions
- Large, streamlined end tanks optimize airflow and air density
- With a thicker core than stock, Banks Techni-Cooler sports a 25% increase in volume. Very cool!
- Techni-Cooler improves cooling for higher continuous power and lower exhaust gas temps
- Banks' denser air charge improves the combustion process, resulting in greater engine efficiency and better fuel economy

Why Big Density Makes a Big Difference

Increasing a diesel engine's fuel flow without also adding more air results in incomplete combustion. The black smoke is wasted fuel and lost horsepower. It also builds hotter exhaust gas temps (EGTs), which can limit the amount of usable power your engine produces. As a result, you're not getting the power you paid for.

When diesels get enough air, the higher oxygen content allows fuel to properly combust, which increases power without smoke and without high EGTs. To get more oxygen to the engine, you need to make the air more dense. Turbochargers increase airflow, but pressurizing the air raises air temperatures substantially, killing air density.

To increase air density, larger and more effective charge-air coolers (often referred to as "intercoolers") substantially reduce the temperature of the pressurized air from the turbo to the intake manifold. By lowering boost air temperature, the denser air is more oxygenated and allows complete fuel combustion. An excellent byproduct of lower intake air temperatures is that they produce lower EGTs. If EGTs never build to the temperature where the computer tuner limits fuel delivery, all of the additional power is always available. Lower EGTs also help to reduce the thermal load on the engine and its cooling system, which keeps them running cooler as well.



Banks' well-engineered intercooler cores and end tanks with greater airflow also reduce pressure loss, improving air density further. Better, larger intercoolers are one of the best bang-for-the-buck performance upgrades available.

Improving airflow and air density makes a lot more power at any EGT than by adding a computer tuner alone. Higher continuous power: isn't that what it's all about?

EXHAUST UPGRADES



Monster® Exhaust SIDE SINGLE OR SPLIT-SIDE DUALS LB7/LLY/LBZ

The 4" Monster exhaust system's streamlined pipes are formed of stainless steel, heavy-wall tubing with mandrel (constant diameter) bends to **slash back pressure up to 98%** over your truck's stock system. Banks' polished stainless steel Monster muffler features an unrestricted straight-through 4" diameter flow-path with an exclusive expansion chamber that delivers a rich, throaty exhaust. All these features help the Monster exhaust system to flow up to 176% better than stock. Huge polished stainless steel rolled-edge tailpipe tip(s) add an aggressive finish to this performance exhaust system.

Note: Split-side duals system is designed specifically for single-rear-wheel vehicles, and safely accommodates spare tire, shocks and brake lines.

“This is more than big pipes; this is a well-engineered exhaust system. Best thing about this system is how easy it is to put in. It just slides into place.”

Stacey David of Trucks!
(on Spike Network)

TRUCKS!

FEATURES & BENEFITS:

- 100% stainless steel construction!
- Mandrel bent 4" diameter design ensures unrestricted exhaust flow
- Huge polished Banks-unique signature tip(s)
- Muffler's aerodynamic interior design cuts drone, not performance
- No need to remove your spare tire; a perfect fit
- Virtually eliminates any and all back pressure
- Limited Warranty



Monster® SPORT Exhaust

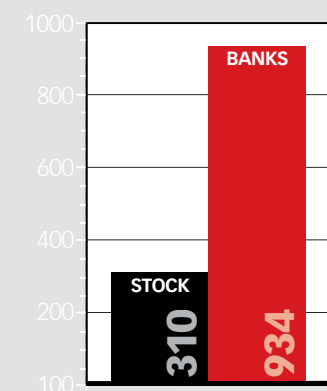
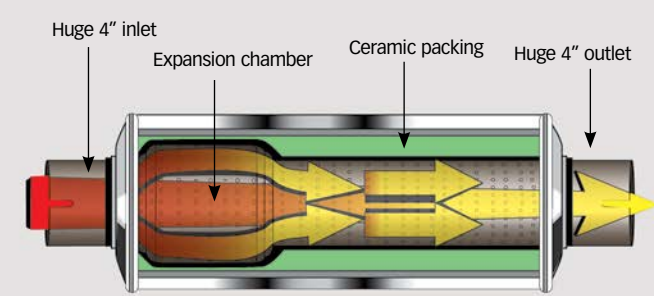
Monster Sport Exhaust is a modestly priced 100% stainless steel exhaust system (7" diameter muffler vs regular Monster Exhaust's 8.5" muffler); tip optional

FEATURES & BENEFITS:

- 4" constant-diameter, 100% stainless steel system with streamlined intermediate pipe and tailpipe
- Free-flowing, polished stainless steel 4" straight-through Monster muffler (7" diameter) that delivers a more aggressive exhaust note
- Virtually eliminates back pressure
- Nearly triples stock flow
- Limited Warranty

Top: Angle-cut exit
Bottom: Optional 5" polished tip

Monster Exhaust Benefits



Muffler Exhaust Flow:
201% improvement
(MEASURED @ 10" H₂O)

Banks overcomes pumping losses on the exhaust side with a streamlined Monster exhaust system, which frees more power to get to the rear wheels. The constant-diameter, heavy-gauge stainless steel 4" pipes cut back pressure by 98%. For a colossal finishing touch, check out Monster exhaust's polished-stainless rolled-edge tailpipe tip(s).

Replacing the restrictive stock muffler with Banks' free-flowing Monster muffler makes a huge difference in airflow, sound and performance. The Banks muffler has a big 4" inlet and 4" outlet. And in between, the exhaust flows straight through, instead of tortuously winding its way back and forth inside hairpin chambers and building up back pressure. And only Banks Monster muffler has an expansion chamber to alleviate the nasty drone that other straight-through mufflers are known for. Banks utilizes durable ceramic packing with a high temp rating so it won't degrade like fiberglass. Add it all together and you get a limited lifetime muffler that flows over three times better than stock and delivers a pleasing, throaty rumble!

DASHBOARD PC



Banks iQ™ Dashboard PC

The all-new Banks iQ represents the evolution in the art and science of vehicle-user-interfaces. With the Banks iQ it's not just information, it's total control. When you combine our Six-Gun or SpeedBrake product to the Banks iQ's 5" color touchscreen you can choose power levels, control downhill cruising speed, adjust braking intensity, measure vehicle performance, read your altitude, get true vehicle speed via GPS technology, and so much more... all on-the-fly and in real time! Banks iQ opens a window into the vital inner workings of your vehicle's ECU, letting you see what's beyond your dashboard's gauges. Set audible alarms, read and clear trouble/diagnostic codes, log data, and measure horsepower and acceleration. Because the iQ is totally portable you can listen to music, watch videos, play games and review Microsoft® Office documents wherever you are, inside or outside your vehicle. The Banks iQ is also an easy upgrade for customers who already own a Banks' PowerPDA and want to step into the future.



Huge 5" Color Touchscreen – Largest On the Market

Bigger is definitely better. Only Banks iQ has a full 5" color touch-screen display with sharp resolution and vivid colors. Its generous size and clear, easy to read graphics allows for easy viewing at a glance!

Bully Dog Triple Dog GT



It's Totally Portable!

Your experience doesn't stop once the engine does. Only the Banks iQ has a rechargeable battery making it truly portable. Show off your performance stats to your pals, listen to music, watch a movie or share your photos with your family.



Choose Your Environment

The Banks iQ is your gateway to automotive control with information, safety, productivity and entertainment applications you can use inside and outside of your vehicle.

Choose Your Layout

What good is displaying info if you can't read it? The Banks iQ's intelligently designed screens are large and easy to see at a glance. No squinting or staring helps keep your eyes where they belong... on the road. Choose from either digital readouts or virtual analog gauges with large, easy to read dials.



Choose Your Gauge Color

Change your readout to match your dashboards lights... or to whatever mood you're in that day. The Banks iQ can also automatically change gauge colors and dims the screen for day or night viewing.



Populate Your Gauges

Pick what you want to see, where you want to see it and how it's displayed. Populate the screen with English or Metric units and choose from up to 36 pre-loaded gauges. With more being added!

Set Your Alarms

The Banks iQ is your wingman keeping a watchful eye on various temperatures and vehicle functions. Unlike those other silent ones, set your safety zones and the Banks iQ will let you know, both visually and audibly, where you stand.

Calibrate Your Speed

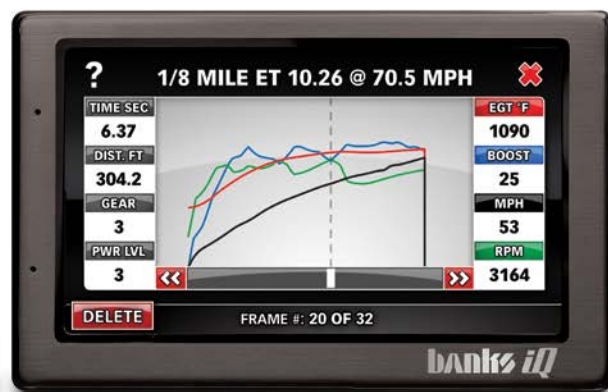
Using advanced GPS technology the Banks iQ shows you your actual speed... even with stock tires. Put in a different gear set? Running huge off-road or low-profile tires? It's nothing the Banks iQ can't handle.

DASHBOARD PC



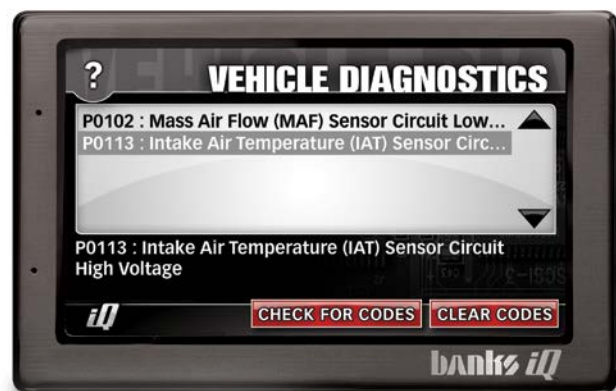
Power and Safety... all at your fingertips!

See more, and control more with added power/safety functions when you connect the Banks iQ to a Banks diesel tuner, SpeedBrake or any of our other devices with just a tap of the screen.



Test Your Performance

Think you and your vehicle are fast? Prove it! Not only can you do 0-60, 1/4 mile and 1/8 mile runs, but you can see recorded vitals throughout your run. Make tuning changes and log your best combinations. Save and store each run, then show them off to your friends.



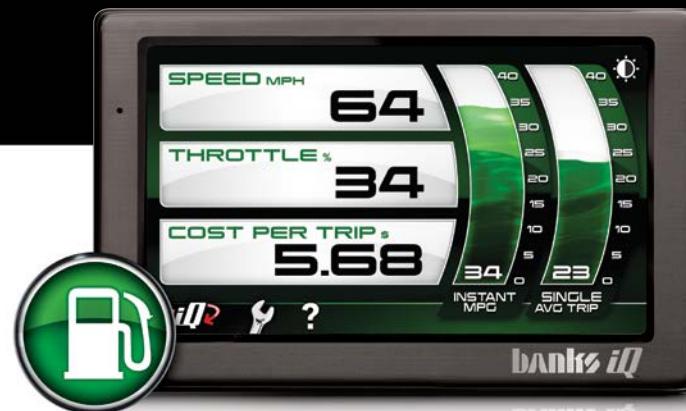
Diagnose Problems

Banks iQ is like having a personal vehicle technician in your corner. Check/Clear diagnostic codes at the touch of a button. And the best part? Logged events are defined in plain English, not just codes.



Be Productive

Look familiar? Feel right at home and use built-in Microsoft® software with familiar functionality. The Banks iQ is a dashboard PC that can view your Microsoft® Office files, manage your data, and much more!



Fuel Economy

The Banks iQ stays in constant communication with your vehicle keeping track of all the major stats needed to accurately determine your fuel usage in English or Metric units, and does so automatically. Know what you're trip average is, what you're getting right now, how much fuel is left and more all on the same screen. Use the Logbook feature to record and review your stats... or keep track of the other leadfoot who drove your rig last.



Fuel Cost

How much did it cost to go to work today? How much did that different route actually save you? What did you spend on fuel last week, last month, or even every month of the year for that matter? With the Banks iQ you can keep track of multiple trips, or everything combined. No need for dash-mounted toys that give you best guesses, get the smart answers with Banks iQ.



Navigation

Banks Nav utilizes the Banks iQ's built-in GPS capabilities to the fullest degree. Get turn-by-turn navigation that will get you to your destination every time. With visual and verbal directions, thousands of points of interest (with phone numbers) in both the US and Canada, on-screen alerts and more, you won't need another device. Banks iQ truly does it all! (Banks Nav sold separately)



Compass

A normal compass will tell you the direction that you're going in, but that's about it. By using GPS technology the Banks iQ's compass features go beyond the norm. Towing a load up some twisty hills? The Banks iQ will tell you your elevation... and the grade you're climbing.



Play Music

Supporting MP3, WMA & WAV file formats, Banks iQ lets you bring your music library with you! Load up a micro SD with all your favorite tunes and enjoy them anywhere you go, through the built-in speaker, the stereo system, or your earphones with crisp, clear digital amplified sound.

Watch Movies

Banks iQ delivers high-quality, and seamless movie viewing both inside and outside your truck. Supporting MPEG-1, MP4, AVI, WMV, ASF, 3GP, and DivX format files, Banks iQ is as serious about entertainment as it is about performance.

Play Games

Movies, music and... games? With the Banks iQ there's never a dull moment. Choose from three pre-installed games: FreeCell, Connect and Solitaire, or launch an array of additional gaming options from compatible Windows® CE game formats.

BANKS vs. COMPETITION

Bully Dog Triple Dog GT Doesn't Measure Up

Only the Banks iQ delivers what you need and in a package you can truly use in the real world. While a lot of companies are out there selling mini dashboard-trinkets, Banks has remained focused on what vehicle/user interfacing is all about: capabilities and control. The Banks iQ is power. It's leading edge technology. It's the tool you need to command your truck for whatever the task at hand. And best of all... it's expandable to keep you in constant possession of the latest features without having to buy a new device every other year!



“Anytime more power was needed, we used the touchscreen to dial it in and then held on while the iQ worked its magic.”

Dan Ward, Editor Truckin' Magazine

Truckin'



Small is Not Always Better

For some things in life, small is better. Things like cell phones, utility bills, and warts for example. But when it comes to a display that monitors critical engine information, you want to go big. If you have to squint and strain to read the data, your eyes are off the road too long—and that's not safe. Put the Banks iQ in your truck and you're the master of your domain, summoning readouts that are easy to read, easy to navigate, and that have the highest levels of engineering behind them. Then take the iQ out of your truck (sorry competitors—you don't work unless you're plugged into the vehicle) and kick back while listening to music or watching movies, all the while knowing you've got the biggest screen, the most vibrant colors, and the most dynamic graphics on the market.

“After seeing the Banks iQ, we were left wondering — is there anything this product won't be able to do?”

David Kennedy, Editor Diesel Power Magazine

DIESEL POWER
THE VOICE OF THE TURBODIESEL ENTHUSIAST

Technical Specifications

Size and Weight

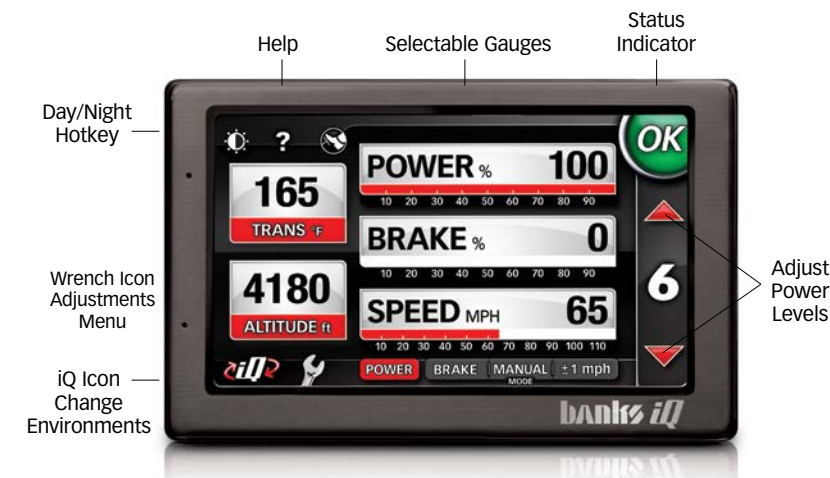
Height: 3.5 inches (88.9 mm)
Width: 5.5 inches (139.7 mm)
Depth: 0.5 inch (12.7 mm)
Weight: 7.8 ounces (221 grams)

Display

- 5" (diagonal) color touchscreen display
- 480-by-272-pixel resolution at 110 ppi
- Fingerprint-resistant oleophobic coating
- Support for display of multiple languages and characters simultaneously



Touchscreen Controls



Power and Battery

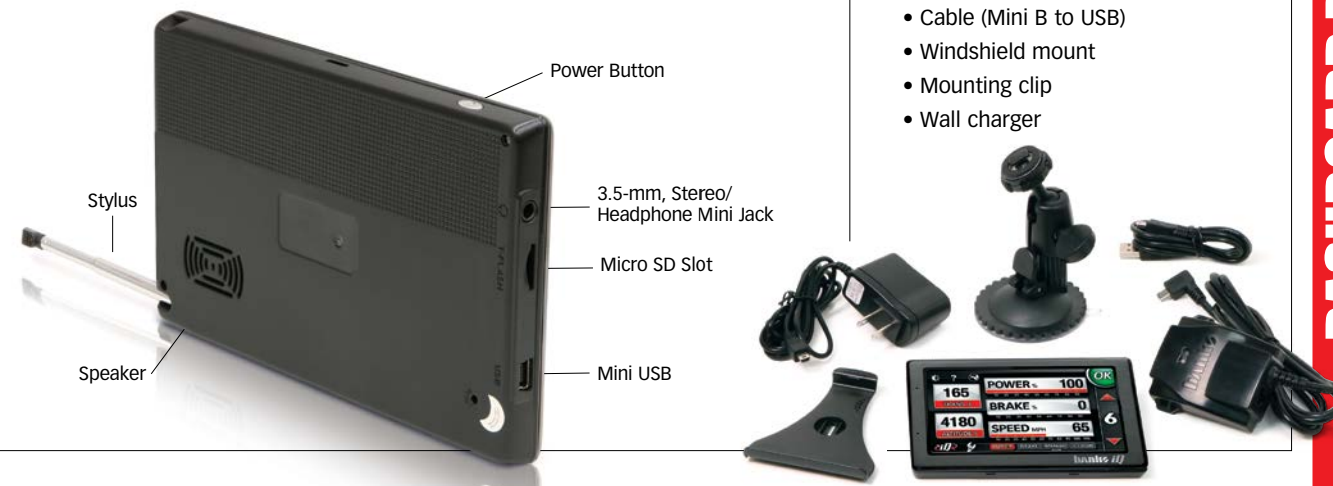
- Built-in rechargeable battery
- Charging via USB to computer system or power adapter



In the Box

- Banks iQ dashboard PC
- Communication bridge
- Cable (Mini B to USB)
- Windshield mount
- Mounting clip
- Wall charger

Input/Output Connectors



BANKS vs. COMPETITION

“ So is the Banks iQ smart? The answer is a definite yes! It is a well-designed handheld computer with an extensive complement of applications and functions. ”

8-Lug Magazine **8-LUG**



FEATURES	BANKS iQ DASHBOARD PC	BULLYDOG TRIPLE DOG GT	EDGE CS	EDGE CTS	DASHDAQ	DIABLO SPORT TRINITY
Huge Display Size	YES! Huge 5" Display with large, crisp graphics you can read at a glance	NO! 2.8" tiny screen is too small to be a serious gauge	NO! 2.8" screen is very hard to read while driving	NO! 4.3" Display – not too bad but you still can't see much due to poor graphics	NO! 4.0" Display – lots to see on this small screen so things get very crowded	NO! 3.5" Display – this was big when the VCR was popular
Supports GPS Navigation (optional)	YES! Supports GPS Navigation (optional) Full turn-by-turn navigation with voice – 7 million points of interest	NO! But would you really want to read a map on this tiny screen anyway?	NO! Not built for it	NO! Not built for it	YES! Supports GPS Navigation (optional) Can't be used out of the vehicle	NO! Not built for it
Over 30 Gauges	YES! Over 30 informative gauge selections that you can use	NO! Gauge selection depends on vehicle	NO! Gauge selection depends on vehicle	NO! Gauge selection depends on vehicle	YES! A bunch, but most are not over 30 Gauges, not too useful	NO! Gauge selection depends on vehicle
Out-of-Vehicle Uses/Portable	YES! Rechargeable battery lets you take your Banks iQ anywhere	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle
Microsoft® Office Functions	YES! Microsoft® Office functions allow you to take your files on the road	NO! Not in its vocabulary and the screen is too small to view	NO! Nothing but some gauge features here	NO! Nothing but some gauge features here	NO! No signs of Microsoft® here	NO! Just gauges
Music Player	YES! Music player + portability + memory card = music nirvana	NO! It beeps... does that count?	NO! In its dreams	NO! Sure, you can listen to the sound... of silence	YES! You can only listen to music in the vehicle, not out of the vehicle	NO! Not capable
Video Player	YES! Video player + portability = traveling cinema	NO! no video player + no portability = no traveling cinema	NO! Even if it could, would you want to watch something on that tiny screen?	NO! Same (lack of) features as its little sister... no video	YES! Viewing enjoyment is diminished by small screen and lack of portability	NO! Not capable
Windows® CE	YES! Rock solid Windows® CE allows for expansion and use of other programs	NO! It's a one-trick pony-er, puppy	NO! No expandability	NO! No expandability	NO! No expandability	NO! Other programs? What's that?

Pre-Loaded Features — Entertainment Applications

- Music**

 - Playback of MP3, WMA & WAV files
 - Basic playback controls such as play, pause, stop, next and previous
 - Playback includes repeat (repeat track/all/off), normal sequence
 - Play list support

Photo Album

 - Supports JPEG/BMP/PND format
 - Implement operations, such as slide show, view, rotate, delete
- Movie**

 - Supports MPEG-1, MP4, AVI, WMV, ASF, 3GP, and DivX format files
 - Basic playback controls such as play, pause, stop, next and previous
 - Switch between full screen and standard screen freely
 - Play list support

E-Book Reader

 - View text, books or documents saved in TXT format
 - Supports ANSI, Unicode and UTF-8 coding formats

- Games**
- Choose from three pre-installed games: FreeCell, Connect or Solitaire
 - Launch compatible Windows®CE game formats

Productivity Applications

- Desktop**

 - Start and work with any of the pre-installed applications on your Banks iQ in a familiar environment
 - Manage your files: load, save or delete

WordPad

 - Use the stylus and virtual keyboard to type and save notes
 - Open up Word documents, make and save changes

Excel Reader

 - View stored documents created in Excel
- Calculator**

 - Use the number pad to enter and perform mathematical calculations

Image Reader

 - View and sort images stored on the device, micro SD card, or USB thumb drive (each sold separately)
 - View images individually or as a slide show
 - Rotate, cut, crop, adjust hue, change the brightness and resize your photos
 - Save your changes
- PDF Reader**

 - View documents stored as PDF files

PowerPoint Viewer

 - View stored PowerPoint documents and presentations.

And this is only the beginning!

You'll always be able to run the latest software and download new programs as they become available making the Banks iQ the smart choice, both now and for the future!



“YEEEEEEEEEE-HAAAAAAA! ”
Ken, Bossier City, Louisiana

Exclusive Features

Banks AutoRate®

Banks' powertrain management system, AutoRate dynamically adjusts the fuel calibration to a safe level for prevailing conditions. Only AutoRate provide:

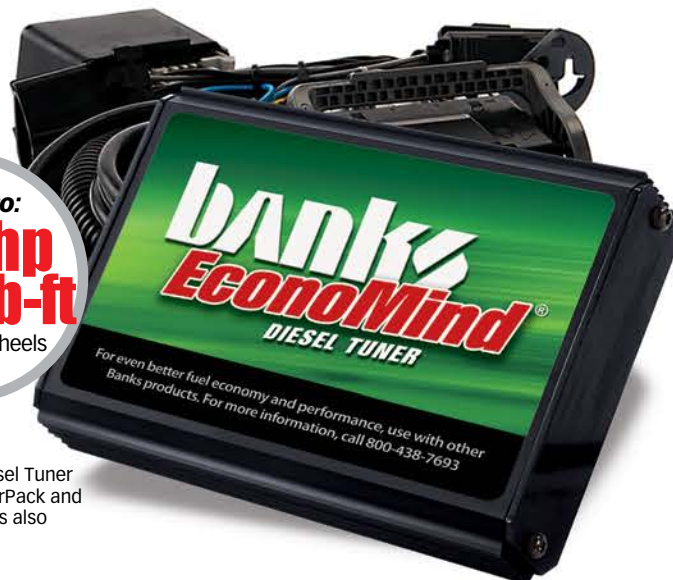
- **Torque converter clutch lockup protection:** Safeguards the torque converter during initial engagement of the clutch
- **Transmission slip detection:** Safeguards your transmission against excessive internal wear
- **Safe-range turbo calibration:** Prevents turbo overspeeding, keeping it in a safe range
- **Exhaust gas temperature limiting:** If required, fuel delivery is regulated to safeguard the engine (requires thermocouple)
- **Cold engine protection:** Safeguards engine components, gaskets and seals by gradually allowing added power as engine comes up to temperature

Banks ActiveSafety®

Anytime that outside electronics are introduced to the engine control electronics environment, it is important to know that the new parts are not going to have a negative effect on the existing parts. That means that the aftermarket electronics need to be designed in such a way as to never cause damage to the existing electronics, while also preventing interference with the existing signals regardless of the current operating conditions. Banks builds-in a suite of ActiveSafety features to safeguard all electronics involved:

- Software that monitors and diagnoses itself to ensure proper function
- Self-monitoring hardware that provides automatic bypass should something malfunction

Gain up to:
+100 hp
+230 lb-ft
At the Rear Wheels



Banks EconoMind Diesel Tuner is included with PowerPack and Stinger systems, and is also available separately.

Banks EconoMind® DIESEL TUNER LB7/LLY/LBZ

The centerpiece of Banks PowerPack and Stinger engineered power systems, EconoMind delivers better fuel economy under any load condition! It has adjust-on-the-fly power levels and is Stacked for Power® to tune pulse width, timing and fuel pressure. EconoMind calibrates the engine to consume less fuel at any power level. Its CleanTune™ Technology protects emissions components, adding up to **+100 hp** and **+230 lb-ft** at the rear wheels with fuel economy improvements up to **19%**. Built-in powertrain safeguards.

- More power with less fuel
- No smoke
- Calibrated for Towing/Work use



EconoMind

- Calibrated for towing or street use
- Change power levels at the twist of a knob
- More fuel economy under any load condition
- Built-in safeguards
- CleanTune Technology
- Thermocouple included

ADDS UP TO:
+100 hp and +230 lb-ft
(with recommended airflow improvements)

EconoMind + Banks iQ

- Calibrated for towing or street use
- Change power levels at the touch of the screen
- More fuel economy under any load condition
- Built-in safeguards
- CleanTune Technology
- Banks iQ Dashboard PC with tons of features
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+100 hp and +230 lb-ft
(with recommended airflow improvements)

Gain up to:
+155 hp
+385 lb-ft
At the Rear Wheels



Banks Six-Gun Diesel Tuner is included with Banks' High-Performance Bundles and is also available separately.

Banks Six-Gun® DIESEL TUNER LB7/LLY/LBZ

Need more tire-smoking, pavement-chewing power? Get your hands on the Banks Six-Gun Diesel Tuner. For even greater power, grab a Speed-Loader®, too. Or for greater power plus unmatched flexibility, go with Six-Gun plus Banks iQ™ Dashboard PC. CleanTune™ Technology gives you mega power without soot—best gains up to **+155 hp** and **+385 lb-ft** at the rear wheels. Six-Gun has adjust-on-the-fly power levels and is Stacked for Power® to tune pulse width, timing and fuel pressure. Built-in powertrain safeguards.

- Has a Fuel Economy mode
- Set your own limits (with Banks iQ)
- Calibrated for Sport use



Six-Gun

- Change power levels at the twist of a knob
- Entry-level tuner option
- Upgradable to higher-level systems/options
- Thermocouple & pyrometer gauge recommended

ADDS UP TO:
+128 hp and +345 lb-ft
(with recommended airflow improvements)

*All power gains measured at the rear wheels.

Six-Gun + Speed-Loader

- Change power levels at the twist of a knob
- Highest-proven hp & torque
- Upgradable to higher-level systems/options
- Thermocouple included (pyrometer gauge highly recommended)

ADDS UP TO:
+155 hp and +385 lb-ft
(with recommended airflow improvements)

Six-Gun + Banks iQ

- Change power levels at the touch of the screen
- Highest-proven hp & torque
- Banks iQ Dashboard PC with ultimate custom tunability
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+155 hp and +385 lb-ft
(with recommended airflow improvements)

“Get In, Sit Down, Shut Up and HOLD ON! That is the story with my '01 BANKS-Upped Duramax. ...when I dropped the Banks Six-Gun w/ Speed-Loader in under the hood, the truck's attitude took a turn in the 'let's-go-looking-for-a-Ford-and/or-a-Dodge-to-SMOKE' direction. The truck is amazing. I have had other performance programs and programmers but nothing holds a candle to the all-out tire smokin', mud slinging, trailer pullin', drag racing performance from Banks. Awesome job, guys.”
Craig of St. Charles, Missouri

“The Six-Gun Tuner set on warp drive produces stellar numbers.”
Dirt Sports, Jan '06



Banks Bullet™ DIESEL TUNER **LB7 only**

Boost your power & read your boost! This 2" gauge-mount value-priced tuner/boost gauge 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.

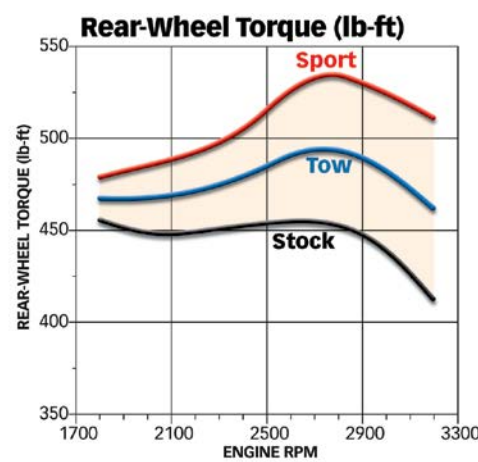
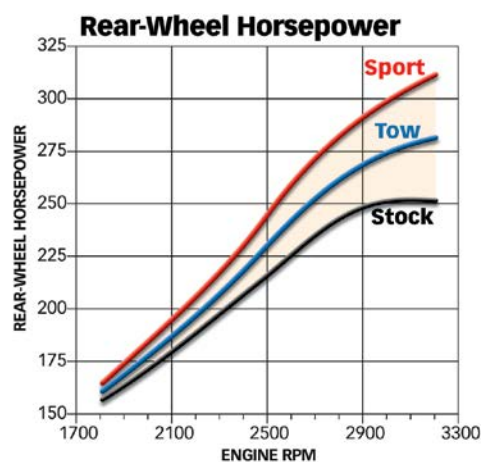


Displays:

- Boost
- Percent of Fuel Increase
- Self-Diagnostics
- Power Level
- EGT (Exhaust Gas Temp.) (optional)

ADDS UP TO:
+60 hp and +100 lb-ft
 (at the rear wheels; with recommended
 airflow improvements)

Banks Bullet has three adjust-on-the-fly power levels: Stock, Tow, & Sport. Tested on an '01 LB7 Extended Cab Long Bed Dually w/2wd & automatic transmission.



Various mounting options available;
 A-pillar mount shown

Exclusive Safety Features Included. Of course, since this is a Banks product, designed by world-class automotive engineers, it doesn't neglect safety. The optional thermocouple equips Banks Bullet with AutoRate™ adjustable temperature limiting control. EGT limits can be set in 50° increments from 888-1500°, 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 with complete step-by-step instructions. And it's backed by a 2-year warranty.

BigHead® WASTEGATE ACTUATOR **LB7 only**

When turbo exhaust back pressure increases, the stock actuator prematurely blows off the seat, softening boost in the midrange and killing torque. With twice the diaphragm area and spring pressure of the stock wastegate, Banks BigHead Wastegate Actuator keeps the valve seated longer and achieves a higher peak boost, sooner. At peak, BigHead opens the wastegate and holds its position, for precise boost control that gives you crisp acceleration and more mid-range pulling power.



“I installed Banks BigHead wastegate actuator about three weeks ago and, Mama, this Duramax came alive! I just made a pull with my bay boat from my home to Galveston, Texas and back—750 miles. I set the cruise control on 77 mph and pulled the entire distance in overdrive without a downshift. The actuator smoothed out the turbo boost. It's seamless, extremely powerful.”

M.T. of Wylie, Texas

DynaFact® Gauges

Banks' exclusive electronic gauges offer precision that can't be matched by mechanical 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. The pyrometer is color-coded. DynaFact gauges can be mounted under the dash or put at eye level with an optional pillar mount.

“Banks has earned a reputation in the truck world for making world-class products.”

Off-Road.com



Overhead Console Pods

- Location and design allow for optimal gauge viewing
- Unique mounting, easy installation, no damaging or modifying the interior
- 2 or 3-gauge configurations
- Gauges sold separately



Pillar-mount Instrument Consoles

- Mounts on A-pillar
- Allows wires and tubes to be cleanly routed for finished look
- 2-gauge configuration with partial-pillar covers or 2 or 3 gauges with full-pillar cover for seamless, "built-in" appearance
- Gauges sold separately



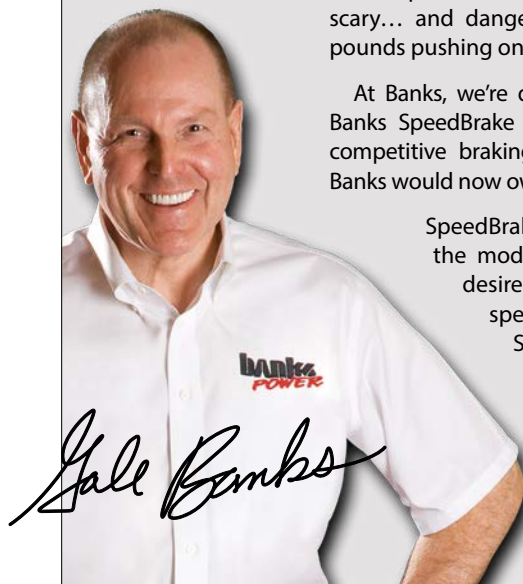
When Slow Is Just The Ticket

I've spent the last 50 years making things go real fast. But, sometimes, real fast can be real scary... and dangerous. Like traveling down a steep grade with a pick-up and trailer at 20,000 pounds pushing on you. Under conditions like those you need all the help you can get.

At Banks, we're driven to fill needs and we're always thinking about what's next. That's what the Banks SpeedBrake is all about. SpeedBrake's intelligence, braking power, and safety leave existing competitive braking-products in the dust. If there was a world record for exhaust brakes, we at Banks would now own it.

SpeedBrake is absolutely intuitive and simple to operate. It's all automatic—you set the mode, you set the speed, and you set the strength. Once you've punched in your desired downhill speed, SpeedBrake intelligently manipulates the turbine vanes, specific gear selection, and torque converter clutch application. And because SpeedBrake electronically controls systems already found within your truck, applying supplemental braking power has never been safer. SpeedBrake takes the load off of your service brakes stay cool and last a whole lot longer. And cooler service brakes mean way more stopping power if a sudden need arises.

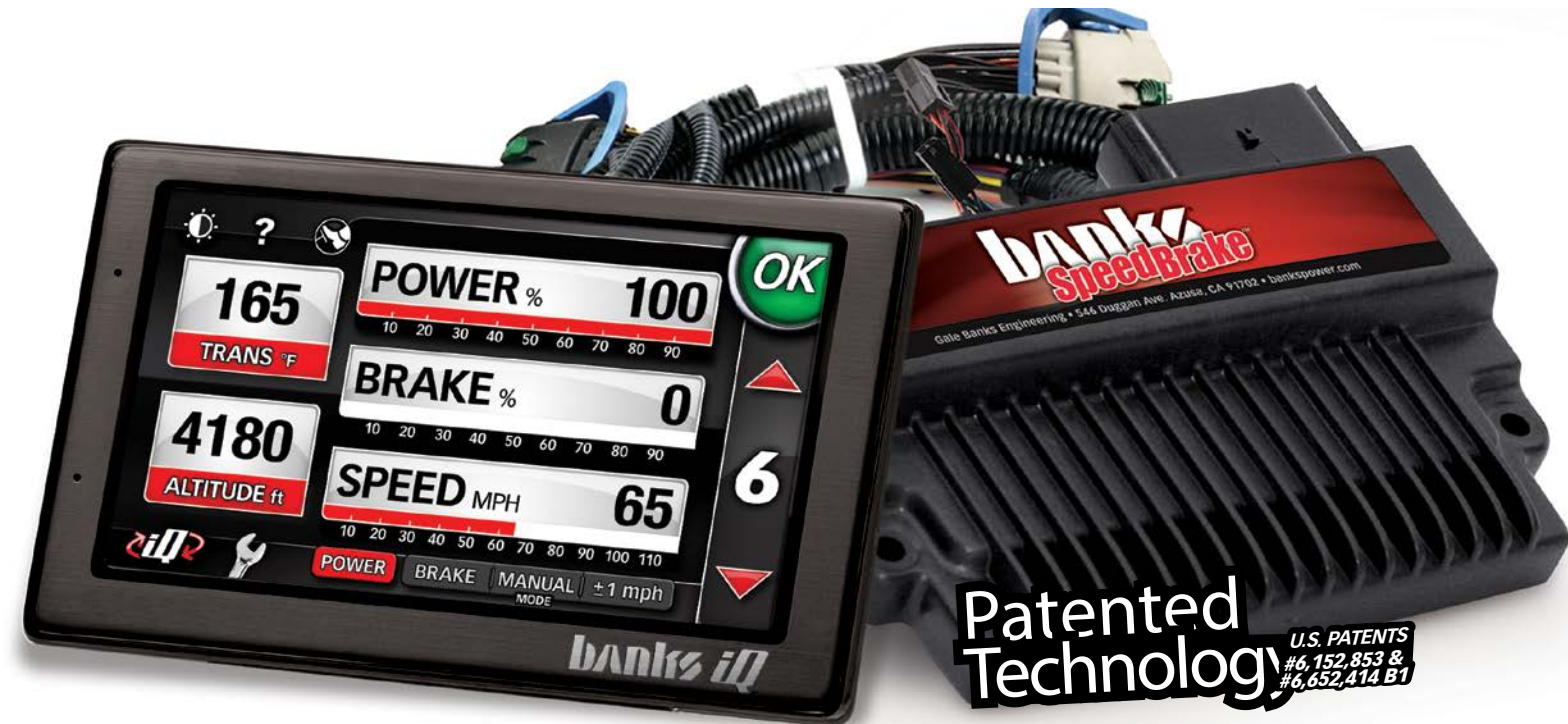
Thanks to SpeedBrake, Banks Power not only gets you to the top of the hill first but gets you down the other side, safely.



Gale Banks

“ Sometimes, real fast is real scary... like a steep grade with a pick-up and trailer at 20,000 pounds. That's when you need the comforting assurance of the SpeedBrake. ”

Gale Banks



Banks SpeedBrake™

Banks SpeedBrake is a revolutionary, patented all-electronic braking system with downhill speed regulating capability, user-adjustable set point 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.

Key Benefits:

- All-Electronic Design
- User-Selectable Speed
- Cuts Speed up to 78%
- Plug-&-Play Install

“ When I was at Gale Banks' shop, I realized that he's so immersed in diesel technology he could be Dr. Diesel. ”

Popular Mechanics, quoting Jay Leno

Popular Mechanics

FEATURES & BENEFITS:

- More effective braking than is possible with a simple valve assembly
- Operating modes
 - ON: Maximum braking; High, Med and Low strength settings
 - SPEED CONTROL: Maintains pre-selected target speed
- Easy touch-screen control
 - Displays vehicle speed, current braking effort (relating to vane position), trans temp, engine coolant temp and much more
- OBDII scan tool capability: reads/interprets/clears codes
- System Status Indicator with on-screen alerts (excessive coolant or trans temps, for example)
- Easy, clean install; all-electronic design requires only a few simple under hood connections; no modifications to the exhaust system are needed
- In testing, dramatically outperformed all competitive products in basic braking function (and nobody but Banks has anything like a Speed Control Mode!)

*Note: Banks iQ sold separately.

“Banks’ SpeedBrake is unlike anything offered by the factory or aftermarket, and it definitely works as claimed. It is obvious that a lot of development work went into this system. Despite its many features, the unit is easy to use, allowing the driver to concentrate on driving. During operation noise is minimal and allows normal conversation. The SpeedBrake’s design adds a margin of safety and protects the engine and wheel brakes. This will help pay for itself in reduced maintenance and wear, particularly when towing, which can be tough on brakes.”

Trailer Life Magazine

TRAILER LIFE
FROM THE ROAD TO THE TRAILER



“Banks owns the leading-edge in technology these days.”

MotorWeek **MotorWeek**
Television's Original Automotive Magazine

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

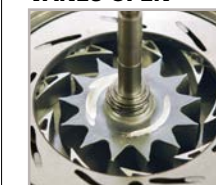
Only SpeedBrake controls the gear selection in order to select the best gear for any given braking situation without building excessive engine RPM.



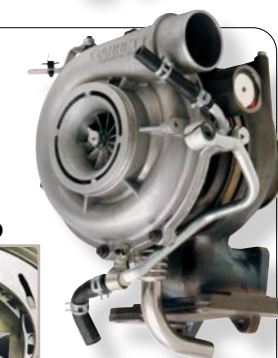
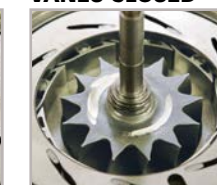
Variable Geometry Turbo (VGT)

Only SpeedBrake captures control of the VGT, varying vane position to provide optimal engine back pressure. Braking is instantaneously variable to allow for downhill target speed control.

VANES OPEN



VANES CLOSED



Why Install An Exhaust Brake?

Because safety is job one. Cresting a large hill towing a heavy trailer demands all the control you can get your hands on. Our competitors' brakes utilize technology that was cutting edge in the 1960's but wholly out-of-date for today's modern diesels. Finally, there's a braking product advanced and effective enough to give you total confidence, no matter the steepness of the grade or the size of the load. It's called the Banks SpeedBrake and it's going to forever change the face of exhaust braking.

Down-hill Cruise Control

Imagine the ability to dial-in your desired downhill speed, drop the throttle, and sit back while your truck automatically responds to your command. SpeedBrake cuts downhill speed by up to 80% without you having to touch the foot pedal. That keeps service brakes cool, vastly extends their life, and keeps them ready in reserve in case of emergency. It's like having a down-hill cruise control... set the speed you want and SpeedBrake does all the rest. No other brake on the market today gives you that kind of control and peace-of-mind.

Unprecedented Flexibility

SpeedBrake has operating modes and settings to suit your style and driving conditions. ON mode lets you select three levels of braking aggressiveness: HIGH, MED, LOW. Use SPEED CONTROL MODE to select and automatically maintain a specified downhill speed (25 - 75 mph). In addition, the user can enable or disable FOOT BRAKE ACTIVATION, depending on individual preferences and vehicle load.

Banks iQ provides 2-way communication, has a system status indicator with on-screen alerts, and OBDII scan tool capability. In addition, it displays numerous vehicle parameters, from current braking effort and operating gear to braking mode and target speed. Amazing!

So why settle for primitive exhaust brakes that barely brake? If your diesel hauls and navigates hills, step up to the world's strongest, most advanced exhaust brake: the all-electronic Banks SpeedBrake!

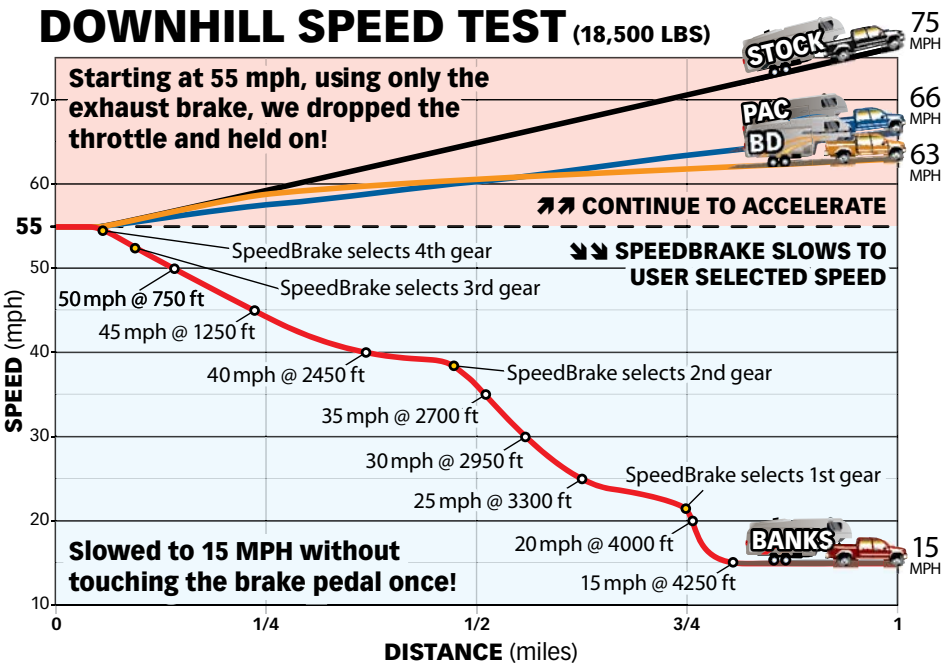
Only Banks!

SpeedBrake: there's literally no competition. With its patented technology, virtually every capability offered by the SpeedBrake is completely exclusive to Banks. This unique device becomes an active component of your vehicle, constantly monitoring and adjusting your truck's native systems to create real braking power. The SpeedBrake intelligently controls your transmission's shifting, torque converter lock-up, and infinitely varies the VG turbo's vanes to hold the speed you dial in. Concern and doubt are replaced with safety and confidence, giving you the freedom to tow just about anywhere. And only Banks delivers the Banks iQ as your touch-screen braking interface. The Banks iQ keeps you informed by displaying important parameters and braking intensity, on-the-fly and in real-time. It puts you in total control by allowing you to adjust your speed, setting and braking strength in real-time and on-the-fly!

TEST RESULTS

Ok, Test Time!

We put our Speedbrake up against stock's "tow-haul" mode, a PAC-brake-equipped truck as well as a BD-brake-equipped truck. Starting out at 55 MPH, using only the exhaust brake, we dropped the throttle and the results were shocking. At the end of the 1 mile test, the stock truck continued to accelerate to 75 MPH! The PAC and BD equipped trucks didn't fare much better, actually accelerating to 65 and 63 MPH respectively. Aren't these products supposed to slow you down? Only the Banks SpeedBrake did the job, slowing the truck to a 15 MPH crawl at the end of the 1 mile run.



STOCK — TOW/HAUL MODE ACTIVE

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 California Highway Patrol — 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.

Even in Tow/Haul mode with Auto-Grade Braking active, and use of foot brakes, vehicle speed **ONLY** decreased to 65 mph!

LOSERS — SCARY

FAIL 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 Silverado gathered speed quickly and shifted into 6th gear halfway down the hill.

By the end of the run, vehicle speed was a way-too-fast **68 mph** — an increase of 13 mph!

FAIL BD BRAKE

Another tough install. Like PacBrake, BD is a mechanical valve that installs about 3 feet behind the turbo in the exhaust system. 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!

WINNER — SPEEDBRAKE™

BANKS SPEEDBRAKE™

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

PASS "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 varied the turbine vanes and 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!

PASS "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 Silverado 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!**

Not Your Father's Brake

Unlike the crude devices sold by the other guys, SpeedBrake is an all-electronic device that automatically modulates braking intensity using systems already on your truck. No crawling under your truck to install auxiliary hardware. No mechanical adjustments. No tapping into vital wire-harnesses. With SpeedBrake, the safety you need is at your fingertips without all the second-guessing that comes with old fashioned, mechanical braking systems.

SIMPLE INSTALL: UNDER 2 HRS = LOW COST

BANKS POWER. Patented 21st Century technology fully backed by the Banks reputation for innovation and quality. **100% Plug and play!**

BANKS SPEEDBRAKE



COMPLICATED INSTALL: 6 TO 8 HRS = \$\$\$\$

THE OTHERS:

Complicated mechanical devices that require cutting, welding, and wire-splicing to install.

Mechanic and welder not included!



PACBRAKE

BD BRAKE

Banks Stomps the Competition

FEATURE	BANKS SPEEDBRAKE	BD	PACBRAKE
Easy Installation	YES! Simple plug-in installation, no cutting or welding required	NO! Requires cutting & welding	NO! Requires cutting & welding
Free from Wire Tapping & Splicing	YES! Simple plug-in installation using factory style connectors	NO! Requires Posi-taps, cutting & splicing of factory wiring	YES! Included wiring requires no cutting.
Maintenance-free	YES! All-electronic device requires no maintenance ever!	NO! Brake requires adjustment after installation & again after some operating time	NO! Has a mechanical butterfly, electric pump & air plumbing
Silent Operation	YES! Uses factory turbo's variable vanes; quiet operation	NO! Noisy electric compressor under the hood	NO! Noisy electric compressor under the hood
Automatically Shifts Transmission	YES! Controls torque converter lock-up & gear selection for maximum braking	NO! No transmission interface. Relies on factory Tow/Haul mode for trans. control	NO! No transmission interface. Relies on factory Tow/Haul mode for trans. control
Maximum Braking	YES! Vane control + trans. shifting + torque converter clutch control slowed vehicle to 15 MPH!	NO! Only slowed vehicle to 69 MPH on 6% grade	NO! Only slowed vehicle to 68 MPH on 6% grade
Adjustable Strength Settings	YES! Exclusive <i>Strength</i> settings let user select braking aggressiveness	NO! Only On or Off	NO! Only On or Off
Adjustable Speed Presets	YES! Patented downhill speed control; user selects target speed	NO! Only On or Off	NO! Only On or Off
Foot Pedal Integration	YES! Customizable feature lets user select exhaust brake/foot brake relationship	NO! Only control is a dash mounted switch	NO! Only control is a dash mounted switch
User Interface	YES! Banks iQ™ is packed with user interface features, lets user communicate with vehicle	NO! Only control is a dash mounted switch	NO! Only control is a dash mounted switch
System Status Indicator	YES! Communicates system condition & has engine coolant/oil temp warnings	NO! No means of communicating	NO! No means of communicating
OBDII Scan Tool	YES! Includes full communication with vehicle OBDII, allows for reading & clearing vehicle codes	NO! No means of communicating	NO! No means of communicating
Prone to Exhaust Leaks	NO! Simple plug-and-play installation means no cutting of the exhaust	YES! Required cutting and welding compromises exhaust system	YES! Required cutting and welding compromises exhaust system

Are your service brakes up to the job?

Your truck's wheel brakes are fine for lightly loaded cruising on the flatlands. But when you rely on them to handle a heavy load or a steep grade, you're flirting with disaster. Sustained use overheats braking surfaces. Drums or rotors can literally become incandescent, and composite bindings break down, lubricating surfaces where you want friction. By the time you realize what's happening, it's too late.

And it's all downhill from there!

Downshifting won't help, either, because diesels lack the compression-braking characteristics of gasoline engines. That's why Banks Brake® exhaust braking system is such a desirable addition to a diesel pickup. It works by closing a large butterfly valve in the exhaust, which creates back pressure. The engine has to work to compress air against this restriction, which slows the truck. Banks Brake has the added benefit of promoting engine power when not in use.

Gale Banks

Banks Brake® EXHAUST BRAKE SYSTEM LB7

Banks Brake produces higher, more sustained braking power than conventional exhaust brakes. Its exclusive electronic features improve operation and drivability, and the computerized brake control (CBC) module automatically senses throttle position, controls brake engagement and cuts out annoying brake noises. The fast warm-up function eliminates the need for exhaust brake maintenance. Automated brake disengagement at low speed smooths stop-and-go driving. Built for years of trouble-free service, Banks Brake never needs adjustment.

(Fits '01-04 LB7 engines only)



Downhill Speeds in Every Gear
(6% downhill runs, no use of service brakes)

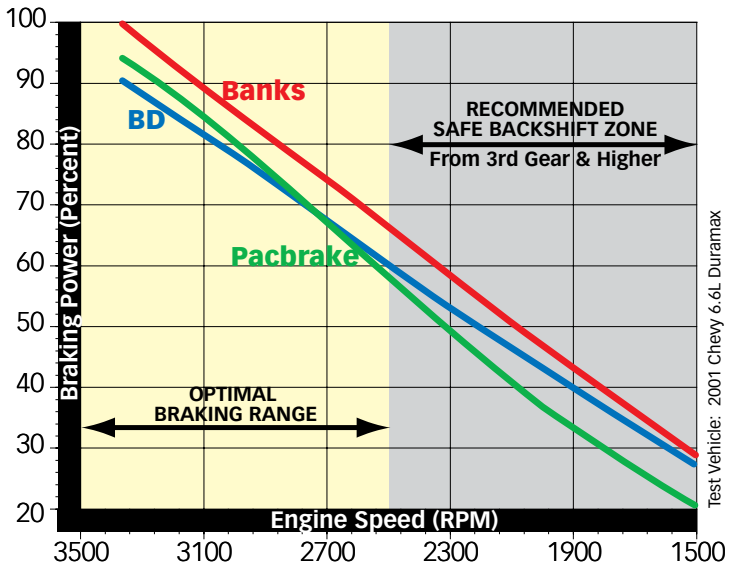
Gear	Start Speed	Speed <i>without</i> Banks Brake	Speed <i>with</i> Banks Brake
5th	55 mph	Aborted: too dangerous to continue when speed topped 75 mph	72 mph
4th	55 mph	Aborted: too dangerous to continue when speed topped 75 mph	55 mph
3rd	55 mph	62 mph	30 mph
2nd	55 mph	45 mph	25 mph

AT A GLANCE:
Banks Brake vs Others

Pitted against other top-selling exhaust brakes, Banks produces the strongest braking power through the optimal braking range, and maintains the lead after backshifting.

The list of features listed below highlights Banks' uncompromising attention to engineering innovation. Everything about Banks Brake is superior, from the Computerized Brake Controller that replaces the clumsy throttle switch, to the exclusive brake housing assembly with the world's smartest butterfly valve and timed valve closure rate, to the vibration-resistant cradle-mounted power unit that never needs adjustment.

Simply stated, Banks Brake is the most effective supplemental brake product you can buy.



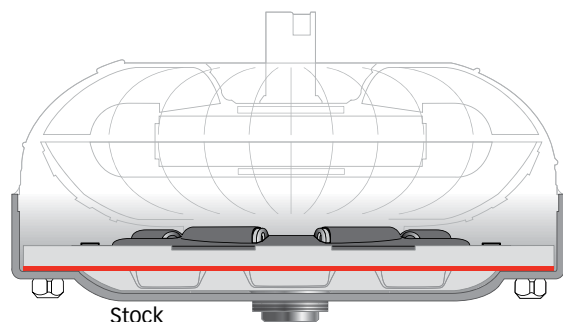
“ I pull a 33 foot fifth wheel camper weighing about 14,000 pounds. The addition of the Banks Brake has made stopping a better experience, with a lot less use of brakes. It has saved me from one accident so far, when going through a two-lane construction zone, a car in the next lane cut in front of me then stopped abruptly. Had I not had the Banks Brake, there is no doubt I would have rear-ended that car with a lot of force, but I was able to stop just inches from it. The Banks Brake is an excellent product and works very well with the Allison Transmission in Tow/Haul mode. I no longer have to be concerned about long downhill 7 to 10 percent mountain grades.

Bruce of Clay Center, Nebraska

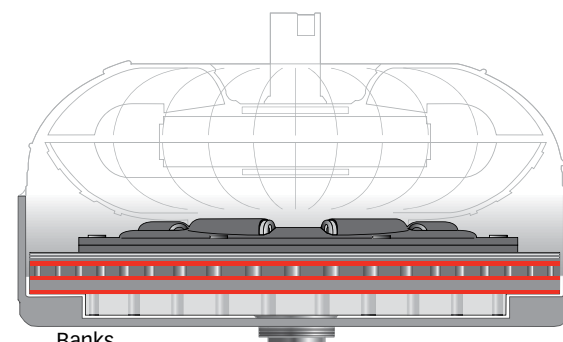
”



More friction is better when it comes to preventing clutch slippage. Compare the stock torque converter's single friction surface to the Banks solution: a multi-disc torque converter clutch with **three** friction surfaces that stand up to the biggest torque demands without complaining.



Stock



Banks

Slip-Resistant MULTI-DISC TORQUE CONVERTER CLUTCH

When towing or hauling a heavy load, the stock torque converter can slip while in lockup mode, causing excessive lockup clutch wear and transmission heat. Banks' heavy-duty, multi-disc torque converter clutch with its maximum contact area synchronizes with the forged-steel billet front cover to maintain tight contact without slipping or flexing, greatly improving holding power. As a result, the Banks Billet Torque Converter provides more than twice the stock torque converter clutch capacity—1888 lb-ft vs. 600 lb-ft. Other benefits include cooler transmission fluid temperatures and longer transmission life.

Banks Billet™ TORQUE CONVERTER

In vehicles with automatic transmissions, a torque converter is a device that transfers power from the engine to the transmission. While your transmission is fine under normal conditions, hauling a heavy load or making frequent use of power modifications exceeds the design limitations of your stock torque converter. It becomes the weak link that can cause slippage, surging, poor braking, transmission shudder and excessive heat.

The heavy-duty Banks Billet Torque Converter improves on the stock unit inside and out for optimal automatic transmission performance in Duramax pickups.

“Banks Engineering makes excellent products. The torque converter with the larger lockup clutch surface has no slippage and my fluid temp is lower. I'm a happy customer.”

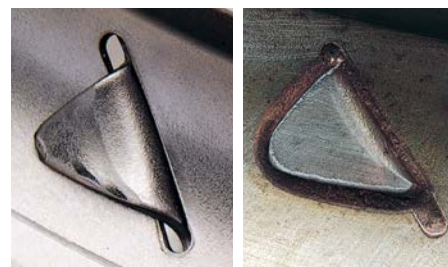
Richard of Palestine, TX

Hardened Turbine Hub

The factory-riveted hub shifts and wears out. Banks' redesigned hub is furnace-brazed, not welded, for reinforcement, and has hardened splines to stand up to the punishment when power transfers from the converter to the transmission's input shaft.

Hardened Pump Drive

Integral to the back cover, which doubles as a centrifugal pump, is a pump drive hub that mates to the transmission. In stock form, this area tends to chip and crack. Banks solves the problem with a hardened pump drive made of 4130 chrome-moly steel to withstand massive torque. Finally, the complete torque converter is pressure-tested to assure perfect sealing.



Stock

Banks

Furnace-Brazed Turbine

To hold the turbine fins in place, the sheet metal tabs on the stock torque converter are simply folded through slots in the outer shell. This leaves gaps that are prone to leakage, loosening and wear. The typical aftermarket solution is to weld the tabs, but because this causes uneven heating on the turbine shell, warpage can result. Banks improves the design by furnace-brazing the fins solidly onto the turbine shell to form an integral piece and reinforcing the mounting of the turbine hub to the turbine shell. This seals up the flow path so trans fluid won't leak in the openings and cause unwanted heating. Banks also optimizes the turbine design to properly match the 6.6L Duramax torque band for maximum performance.



Stock

Banks

Indestructible Forged-Steel Billet Front Cover

The stock cover is stamped from low-carbon steel that tends to warp. Banks' thick, single-piece cover is CNC-machined from forged steel. Forging gives the cover tremendous strength in all directions, so even under extreme force and heat, it remains uniformly flat—no flexing whatsoever. Don't be fooled by inferior covers that go by the name "billet." Simply welding a disc or ring to the sidewall doesn't make it a billet cover.



Stock
(Phenolic washer)

Banks
(Torrington bearing)

Torrington Bearing

The stock torque converter uses a plastic (or phenolic) washer to support the stator against the turbine. This washer is subject to heat and begins to deteriorate anytime the fluid temperature is high. The Torrington bearing (basically a sealed roller bearing) will withstand higher heat and is much more durable.



Systems for Work or Play

Banks gives you the best of both worlds: astonishing power and the power of choice. Whether you're looking for a performance boost for your daily driving, daily hauling, weekend towing or tire-scorching-fun, look no further than Banks. From the easy-on-the-wallet performance enhancement of Banks Monster exhaust to engineered power systems that combine the industry's best diesel tuning with comprehensive airflow improvements for incredible power on demand with lower EGTs, increased durability and greater fuel economy, Banks is your source.

“To build continuous usable power takes an engineered system—and I don't mean a grab-bag of parts thrown together. I mean an engineered, dyno-tested, complete system where each component works together for maximum horsepower and torque gains.”

Speedway Illustrated Magazine

	Stinger® System	PowerPack® System	Six-Gun® Bundle	Big Hoss® Bundle
Best horsepower gain (measured at rear wheels)	+75 hp	+100 hp	+155 hp	+155 hp
Best torque gain (measured at rear wheels)	+170 lb-ft	+230 lb-ft	+385 lb-ft	+385 lb-ft
Truck usage	Towing/Work	Towing/Work	Sport/Race	Sport/Race
Improves engine efficiency, durability & mileage	✓	✓	✓	✓
Fuel calibrated to matched airflow improvements	✓	✓		
Engineered power-and-performance package (level)	Mid-level	Top-level	Mid-level	Top-level
Upgradable to Banks' higher-level systems	✓		✓	

All power gains measured at the rear wheels

“What I wanted was a complete system that wouldn't toast my new truck. That narrowed things down. Among the few companies that offered tuning combined with airflow, only Banks offered a system in which all the components are engineered to work together.”

Sportsman's Gear Magazine



How Banks Proves Its Performance
Setting the standards in aftermarket testing

When it comes to testing products, there's the easy way, and then there's the Banks way. The Banks methodology of testing is as grueling as it is time-consuming. Instead of settling for some quick and unrealistically high power numbers from a simple acceleration dyno test and then pronouncing the product ready for sale, Banks makes its products prove their mettle in a variety of sustained tests under some pretty extreme conditions. Conditions above and beyond what most truck owners would ever put their vehicle through. The result is products that can easily stand up to real-world punishment.



Of course, all of the testing in the world wouldn't mean much without the right equipment to do the job. That's why Banks engineers use electronic data acquisition equipment that's on par with the apparatus used by the major automotive manufacturers. Banks' cutting-edge testing is well-known in the automotive industry. In fact, Banks provides data acquisition and engineering expertise to business associates such as DaimlerChrysler, Bosch and Cummins!



More than 30 engineers and technicians take on massive amounts of research and testing to bring each Banks product to fruition. From engine dyno tests, to chassis-dyno tests to on-the-road performance tests, the Engineering department eats, breathes and sleeps power optimization.

Engine differences in Duramax vehicles

In order to determine which Banks product is right for your truck, it is sometimes necessary to know the proper engine designation (LB7, LLY or LBZ) and sometimes you need to know the year model. In order to verify which vehicle you have, refer to the following chart:

Vehicle Description	8th VIN digit	10th VIN digit
2001 LB7	1	1
2002 LB7	1	2
2003 LB7	1	3
2004 LB7	1	4
2004 LLY	2	4
2005 LLY	2	5
2006 LLY	2	6
2006 LBZ	D	6
2007 LBZ	D	7

WORK/TOW



Gain up to:
+75 hp
+170 lb-ft
At the Rear Wheels

Stinger® System LB7/LLY/LBZ

Bolt-on a Stinger system and your Duramax will be rarin' to go! Banks' affordable Stinger gives your truck plenty of muscle for towing, hauling heavy loads and for everyday street driving, and includes intake, turbo and stainless steel exhaust upgrades so your engine will keep its cool in the process. Stinger adds rear-wheel gains of up to **+75 hp** and **+170 lb-ft**, improves engine longevity, and stretches your fuel dollar: fuel economy gains up to **19%**! System shown for LB7 engines.

“ I left Los Angeles and towed my 13,400-lb trailer (21,000 pounds for truck and trailer) up thru a 10,000 foot pass and down several steep grades—3,000 miles and not one ‘white knuckle’ minute. Banks Stinger did the job on the long uphill pulls and Banks Brake did the job going downhill.

My wife really likes driving with the Banks Brake—the control gives her confidence. I like using the service brakes very little in normal traffic.

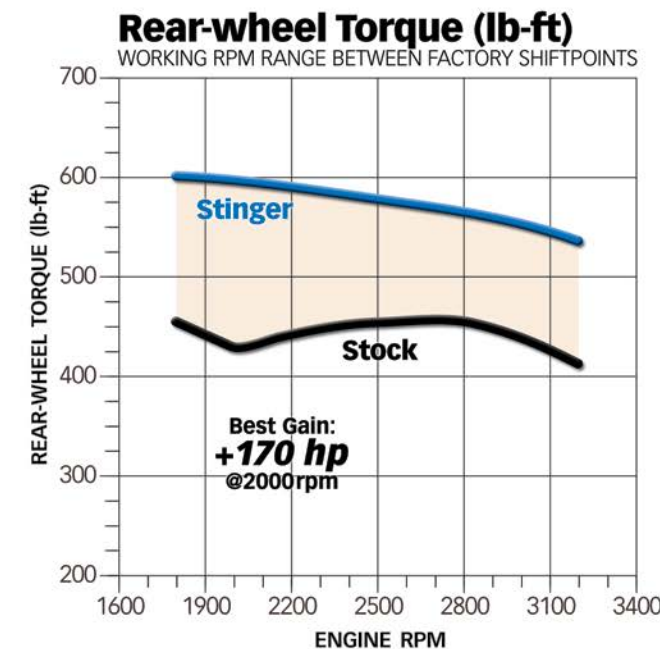
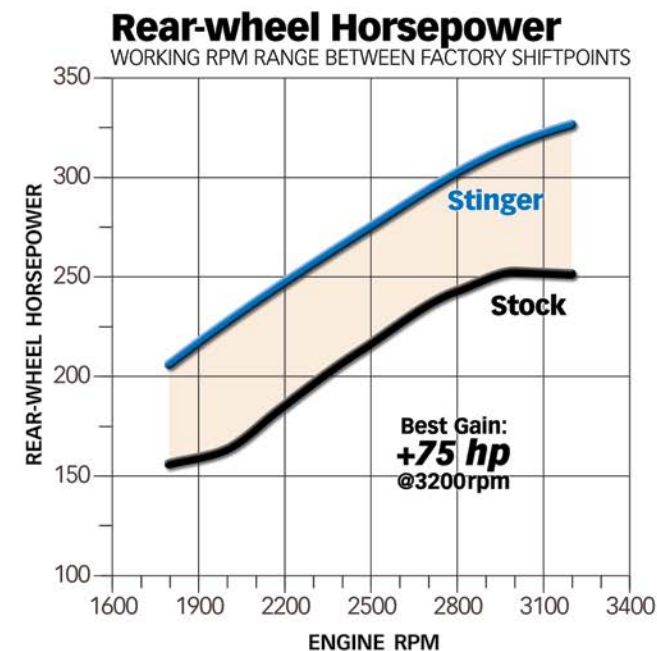
James of Sunrise Beach, Texas

INCLUDES:

- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator (LB7 engines)
- Polished stainless steel, 4" straight-through Monster® muffler with an exclusive internal expansion chamber
- Stainless steel 4" constant-diameter Monster exhaust with head-pipe assembly (non-cat-converter equipped vehicles only), intermediate pipe(s) and tailpipe (or new split-side duals Monster exhaust)
- Huge, polished stainless steel rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

LB7 Stock vs. Banks Stinger System

Test Vehicle | 2001 CHEVY 3500HD EXT CAB, LONG BED, DUAL REAR WHEELS with ALLISON 5-SPEED AUTOMATIC TRANS



LB7 Data Summary	Stock Truck	Banks Stinger System
Rear-Wheel Horsepower: Best gain	251.1 hp @3200 rpm	326.3 hp @3200 rpm +75.2 hp 30% more
Rear-Wheel Torque: Best gain	428.8 lb-ft @2000 rpm	598.7 lb-ft @2000 rpm +169.9 lb-ft 40% more
Rear-Wheel Horsepower: Peak-to-peak	252.4 hp @3000 rpm	326.3 hp @3200 rpm +73.9 hp 29% more
Rear-Wheel Torque: Peak-to-peak	455.4 lb-ft @2888 rpm	601.1 lb-ft @1888 rpm +145.7 lb-ft 32% more
Acceleration: 0-60 mph (Towing, 21,000 lbs. combined weight)	29.14 secs	18.68 secs -10.46 secs 36% quicker
Acceleration: 40-60 mph (Towing, 21,000 lbs. combined weight)	14.97 secs	8.58 secs -6.39 secs 43% quicker
Hill climb Speed, 6% Grade	49 mph (3rd gear)	56 mph (4th gear) +7 mph 14% faster
Fuel Economy	12.24 mpg	13.15 mpg +0.91 mpg 7% better

“ Banks has earned a reputation in the truck world for making world class products.

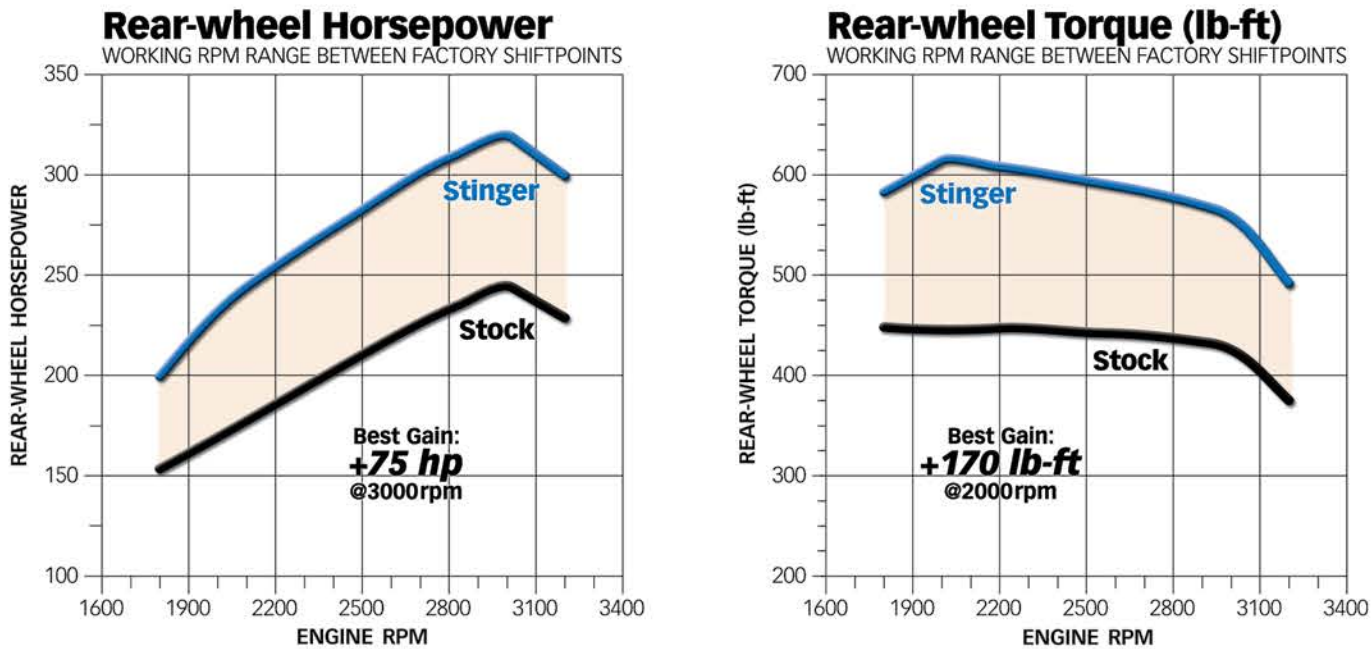
Off-Road Magazine

OFF-ROAD

TEST RESULTS

LLY Stock vs. Banks Stinger System

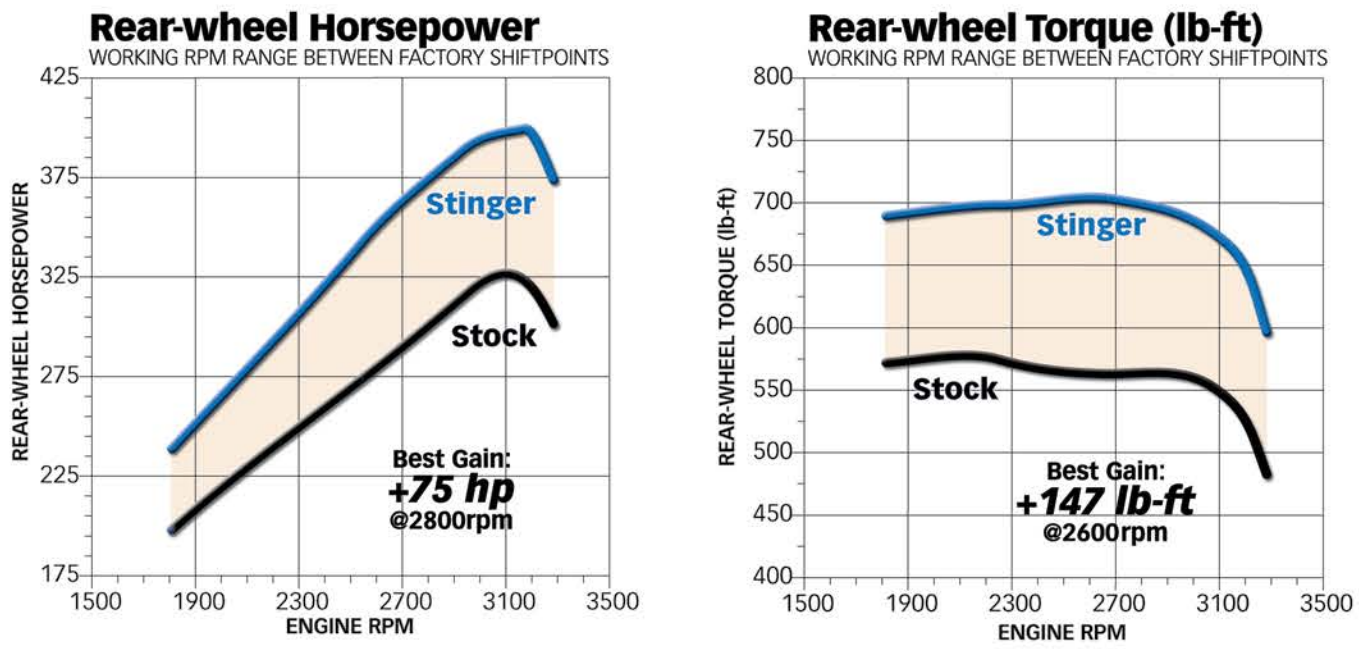
Test Vehicle | 2005 CHEVY SILVERADO 2500 STANDARD CAB, LONG BED, SINGLE REAR WHEEL with ALLISON 5-SPEED AUTOMATIC TRANS



LLY Data Summary	Stock Truck	Banks Stinger System	
Rear-Wheel Horsepower: Best gain	233.7 hp @2888 rpm	309.0 hp @2888 rpm	+75.3 hp 32% more
	245.8 hp @3000 rpm	—	—
Rear-Wheel Torque: Best gain	444.8 lb-ft @2000 rpm	615.3 lb-ft @2000 rpm	+170.5 lb-ft 38% more
Rear-Wheel Horsepower: Peak-to-peak	245.8 hp @3000 rpm	320.9 hp @3000 rpm	+75.1 hp 31% more
Rear-Wheel Torque: Peak-to-peak	449.0 lb-ft @1888 rpm	615.3 lb-ft @2000 rpm	+166.3 lb-ft 37% more
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	28.95 secs	17.39 secs	-11.56 secs 40% quicker
Acceleration: 40-60 mph (Towing, 22,000 lbs. combined weight)	14.88 secs	8.71 secs	-6.17 secs 42% quicker
Hill climb Speed, 6% Grade	51 mph (3rd gear)	58 mph (4th gear)	+7 mph 14% faster
Fuel Economy	11.94 mpg	12.80 mpg	+0.86 mpg 7% better

LBZ Stock vs. Banks Stinger System

Test Vehicle | 2006 CHEVROLET SILVERADO 2500, 4 WHEEL DRIVE, CREW CAB SHORT BED, AUTOMATIC, SINGLE REAR WHEEL



LBZ Data Summary	Stock Truck	Banks Stinger System	
Rear-Wheel Horsepower: Best gain	298.2 hp @2888 rpm	373.1 hp @2888 rpm	+74.9 hp 25% more
Rear-Wheel Torque: Best gain	560.3 lb-ft @2600 rpm	706.8 lb-ft @2600 rpm	+146.5 lb-ft 26% more
Rear-Wheel Horsepower: Peak-to-peak	325.4 hp @3200 rpm	400.1 hp @3200 rpm	+74.7 hp 23% more
Rear-Wheel Torque: Peak-to-peak	574.4 lb-ft @2200 rpm	706.8 lb-ft @2600 rpm	+132.4 lb-ft 23% more
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	23.77 secs	15.90 secs	-7.87 secs 33% quicker
Acceleration: 40-60 mph (Towing, 22,000 lbs. combined weight)	12.22 secs	7.97 secs	-4.25 secs 35% quicker

“ Banks components produce more power with less smoke and lower EGTs. ”
Speedway Illustrated Magazine



Gain up to:
+100 hp
+230 lb-ft
At the Rear Wheels

PowerPack® System LB7/LLY/LBZ

Banks PowerPack engineered power system has everything you get with Stinger, plus a very cool bonus: the Techni-Cooler intercooler system, which is superior in every way to the stock unit. Techni-Cooler adds cool, dense air to your engine, which results in greater power, improved durability, lower exhaust gas temps (EGTs) and fuel economy gains up to **19%**. With PowerPack, you can haul big loads all day long without sweating about EGTs. Heck, with rear-wheel gains of up to **+100 hp** and **+230 lb-ft**, you could even get a speeding ticket doing it! *System shown for LB7 engines.*

“Gale Banks has earned a highly favorable reputation with truck owners who do serious hauling or towing. If you’re ever crossing a mountain pass and you can’t seem to keep up with the pickup or RV in front of you, chances are good you’re following a Banks-equipped truck.”

Sport Truck Magazine

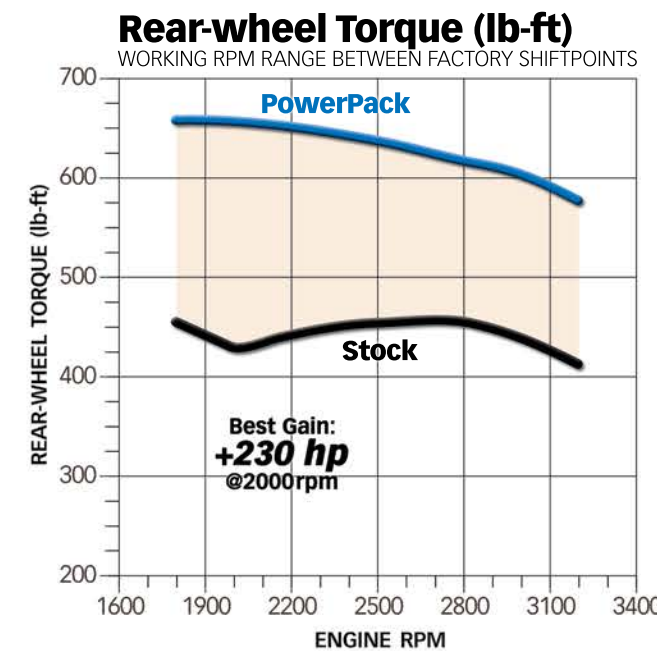
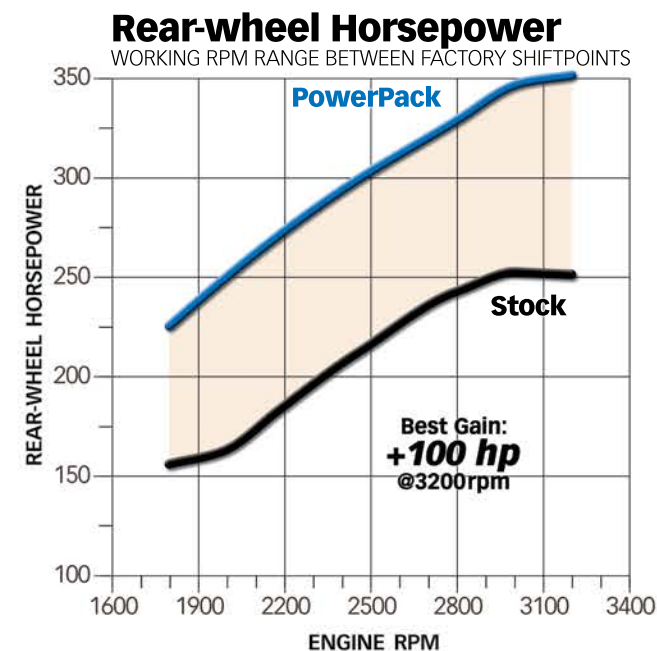


INCLUDES:

- Banks Techni-Cooler intercooler system with big 3" boost tubes (LB7 & LLY engines)
- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator (LB7 engines)
- Polished-stainless steel, 4" straight-through Monster® muffler with an exclusive internal expansion chamber
- Stainless steel 4" constant-diameter Monster exhaust with head-pipe assembly (non-cat-converter equipped vehicles only), intermediate pipe(s) and tailpipe (or new split-side duals Monster exhaust)
- Huge, polished stainless steel rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

LB7 Stock vs. PowerPack System

Test Vehicle | 2001 CHEVY 3500HD EXT CAB, LONG BED, DUAL REAR WHEELS with ALLISON 5-SPEED AUTOMATIC TRANS



LB7 Data Summary	Stock Truck	Banks PowerPack System
Rear-Wheel Horsepower: Best gain	251.1 hp @3200 rpm	351.5 hp @3200 rpm +100.4 hp 40% more
Rear-Wheel Torque: Best gain	428.8 lb-ft @2000 rpm	659.1 lb-ft @2000 rpm +230.3 lb-ft 54% more
Rear-Wheel Horsepower: Peak-to-peak	252.4 hp @3000 rpm	351.5 hp @3200 rpm +99.1 hp 39% more
Rear-Wheel Torque: Peak-to-peak	455.4 lb-ft @2888 rpm	659.1 lb-ft @2000 rpm +203.7 lb-ft 45% more
Acceleration: 0-60 mph (Towing, 21,000 lbs. combined weight)	29.14 secs	16.38 secs -12.76 secs 44% quicker
Acceleration: 40-60 mph (Towing, 21,000 lbs. combined weight)	14.97 secs	7.21 secs -7.76 secs 52% quicker
Hill climb Speed, 6% Grade	49 mph (3rd gear)	59 mph (5th gear) +10 mph 20% faster
Fuel Economy	12.24 mpg	13.49 mpg +1.25 mpg 10% better

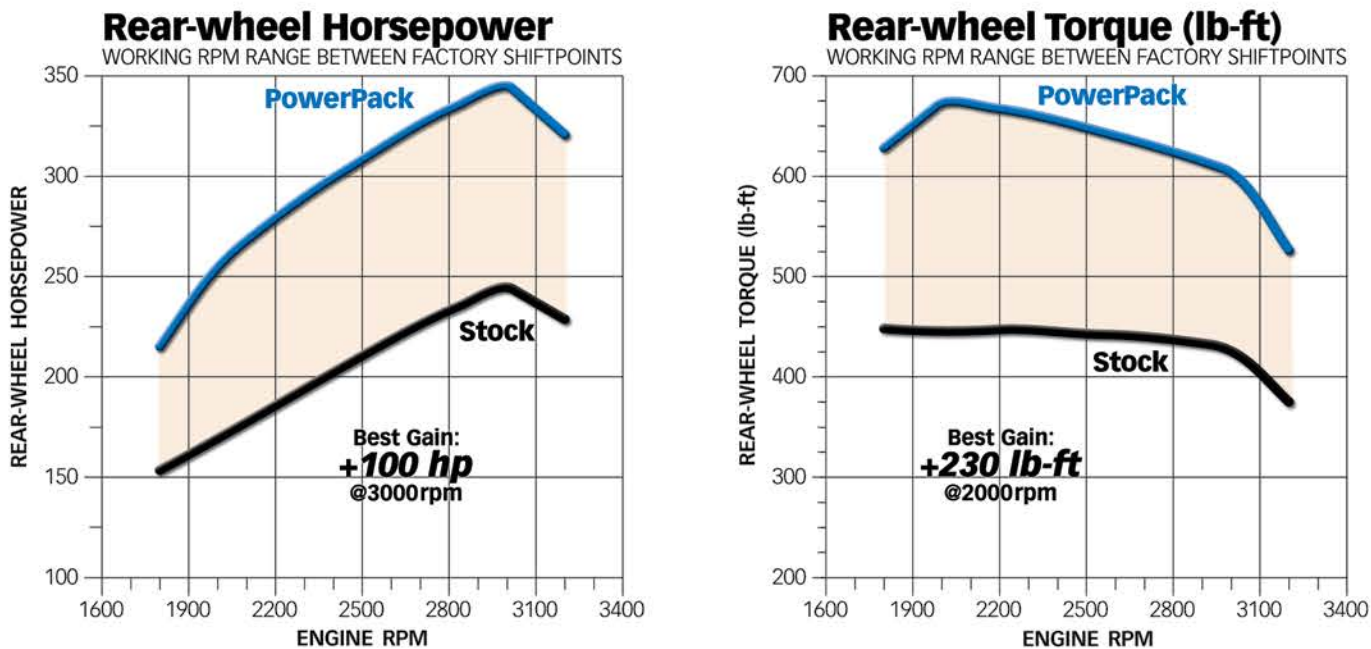
“Among the few companies that offered tuning combined with airflow, only Banks offered a system in which all the components are engineered to work together.”

Sportsman's Gear Magazine



LLY Stock vs. PowerPack System

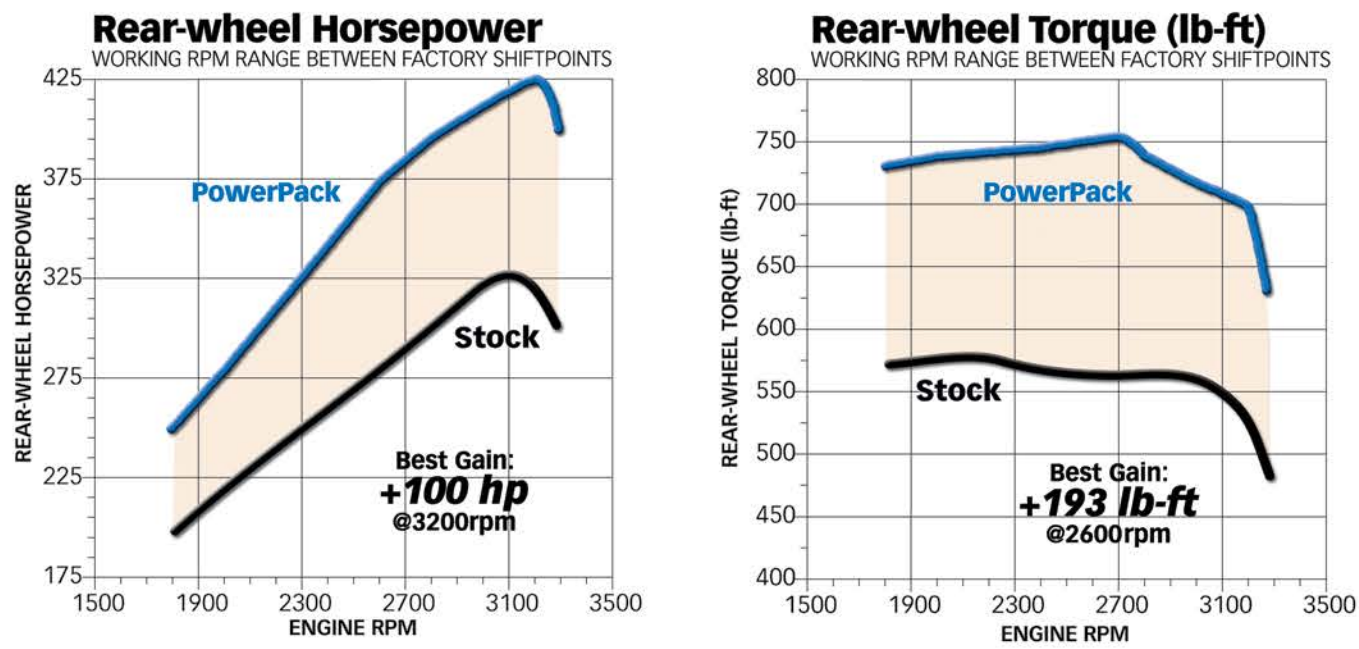
Test Vehicle | 2005 CHEVY SILVERADO 2500 STANDARD CAB, LONG BED, SINGLE REAR WHEEL with ALLISON 5-SPEED AUTOMATIC TRANS



LLY Data Summary	Stock Truck	Banks PowerPack System	
Rear-Wheel Horsepower:	233.7 hp @2888 rpm	—	—
Best gain	245.8 hp @3000 rpm	346.2 hp @3000 rpm	+100.4 hp 41% more
Rear-Wheel Torque:	444.8 lb-ft @2000 rpm	675.1 lb-ft @2000 rpm	+230.3 lb-ft 52% more
Best gain	245.8 hp @3000 rpm	346.2 hp @3000 rpm	+100.4 hp 41% more
Rear-Wheel Torque:	449.0 lb-ft @1888 rpm	675.1 lb-ft @2000 rpm	+226.1 lb-ft 50% more
Peak-to-peak	28.95 secs	15.54 secs	-13.41 secs 46% quicker
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	14.88 secs	6.88 secs	-8.00 secs 54% quicker
Acceleration: 40-60 mph (Towing, 22,000 lbs. combined weight)	51 mph (3rd gear)	62 mph (5th gear)	+11 mph 22% faster
Hill climb Speed, 6% Grade	11.94 mpg	13.19 mpg	+1.25 mpg 10% better
Fuel Economy			

LBZ Stock vs. PowerPack System

Test Vehicle | 2006 CHEVY SILVERADO 2500 CREW CAB, SHORT BED, SINGLE REAR WHEEL with ALLISON 6-SPEED AUTOMATIC TRANS



LBZ Data Summary	Stock Truck	Banks PowerPack System	
Rear-Wheel Horsepower:	325.4 hp @3200 rpm	425.8 hp @3200 rpm	+100.4 hp 30.9% more
Best gain	560.3 lb-ft @2600 rpm	753.5 lb-ft @2600 rpm	+193.1 lb-ft 30.9% more
Rear-Wheel Torque:	325.4 hp @3200 rpm	425.8 hp @3200 rpm	+100.4 hp 30.9% more
Best gain	574.4 lb-ft @2200 rpm	753.5 lb-ft @2600 rpm	+179.1 lb-ft 31.2% more
Rear-Wheel Horsepower:	325.4 hp @3200 rpm	425.8 hp @3200 rpm	+100.4 hp 30.9% more
Peak-to-peak	20.31 secs	16.05 secs	-4.26 secs 21% quicker
Rear-Wheel Torque:	574.4 lb-ft @2200 rpm	753.5 lb-ft @2600 rpm	+179.1 lb-ft 31.2% more
Peak-to-peak	10.87 secs	6.63 secs	-4.24 secs 39% quicker
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	62 mph (3rd gear)	67 mph (5th gear)	+5 mph 8.1% faster
Acceleration: 40-60 mph (Towing, 22,000 lbs. combined weight)	12.70 mpg	13.46 mpg	+0.76 mpg 6% better
Hill climb Speed, 6% Grade			
Fuel Economy			

“Banks has a history of breaking things—particularly speed records.”
Diesel Power Magazine





Gain up to:
+155 hp
+385 lb-ft
At the Rear Wheels

Six-Gun® Bundle LB7/LLY/LBZ

When you want to go flat-out with more than temporary “flash” power, consider Banks Six-Gun Bundle. It’s a complete engineered system with the exhilarating power and functionality of the Six-Gun Diesel Tuner and Banks iQ Dashboard PC (up to **+155 hp** and **+385 lb-ft** at the rear wheels) matched with an army of intake, turbo and exhaust upgrades to ramp-up airflow and keep exhaust gas temps in check. Now you’ll run faster *and* longer! Compared to a tuner alone, Six-Gun Bundle adds up to **30 more hp & 50 more lb-ft torque at any EGT!** System shown for LB7 engines.

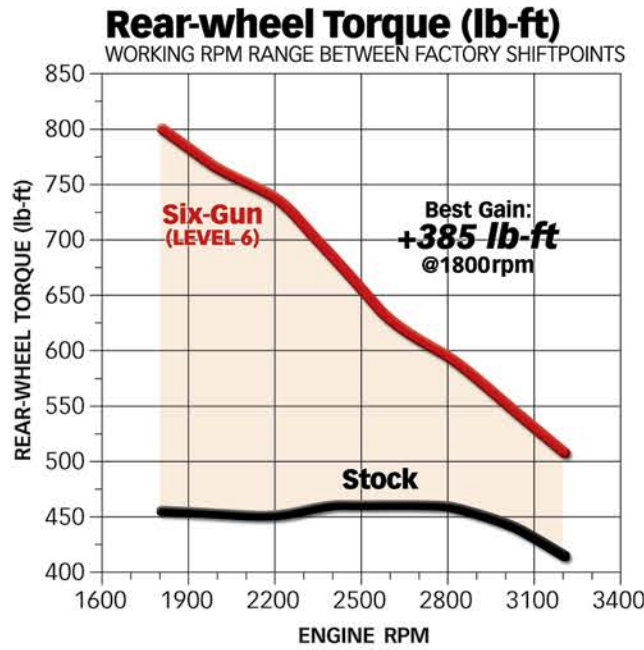
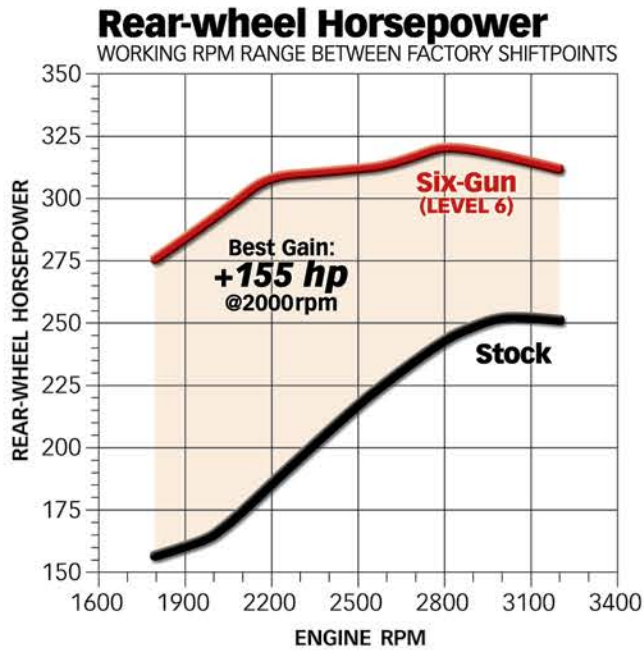
“Wow, Wow, Wow. Just put the Six-Gun Bundle in last night at my brother’s shop. Made some runs down a 1/4 mile street behind the shop. Wanted to make comparison on the newfound power so I ran the truck against a Porsche 944 Turbo that my brother was working on and I think I left him looking for some more power on the 944. He had some problems keeping up with me. This is the most impressive upgrade I have ever done on any of my vehicles. Thanks Banks for an excellent system.”
Jon of Indian Springs, Ohio

INCLUDES:

- Six-Gun Diesel Tuner with Banks iQ Dashboard PC
- Banks Ram-Air cold-air intake system with reusable filter
- BigHead wastegate actuator (LB7 engines)
- Polished stainless steel, 4” straight-through Monster® muffler with an exclusive internal expansion chamber
- Stainless steel 4” constant-diameter Monster exhaust with head-pipe assembly (non-cat-converter equipped vehicles only), intermediate pipe(s) and tailpipe (or new split-side duals Monster exhaust)
- Huge, polished stainless steel rolled-edge tailpipe tip(s)
- Comprehensive Owner’s Installation Manual

LB7 Stock vs. Six-Gun Bundle

Test Vehicle | 2001 CHEVY 3500HD EXT CAB, LONG BED, DUAL REAR WHEELS with ALLISON 5-SPEED AUTOMATIC TRANS



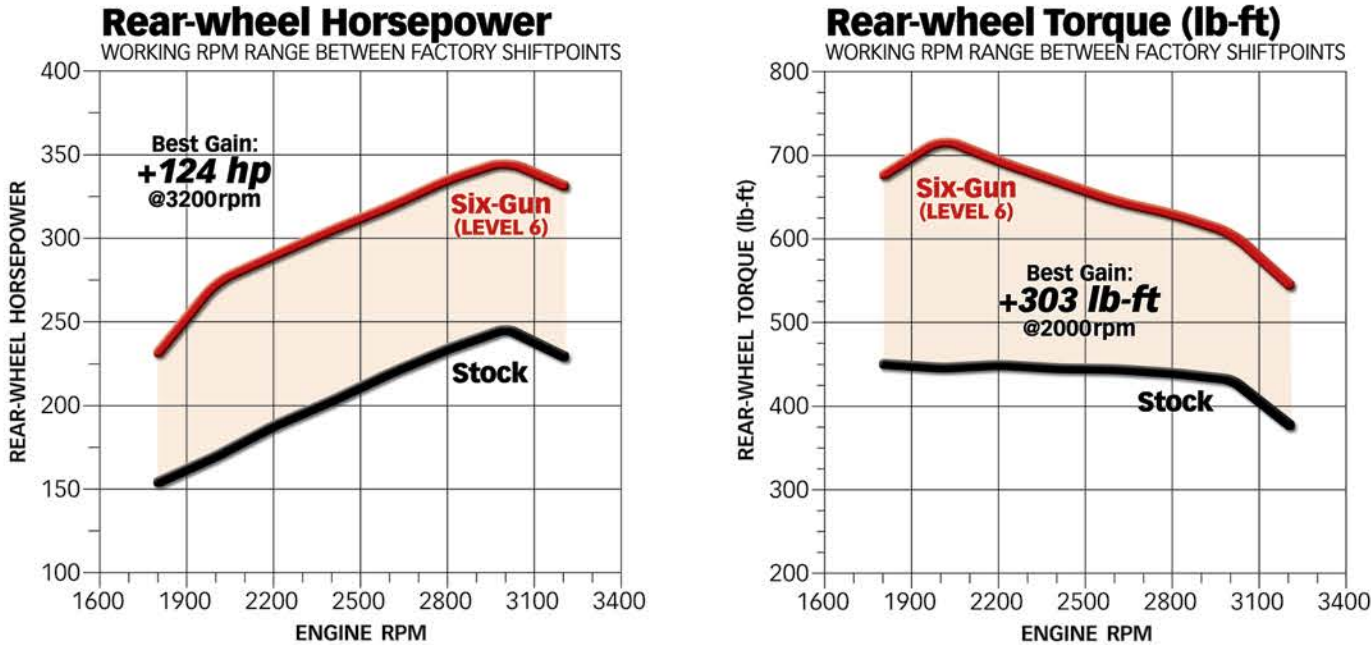
LB7 Data Summary	Stock Truck	Banks Six-Gun Bundle	
Rear-Wheel Horsepower:	163 hp	290 hp	+127 hp
Best gain	@2000 rpm	@2000 rpm	78% more
Rear-Wheel Torque:	458 lb-ft	803 lb-ft	+345 lb-ft
Best gain	@1888 rpm	@1888 rpm	75% more
Rear-Wheel Horsepower:	252 hp	322 hp	+70 hp
Peak-to-peak	@3000 rpm	@3000 rpm	28% more
Rear-Wheel Torque:	458 lb-ft	803 lb-ft	+345 lb-ft
Peak-to-peak	@1888 rpm	@1888 rpm	75% more
Acceleration, time:	11.81 secs	10.46 secs	-1.35 secs
1/8 mile			11% quicker
Acceleration, speed:	65.4 mph	74.9 mph	+9.5 mph
1/8 mile			15% faster
Acceleration, time:	17.89 secs	16.00 secs	-1.89 secs
1/4 mile			11% quicker
Acceleration, speed:	80.5 mph	87.6 mph	+7.1 mph
1/4 mile			9% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	10.1 truck lengths
Acceleration, time:	10.18 secs	7.36 secs	-2.82 secs
0-60 mph			28% quicker
Acceleration, distance:	509 feet	349 feet	-160 feet
0-60 mph			31% shorter

*Note: Banks’ results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.

TEST RESULTS

LLY Stock vs. Six-Gun Bundle

Test Vehicle | 2005 CHEVY SILVERADO 2500 STANDARD CAB, LONG BED, SINGLE REAR WHEEL with ALLISON 5-SPEED AUTOMATIC TRANS

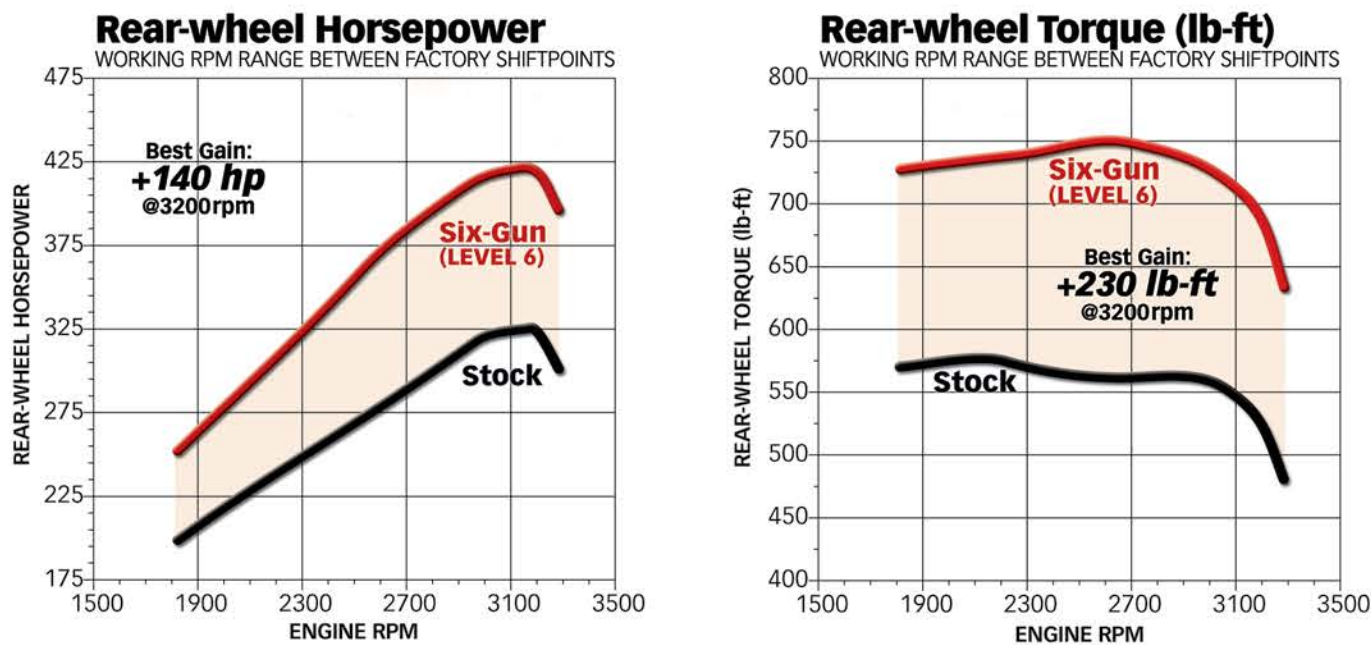


LLY Data Summary	Stock Truck	Banks Six-Gun Bundle	
Rear-Wheel Horsepower:	229 hp	331 hp	+102 hp
Best gain	@3200 rpm	@3200 rpm	45% more
Rear-Wheel Torque:	445 lb-ft	720 lb-ft	+275 lb-ft
Best gain	@2000 rpm	@2000 rpm	62% more
Rear-Wheel Horsepower:	246 hp	346 hp	+100 hp
Peak-to-peak	@3000 rpm	@3000 rpm	41% more
Rear-Wheel Torque:	449 lb-ft	720 lb-ft	+271 lb-ft
Peak-to-peak	@1888 rpm	@2000 rpm	60% more
Acceleration, time:	11.49 secs	10.66 secs	-0.83 secs
1/8 mile			7% quicker
Acceleration, speed:	64.3 mph	73.3 mph	+9.0 mph
1/8 mile			14% faster
Acceleration, time:	17.53 secs	16.06 secs	-1.47 secs
1/4 mile			8% quicker
Acceleration, speed:	80.6 mph	91.2 mph	+10.6 mph
1/4 mile			13% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	10.6 truck lengths
Acceleration, time:	10.18 secs	8.00 secs	-2.18 secs
0-60 mph			21% quicker
Acceleration, distance:	511 feet	363 feet	-148 feet
0-60 mph			29% shorter

*Note: Banks' results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.

LBZ Stock vs. Six-Gun Bundle

Test Vehicle | 2006 CHEVROLET SILVERADO 2500, 4 WHEEL DRIVE, CREW CAB SHORT BED, AUTOMATIC, SINGLE REAR WHEEL



LBZ Data Summary	Stock Truck	Banks Six-Gun Bundle	
Rear-Wheel Horsepower:	298.2 hp	398.0 hp	+99.8 hp
Best gain	@2888 rpm	@2888 rpm	34% more
	325.4 hp	—	—
	@3200 rpm		
Rear-Wheel Torque:	560.3 lb-ft	755.5 lb-ft	+195.1 lb-ft
Best gain	@2600 rpm	@2600 rpm	35% more
	534.1 lb-ft	—	—
	@3200 rpm		
Rear-Wheel Horsepower:	325.4 hp	425.0 hp	+99.6 hp
Peak-to-peak	@3200 rpm	@3200 rpm	31% more
Rear-Wheel Torque:	574.4 lb-ft	755.5 lb-ft	+181.1 lb-ft
Peak-to-peak	@2200 rpm	@2600 rpm	32% more
Acceleration, time:	10.57 secs	9.71 secs	-0.86 secs
1/8 mile			8% quicker
Acceleration, time:	16.24 secs	14.88 secs	-1.36 secs
1/4 mile			8% quicker
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	8.3 truck lengths
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	8.36 secs	6.77 secs	-1.59 secs
			19% quicker

*Note: Banks' results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.



Big Hoss® Bundle LB7/LLY/LBZ

The only way to top a Six-Gun Bundle is to add Banks’ gigantic Techni-Cooler intercooler system to the package. Now you’ve got the Big Hoss Bundle. With its huge mandrel-bent boost tubes, much-thicker core area and superior end tank design, Techni-Cooler flows more cool, dense, oxygen-rich air into the engine than the stock intercooler. The cooler air creates better combustion and lower exhaust gas temps for power that doesn’t “temp out” when you need it. It’s extreme power *plus* durability! Gains up to **+155 hp** and **+385 lb-ft** at the rear wheels. Compared to a tuner alone, adds up to **50 more hp & 100 more lb-ft torque at any EGT!**

System shown for LB7 engines.

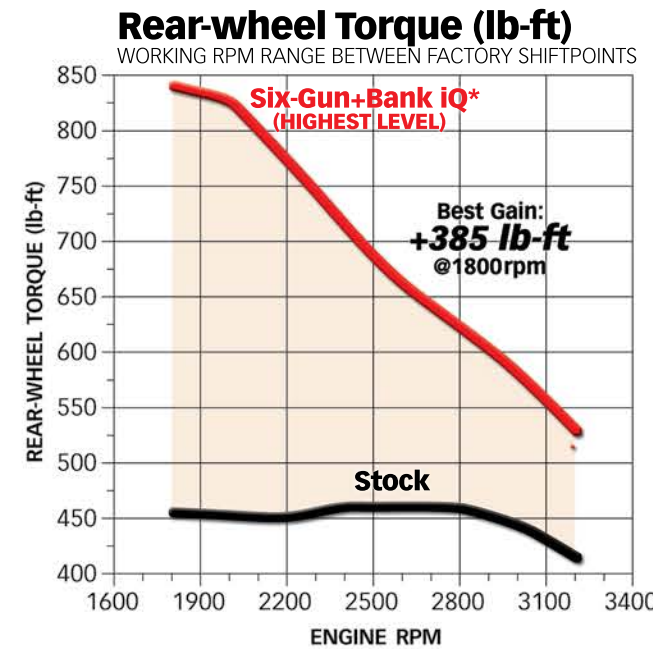
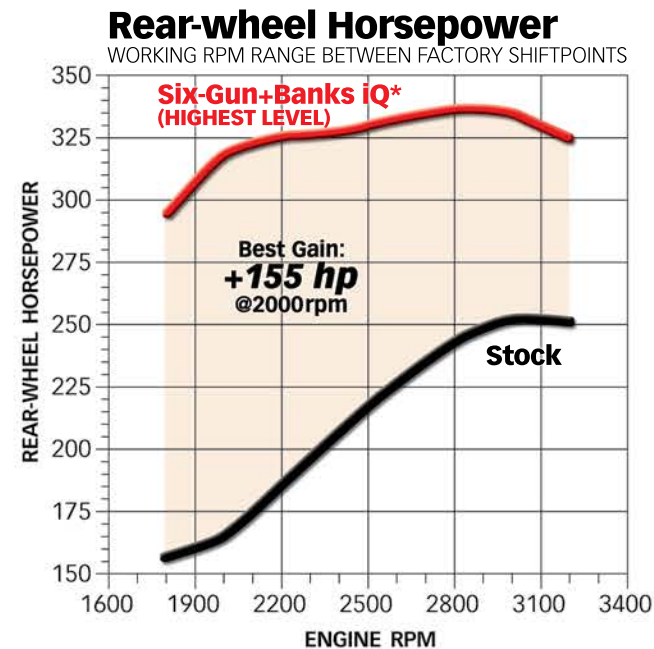
“I am a mechanic and installed three Big Hoss Bundles on two 2005 Dodge Duallies owned by my buddies...who bought my kit for installing theirs, what a great deal!! I installed the Big Hoss on my 2005 GMC as well, all in one weekend. All three trucks have amazed the sh*t out of us with the performance that we were able to get out of them. I truly believe that we can now walk the dog off of any other vehicle on the road. ...everything fit great, I had no trouble installing anything. Thanks for the fun that we are going to have!!”
Justin of Hightstown, New Jersey

INCLUDES:

- Six-Gun Diesel Tuner with Banks iQ Dashboard PC
- Techni-Cooler intercooler system with huge 3” boost tubes (LB7 & LLY)
- Banks Ram-Air cold-air intake system with reusable filter
- BigHead® wastegate actuator (LB7 engines)
- Polished stainless steel, 4” straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless steel 4” constant-diameter Monster exhaust with head-pipe assembly (non-cat-converter equipped vehicles only), intermediate pipe(s) and tailpipe (or new split-side duals Monster exhaust)
- Huge, polished stainless steel rolled-edge tailpipe tip(s)
- Comprehensive Owner’s Installation Manual

LB7 Stock vs. Big Hoss Bundle

Test Vehicle | 2001 CHEVY 3500HD EXT CAB, LONG BED, DUAL REAR WHEELS with ALLISON 5-SPEED AUTOMATIC TRANS



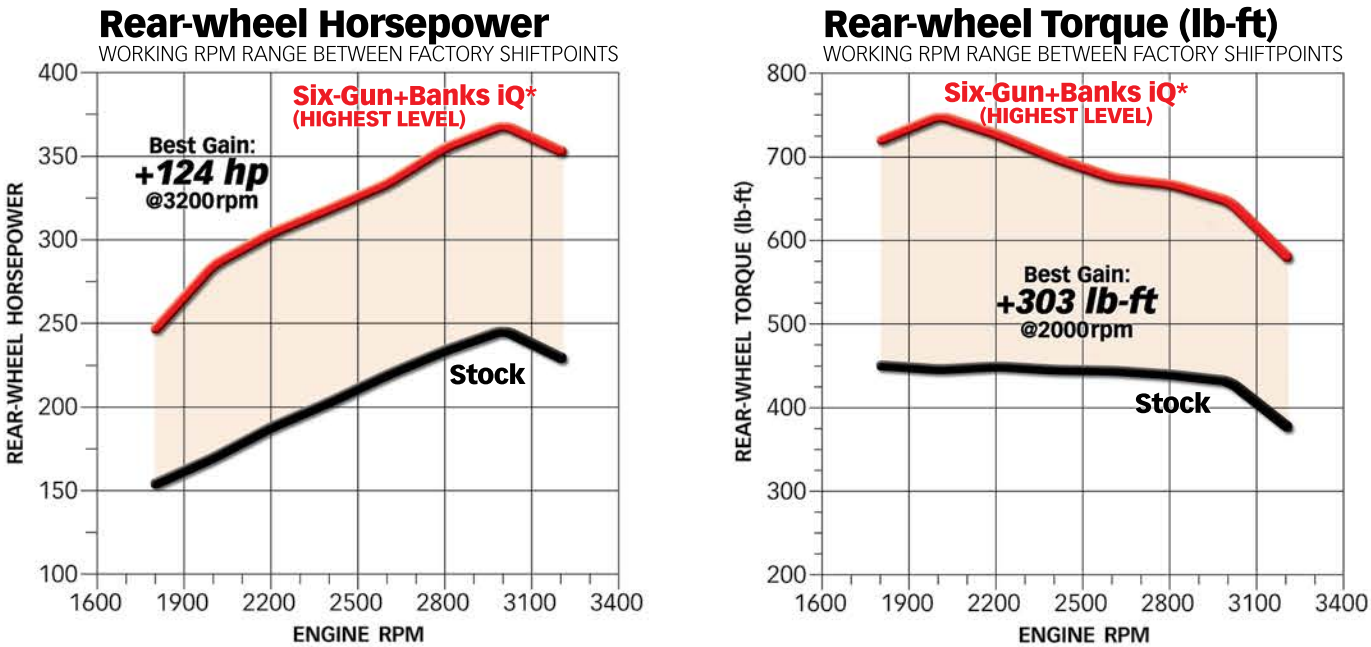
LB7 Data Summary	Stock Truck	Banks Big Hoss Bundle	
Rear-Wheel Horsepower: Best gain	163 hp @2000 rpm	318 hp @2000 rpm	+155 hp 95% more
Rear-Wheel Torque: Best gain	458 lb-ft @1888 rpm	843 lb-ft @1888 rpm	+385 lb-ft 84% more
Rear-Wheel Horsepower: Peak-to-peak	252 hp @3000 rpm	336 hp @2888 rpm	+84 hp 33% more
Rear-Wheel Torque: Peak-to-peak	458 lb-ft @1888 rpm	843 lb-ft @1888 rpm	+385 lb-ft 84% more
Acceleration, time: 1/8 mile	11.81 secs	10.11 secs	-1.70 secs 14% quicker
Acceleration, speed: 1/8 mile	65.4 mph	76.3 mph	+10.9 mph 17% faster
Acceleration, time: 1/4 mile	17.89 secs	15.42 secs	-2.47 secs 14% quicker
Acceleration, speed: 1/4 mile	80.5 mph	92.2 mph	+11.7 mph 15% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	14.6 truck lengths
Acceleration, time: 0-60 mph	10.18 secs	6.82 secs	-3.36 secs 33% quicker
Acceleration, distance: 0-60 mph	509 feet	326 feet	-183 feet 36% shorter

*Note: Banks’ results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.

TEST RESULTS

LLY Stock vs. Big Hoss Bundle

Test Vehicle | 2005 CHEVY SILVERADO 2500 STANDARD CAB, LONG BED, SINGLE REAR WHEEL with ALLISON 5-SPEED AUTOMATIC TRANS

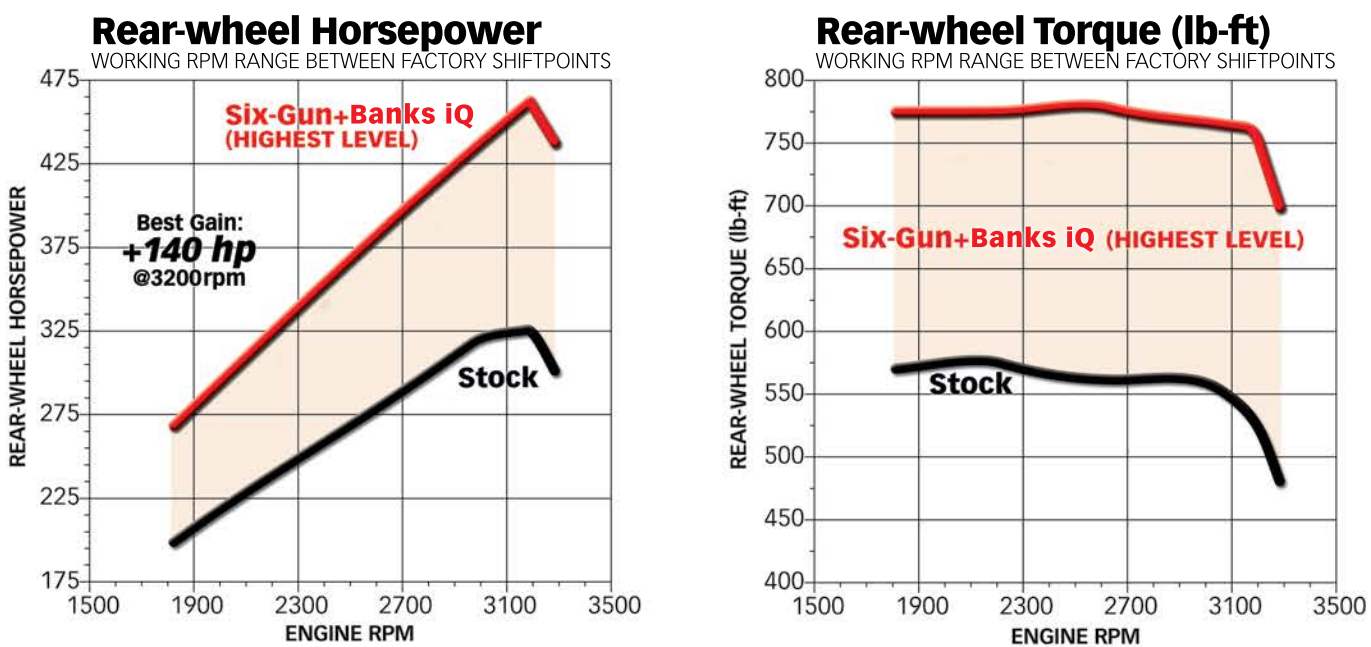


LLY Data Summary	Stock Truck	Banks Big Hoss Bundle	
Rear-Wheel Horsepower: Best gain	229 hp @3200 rpm	353 hp @3200 rpm	+124 hp 54% more
Rear-Wheel Torque: Best gain	445 lb-ft @2000 rpm	748 lb-ft @2000 rpm	+303 lb-ft 68% more
Rear-Wheel Horsepower: Peak-to-peak	246 hp @3000 rpm	369 hp @3000 rpm	+123 hp 50% more
Rear-Wheel Torque: Peak-to-peak	449 lb-ft @1888 rpm	748 lb-ft @2000 rpm	+299 lb-ft 67% more
Acceleration, time: 1/8 mile	11.49 secs	10.43 secs	-1.06 secs 9% quicker
Acceleration, speed: 1/8 mile	64.3 mph	73.7 mph	+9.4 mph 15% faster
Acceleration, time: 1/4 mile	17.53 secs	15.81 secs	-1.72 secs 10% quicker
Acceleration, speed: 1/4 mile	80.6 mph	91.6 mph	+11.0 mph 14% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	12.1 truck lengths
Acceleration, time: 0-60 mph	10.18 secs	7.71 secs	-2.47 secs 24% quicker
Acceleration, distance: 0-60 mph	511 feet	357 feet	-154 feet 30% shorter

*Note: Banks' results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.

LBZ Stock vs. Big Hoss Bundle

Test Vehicle | 2006 CHEVROLET SILVERADO 2500, 4 WHEEL DRIVE, CREW CAB SHORT BED, AUTOMATIC, SINGLE REAR WHEEL



LBZ Data Summary	Stock Truck	Banks Big Hoss Bundle	
Rear-Wheel Horsepower: Best gain	298.2 hp @2888 rpm	—	—
	325.4 hp @3200 rpm	465.7 hp @3200 rpm	+140.3 hp 43% more
Rear-Wheel Torque: Best gain	560.3 lb-ft @2600 rpm	—	—
	534.1 lb-ft @3200 rpm	764.3 lb-ft @3200 rpm	+230.3 lb-ft 43% more
Rear-Wheel Horsepower: Peak-to-peak	325.4 hp @3200 rpm	465.7 hp @3200 rpm	+140.3 hp 43% more
Rear-Wheel Torque: Peak-to-peak	574.4 lb-ft @2200 rpm	783.2 lb-ft @2600 rpm	+208.8 lb-ft 36% more
Acceleration, time: 1/8 mile	10.57 secs	9.65 secs	-0.92 secs 9% quicker
Acceleration, time: 1/4 mile	16.24 secs	14.73 secs	-1.51 secs 9% quicker
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	9.2 truck lengths
Acceleration: 0-60 mph (Towing, 22,000 lbs. combined weight)	8.36 secs	6.70 secs	-1.66 secs 20% quicker

*Note: Banks' results as tested on highest level of Six-Gun with Speed-Loader/Banks iQ and recommended airflow improvements.