

Gale Banks Engineering

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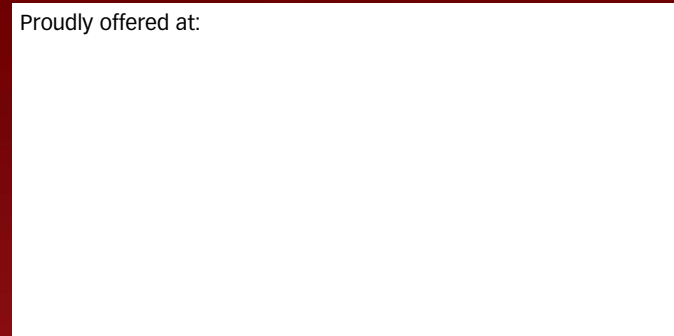
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banks
CATALOG and TEST REPORT

**'03 - 07
6.0L POWER STROKE**

Proudly offered at:



**BANKS
POWER**



- Banks Ram-Air**® Intake
- Techni-Cooler**® Intercooler
- High-Ram**® Inlet
- Monster**® Exhaust
- Banks Billet**® Torque Converter
- Banks iQ**® Man-Machine Interface
- EconoMind**® Diesel Tuner
- Six-Gun**® Diesel Tuner
- AutoMind**® Programmer
- Banks Bullet**™ Diesel Tuner
- DynaFact**® Instrumentation
- Stinger**® Work Truck System
- PowerPack**® Work Truck System
- Six-Gun**® High-Performance Bundle
- Big Hoss**® High-Performance Bundle
- Banks SpeedBrake**™ System

PERFORMANCE | FUEL ECONOMY | DURABILITY



Hello,

I'm very pleased to have this opportunity to introduce you to my company and its unique approach to diesel enhancement. Performance is my passion and since the late 50's I've been dedicated not only to the pursuit of product perfection but also to leading the way in the development of new technologies.

Among other things, what makes Banks Power very unique is our long history of motorsports competition. We know what works based on the depth of that racing experience. All those years of winning have culminated in what I consider to be the most important attribute an automotive performance company can claim: True credibility.

The following test report is designed to give you the hard data you need to make an informed decision. I'll be along throughout to discuss some of the key tenets of my power-making philosophy. I have a solution that fits your needs and will very much look forward to helping you make your Power Stroke all that it can be.

With my very best regards,

Gale Banks

Gale Banks
President & CEO

“You have the comforting feeling that Banks is doing everything right.”

Car and Driver Magazine

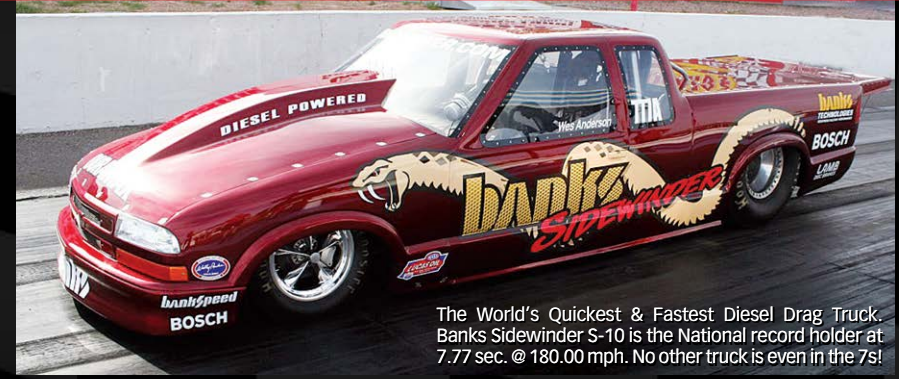
CAR AND DRIVER

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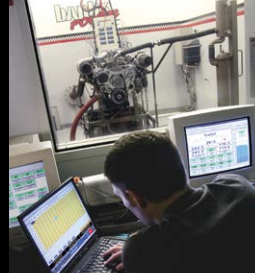
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WHY CHOOSE BANKS

No Competitor Pushes Their Own Products This Hard!



The World's Quickest & Fastest Diesel Drag Truck. Banks Sidewinder S-10 is the National record holder at 7.77 sec. @ 180.00 mph. No other truck is even in the 7s!



Systems are tested on the engine and chassis dynos.



Banks develops airflow technology in their Advance Concepts Engineering.



New technology is perfected in the Electronics Engineering dept.



The same airflow technology used in Banks' power systems propelled the diesel-powered Sidewinder Dakota to an FIA-record-shattering **217.314 mph** at Bonneville!



Test equipment such as Micro Soot Analyzers give Banks crucial data no other competitor has.



Flexing military muscle through its Banks Defense division is nothing new. Banks has been working with various branches of the military since the early 80's on both land and marine vehicles.



Banks Big Hoss®- powered Ford Power Stroke starts a string of wins and a podium finish at Baja 1000—all against the gasoline-powered competition.



Banks Sidewinder Top-Diesel Dragster punishes the drag strips with 1,300+ HP. It's a major part of Banks' ongoing strategy to awaken the public to the amazing potential of diesel.

Experience

Situated on our 12 acre, Southern California campus, Gale Banks Engineering has spent over 50 years honing the science of automotive performance enhancement. For decades, pick-up, sport utility, and RV owners have been turning to Banks to maximize their engines' power and efficiency. Behind every Banks product is the rich legacy of technology breakthroughs, industry-firsts, and an unparalleled number of world and land-speed records.

Over the years, Banks has forged partnerships with such giants as Chevrolet, GMC, Cummins, Ford, Volvo, as well as the Department of Transportation. From working to mitigating the effects of the 1970's fuel crunch to creating the diesel performance aftermarket to outfitting covert marine applications for the U.S. Navy SEALs, Banks has always been on the cutting edge. Experience counts and is the foundation of every system we produce.

Testing

An automotive aftermarket company's testing methodology reflects its level of credibility. It also determines the validity of its stated horsepower, torque, and mileage gains. The fact is that most aftermarket companies rely on simple acceleration dyno tests in order to rush to market quickly and cheaply. The trouble is that these types of tests tend to yield unrealistically high and untrustworthy performance numbers. Not Banks. Our products

have to prove their mettle in a variety of sustained tests under the most grueling conditions. We employ state-of-the-art electronic data-acquisition instrumentation as well as the most advanced chassis-dynamometers available today. The result: wholly reliable and accurate data and products that easily stand up to years of real-world punishment. Banks' honest and precise testing procedures mean that you have hard data and not just a leap of faith.

Quality

You want your vehicle to realize maximum longevity. So do we and the quality that goes into every single Banks product is a reflection of that. Where most companies lower their costs by constantly seeking cheaper labor and material, Banks is a throwback to a purer era when quality and pride in the product meant everything. Our standards are these: To build the most durable and long-lasting products and to always upgrade rather than degrade the material

makeup of the parts we're replacing. We use only the toughest base materials and as a result our systems can withstand even the most hellish of automotive conditions. That's why we back our products with industry leading warranties. Our in-house Manufacturing department allows us to maintain the most stringent quality control so our customers can always be assured of excellence.

BANKS ADVANTAGE

Full Circle Solution

An internal combustion engine is a perfect example of a cohesive system. Well-matched, interacting parts, working in harmony, to produce that marvelous thing we call power. I've always viewed the upgrade process the exact same way. The path to your truck's fullest potential is a system approach.

My competitors may tell you that airflow isn't that important or that if you want more power all you need to do is install a "chip." Some pretenders try to mimic the Banks system by offering a grab-bag of components all made by different companies and say that it's the same thing. Don't you believe it.

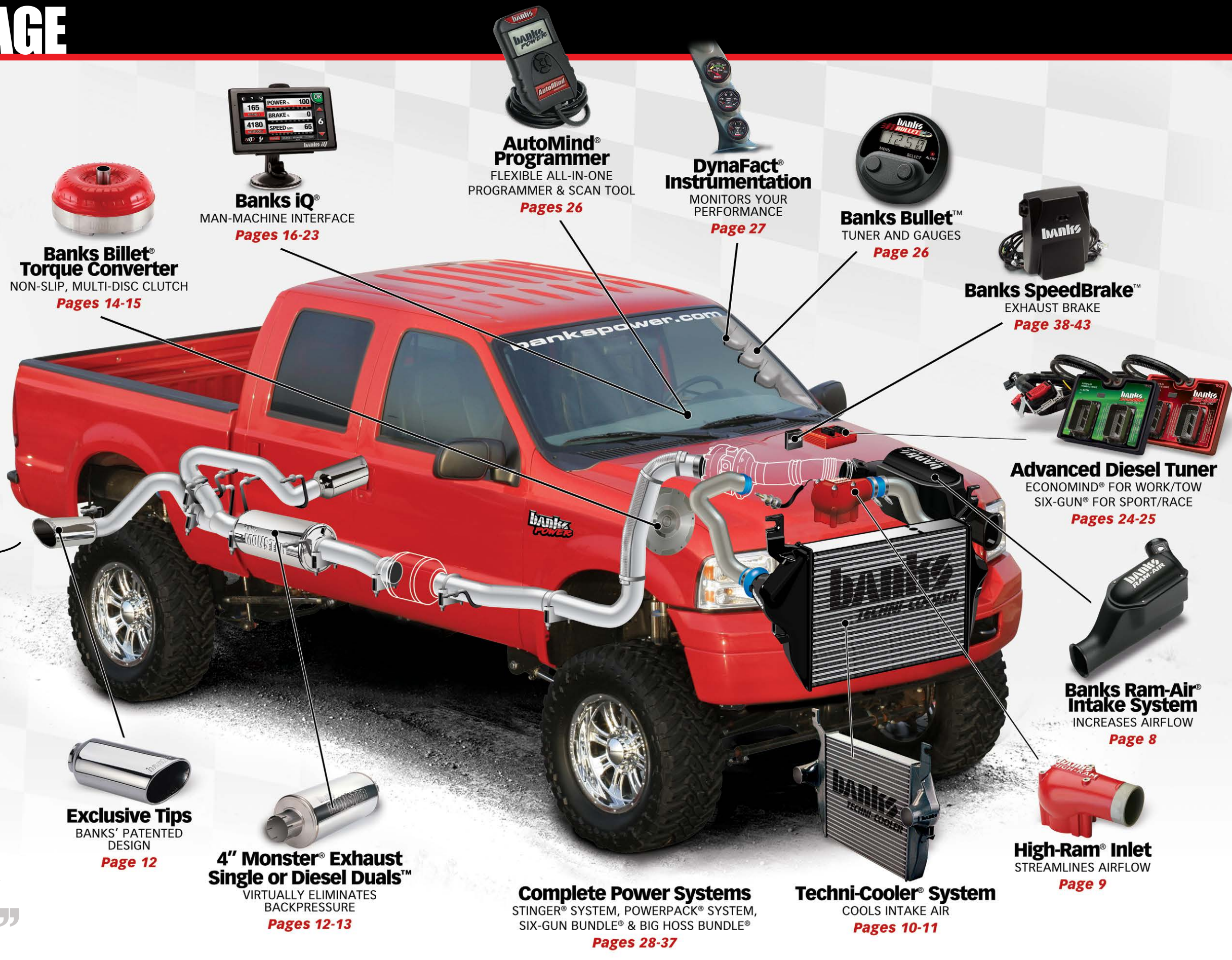
Banks systems are engineered and tested to offer a balanced, full-circle solution. Every component has its place and its job. There is no guesswork on the part of the customer. We leave the cross your fingers, hope for the best strategy to the other guys.

Tuning combined with airflow in order to deliver maximum horsepower, torque, and mileage gains: That's the Banks way.



Gale Banks

Read more about Gale Banks at: bankspower.com/gbe



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“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

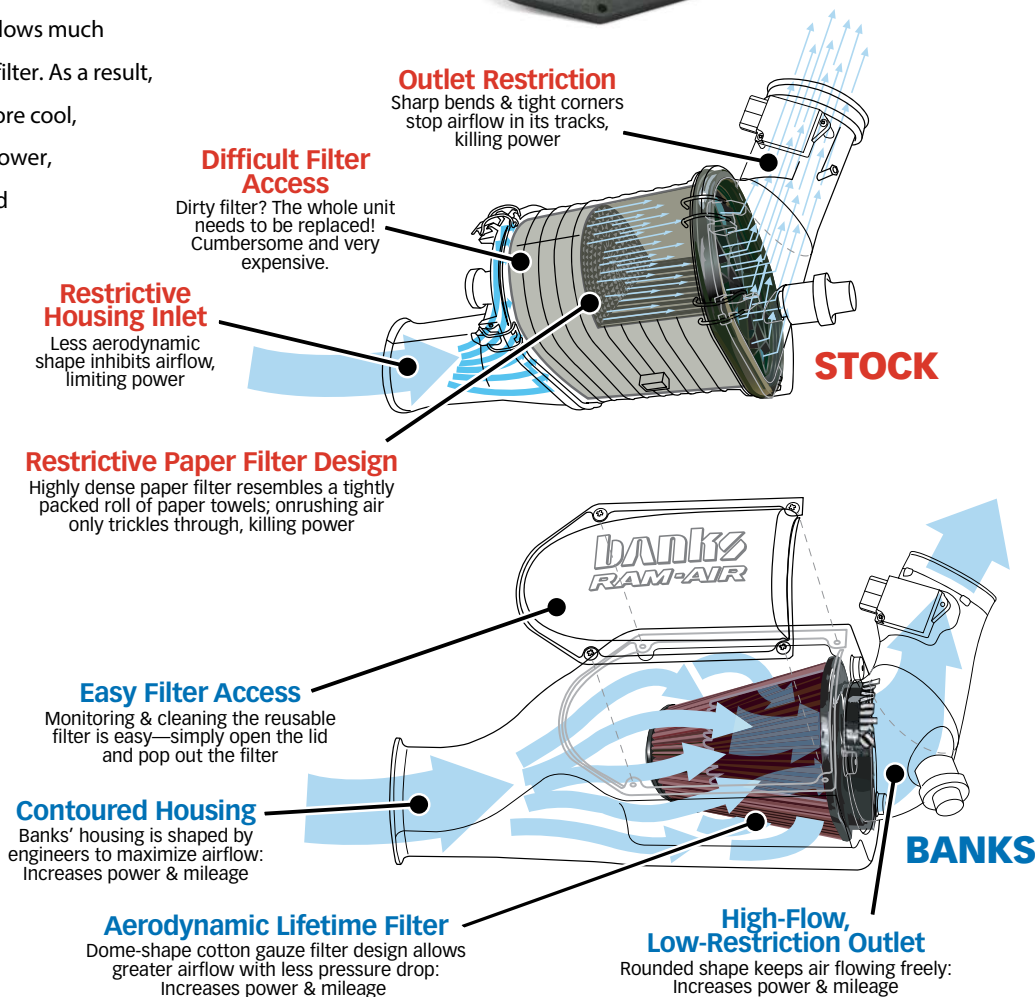


INTAKE UPGRADES

Banks Ram-Air® Intake System

The revolutionary Banks Ram-Air Intake System outflows the others and delivers a whopping **38% more airflow** than stock, thanks in part to its unique contoured, aerodynamic shape that eliminates sharp bends, restrictions and airflow chokepoints. In addition, Banks' dome-shaped cotton filter flows much more freely than the restrictive paper stock filter. As a result, Banks Ram-Air Intake collects and directs more cool, dense air to the engine, delivering greater power, improved fuel economy, reduced smoke and lower exhaust gas temperatures. And unlike other aftermarket air intakes, the Banks system is designed to work with stock sensors, and therefore doesn't generate trouble codes.

Banks utilizes the factory bellows to accommodate engine movement for greater durability. Simple to install, the Banks Ram-Air Intake provides easy filter access for monitoring and cleaning. Just open the lid and pop out the reusable filter. The stock filter, however, is not reusable. When the filter needs changing, the whole unit needs to be replaced. And it's all too easy to tear a gasket in the process. Even worse, it's very expensive!



Banks High-Ram Inlet Manifold is included with the Techni-Cooler System... or **sold separately** (shown above) if you decide to use the stock intercooler. A 3 1/2" boost tube is included to increase airflow from the intercooler.

High-Ram® Inlet

The inlet's job is to take the cooler, denser air from the intercooler and keep it flowing without restriction into the cylinders. That's where Banks High-Ram Inlet enters the picture. The High-Ram inlet with its large 3 1/2" constant-diameter boost tube flows air far more efficiently than the stock setup, providing greater boost without the drawback of raising turbine backpressure. In flow tests, the High-Ram Inlet delivers up to a **64% reduction in pressure loss**. As a result, you'll enjoy improved acceleration and better fuel economy!



FAQs:

Q | Will the Banks Ram-Air help improve fuel economy?

A | Absolutely! While the amount of gain varies depending on driving habits, more air and less restriction equals better efficiency.

FAQs:

Q | Will the High Ram benefit a stock engine as well as a modified engine?

A | Yes. Any airflow improvement will benefit the overall efficiency of the engine.

INTAKE UPGRADES



Indestructible Banks all-aluminum end tanks welded to core—bring on the boost!

Banks' high-performance 3 1/2" boost tubes are included, replacing the puny, restrictive stock tubes

Techni-Cooler® Intercooler System

The Banks engineers carefully examined the stock 6.0L intercooler, and then upgraded everything! The core area of Banks Techni-Cooler is much thicker, with **21% more volume** for outstanding cooling capacity. Restrictions are eliminated, starting with the 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' huge 3 1/2" boost tubes have no kinks or smashed areas; mandrel-bending keeps the air flowing through with a minimum of pressure loss.

6.0L Power Strokes share a common problem. When they are put under load, the added stress on the stock intercooler can cause the plastic end tanks—which are held in place by wimpy folded tabs—to blow out. Banks Techni-Cooler has sturdy all-aluminum end tanks welded onto the core, so they're tough enough to withstand the most extreme conditions.

“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

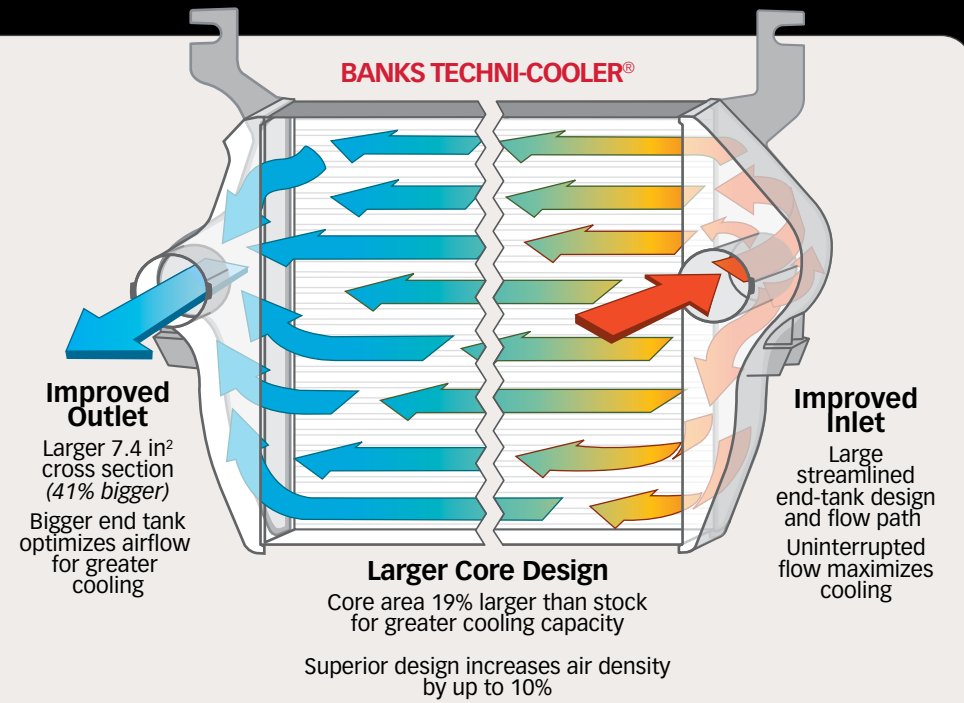


Why Big Density Makes a Big Difference

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 by-product 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.



Improved Outlet

Larger 7.4 in² cross section (41% bigger)
Bigger end tank optimizes airflow for greater cooling

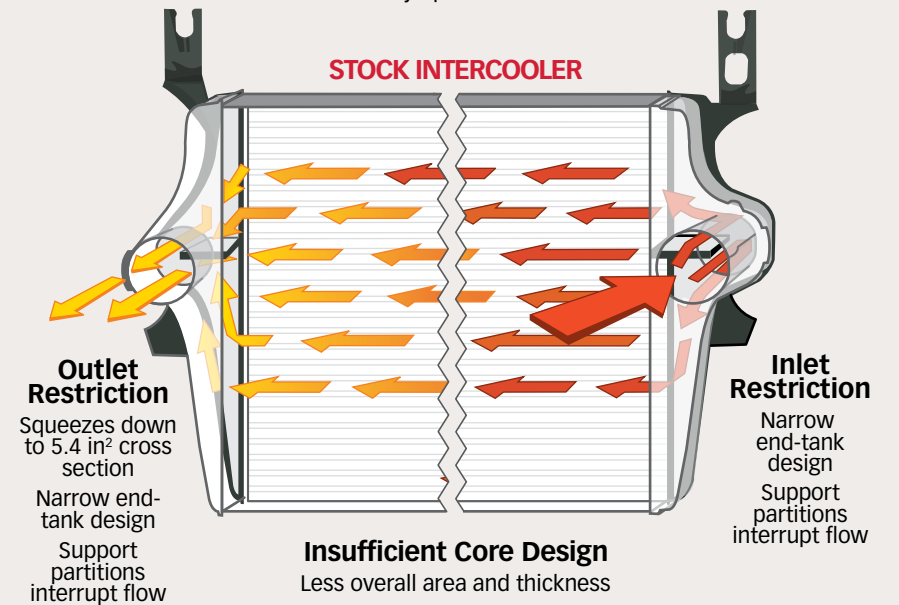
Improved Inlet

Large streamlined end-tank design and flow path
Uninterrupted flow maximizes cooling

Larger Core Design

Core area 19% larger than stock for greater cooling capacity

Superior design increases air density by up to 10%



Outlet Restriction

Squeezes down to 5.4 in² cross section
Narrow end-tank design
Support partitions interrupt flow

Inlet Restriction

Narrow end-tank design
Support partitions interrupt flow

Insufficient Core Design

Less overall area and thickness

Also, the factory Power Stroke intercooler has plastic end tanks that can burst, even under stock boost conditions. Banks Techni-Coolers are manufactured entirely of aluminum, which will not burst even under high boost conditions.

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?

FAQs:

Q | What's involved in installing the Banks Techni-Cooler Intercooler system?

A | Banks engineers have designed the Techni-Cooler to fit neatly into the space previously occupied by the stock intercooler. Though the end tanks, plumbing, and all internal airflow channels are vastly expanded, Techni-Cooler remains a simple, direct-replacement application.

FAQs:

Q | What will the Banks Techni-Cooler Intercooler system do for my towing ability?

A | It will knock it out of the park. Banks Techni-Cooler intercooler means more air density and much higher levels of continuous torque while at the same time keeping a lid on EGT's.

EXHAUST UPGRADES



New Diesel Duals exhaust comes with Banks' exclusive polished-stainless, slash-cut rolled-edge "ob-round" tailpipe tips (patent pending)

Monster® Exhaust System – Single or Diesel Duals™

The 4" Monster exhaust system's streamlined pipes are formed of stainless, heavy-wall tubing with mandrel (constant-diameter) bends to **virtually eliminate backpressure**. Banks' polished-stainless steel Monster muffler features a straight-through 4"-diameter flow-path with an exclusive expansion chamber. Monster muffler delivers a rich, throaty exhaust sound and more than doubles the stock flow. Monster exhaust system flows up to **92% better than stock**. Huge polished stainless-steel tailpipe tip(s) with rolled edge—awesome! Adjustable clamp for positioning on tailpipe (single system only). **Note: Diesel Duals system is specifically designed 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!
(Spike Network)



INCLUDES:

- 4" constant-diameter 100% stainless system with streamlined turbine outlet pipe* intermediate pipe(s) and tailpipe(s)
- Attention-grabbing, mirror-finish, rolled-edge tailpipe tip(s)
- Free-flowing, polished-stainless 4" straight-through Monster muffler with exclusive internal expansion chamber for an authoritative exhaust note

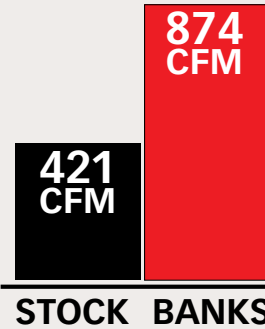
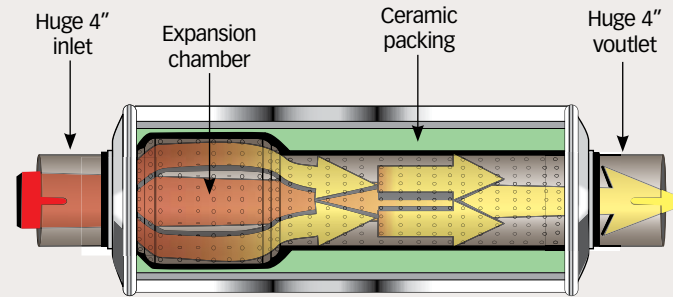
*Banks turbine outlet pipe not required for '06 models with manual transmission. 2003 model turbine outlet pipe includes built-in resonator.

FAQs:

Q | Will I have problems with droning or resonance at highway speeds?

A | No. Each and every Banks Monster Exhaust is tuned and sound-tested on an application-specific basis. You'll have the strong, baritone sound without the annoying resonance caused by generic brands.

Monster Exhaust Benefits



Exhaust Flow:
108% 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 virtually eliminate backpressure. 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 backpressure.

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 lifetime muffler that flows over two times better than stock and delivers a pleasing, throaty rumble!

Monster® SPORT Exhaust



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

100% stainless steel exhaust system (7" diameter muffler vs regular Monster Exhaust's 8.5" muffler)

FEATURES & BENEFITS:

- 4" constant-diameter exhaust system
- Virtually eliminates backpressure & nearly doubles the flow!
- Lowers exhaust gas temps
- Straight-through Monster Muffler delivers a commanding exhaust note
- 100% Stainless Steel

FAQs:

Q | I see that some companies use a 5" diameter exhaust pipe. Why does Banks use a 4"?

A | It delivers the best low-end torque. Bigger tubing is better up to a certain point but too big can actually begin to hurt your low-end power. Banks always goes where the data leads.

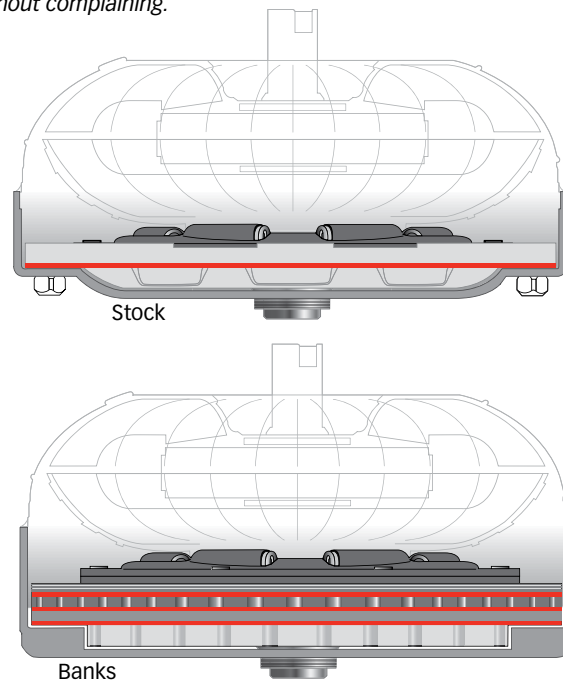
“Banks Engineering makes excellent products. The torque converter with the larger lockup clutch surface has no slippage and my fluid temp is lower. I’m a happy customer.”

Richard of Palestine, TX

Banks Billet™ Torque Converter with RaceLock® Technology

More than twice the stock torque converter clutch capacity – **Banks’ 1800 ft. lbs. vs. stock’s 600 ft. lbs.** The torque converter transfers power from the engine to your automatic transmission. Hauling heavy loads or making frequent use of power mods can quickly expose the stock torque converter for what it is: the powertrain’s weak link. Slippage, surging, transmission shudder and excessive heat are just a few of the symptoms. In the worst case scenario, a catastrophic failure of the torque converter can take the transmission down with it. The Banks Billet Torque Converter is the heavy-duty solution!

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.



Slip-Resistant MULTI-DISC TORQUE CONVERTER CLUTCH

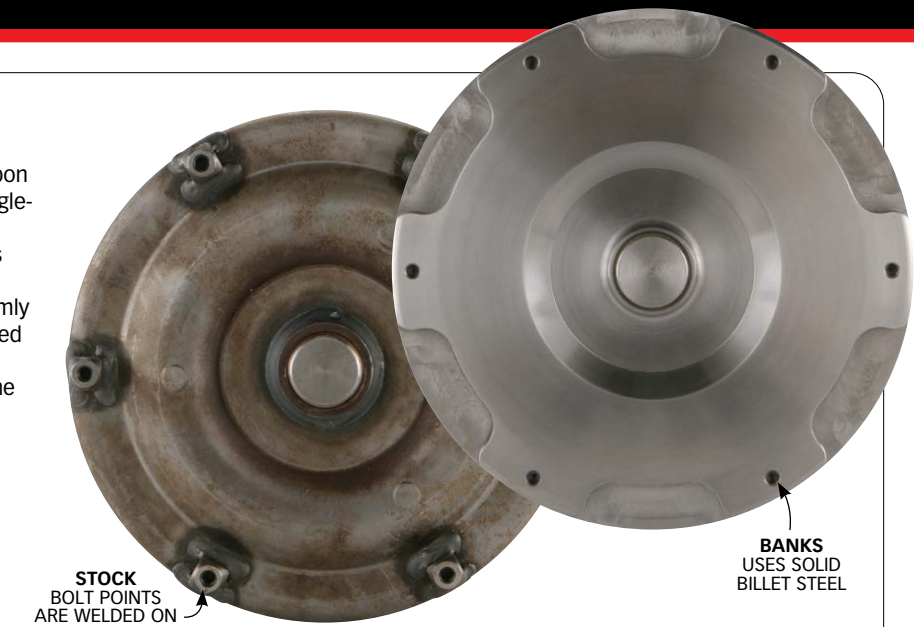
Under load, the stock torque converter can slip while in lockup mode, causing excessive clutch wear and tranny heat. Banks’ multi-disc torque converter clutch delivers maximum contact area and synchs with the billet front cover to maintain tight contact without slipping, greatly improving holding power.



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.

The stock torque converter features weak, weld-on bolt points. Cutting corners means failure points. That’s why the Banks Billet Torque Converter is made from solid billet steel. No failure points, just peace-of-mind.



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.



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.

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 6.0L Power Stroke torque band for maximum performance.

FAQs:

Q | If I use my truck for towing, am I a good candidate for a Banks Billet Torque Converter?

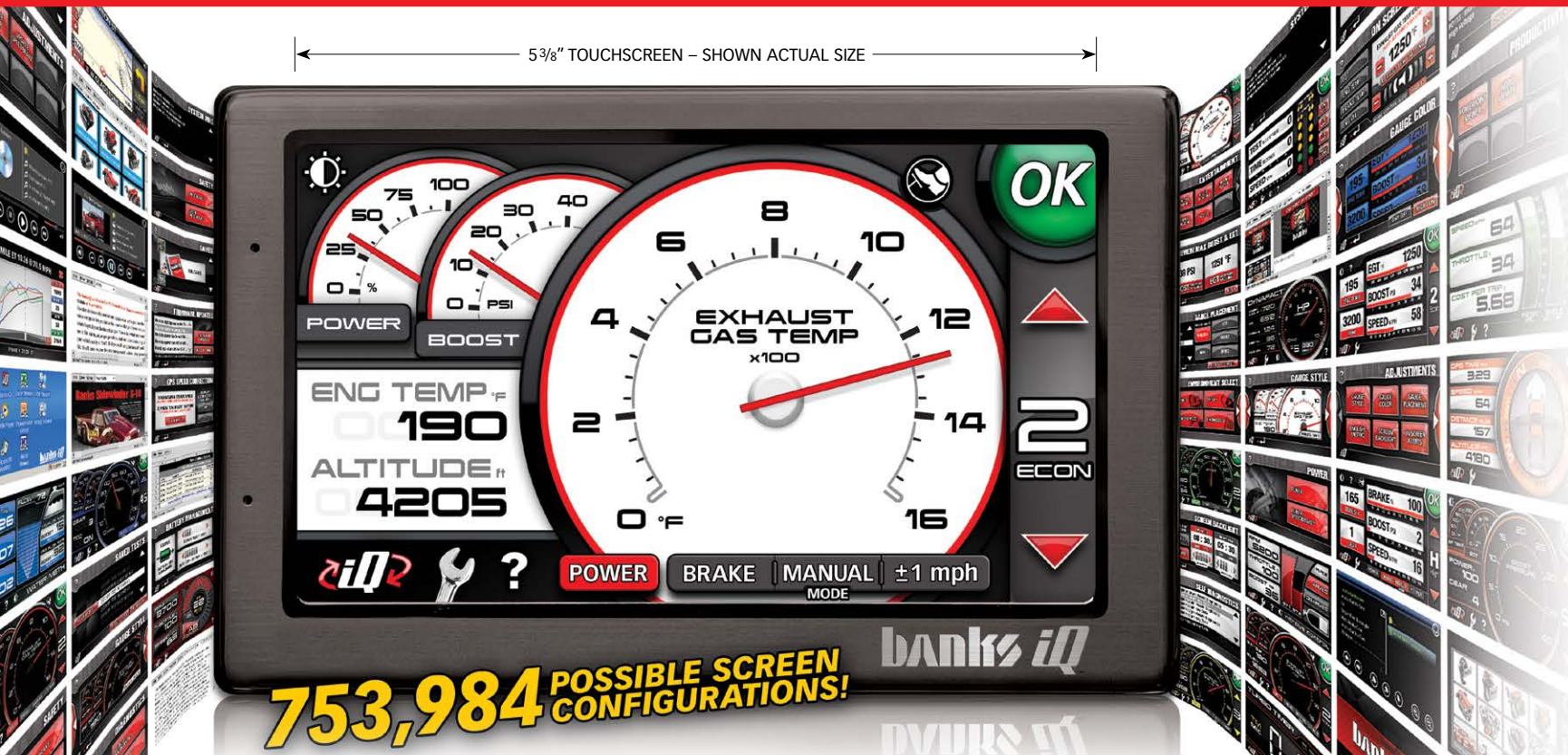
A | You bet. Your Allison Transmission is superb but the stock torque converter leaves a lot to be desired, especially while under load. The Banks Billet Torque Converter eliminates the failure point and more than doubles the torque converter clutch capacity.

FAQs:

Q | Will I need to perform any transmission modifications in order to install a Billet Torque Converter?

A | No. The Banks Billet Torque Converter is designed as a direct replacement for the factory unit. No tranny modifications will be necessary.

MAN-MACHINE INTERFACE



753,984 POSSIBLE SCREEN CONFIGURATIONS!

Banks iQ® Man-Machine Interface

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



2 1/2"



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 Mode

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.

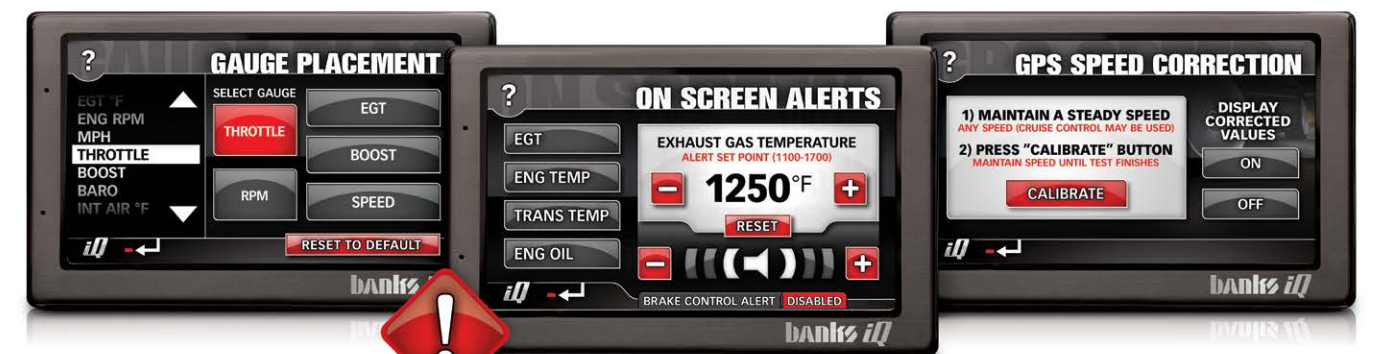
Choose Your Layout

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 over 50 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

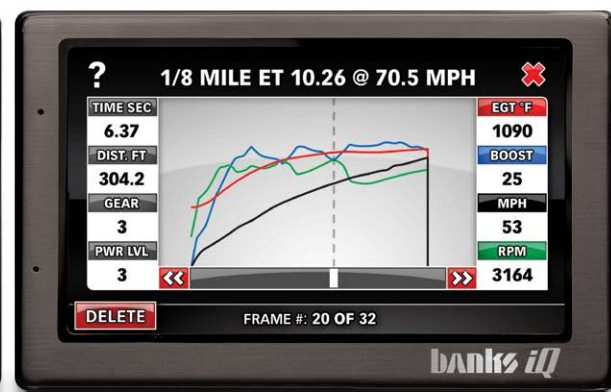
Using advanced GPS technology the Banks iQ shows you your actual speed... even with stock tires. Put in a different gear set? Running huge off-road or low-profile tires? It's nothing the Banks iQ can't handle.

MAN-MACHINE INTERFACE



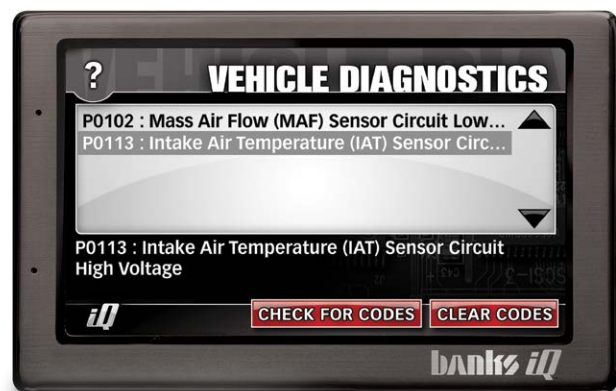
Power and Safety... all at your fingertips!

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 Man-Machine Interface 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.



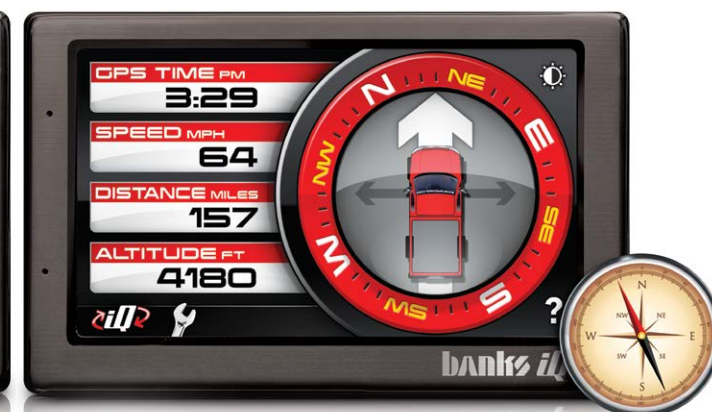
Fuel Cost

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 files 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.

MAN-MACHINE INTERFACE

Bully Dog Triple Dog GT Doesn't Measure Up

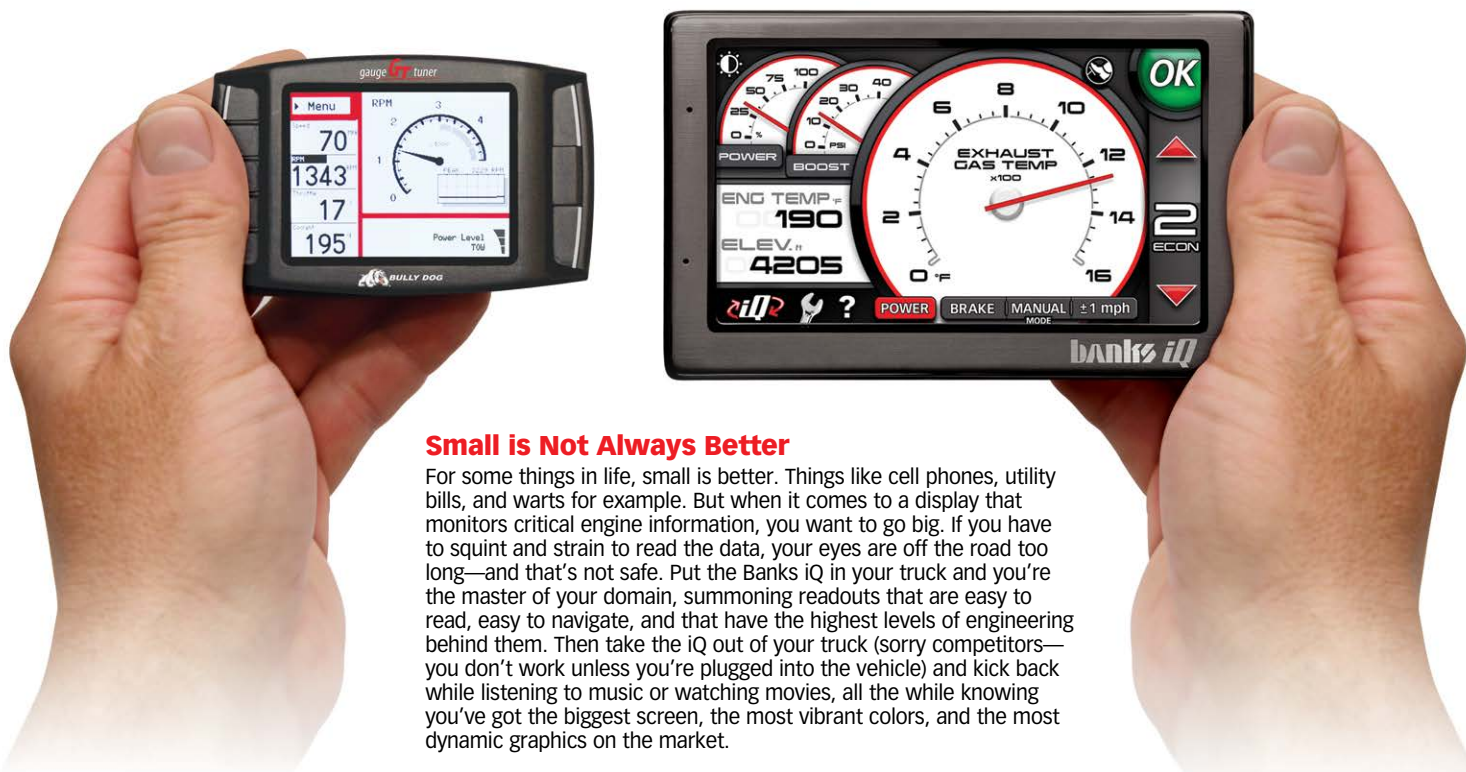
Only the Banks iQ delivers what you need and in a package you can truly use in the real world. While a lot of companies are out there selling mini dashboard-trinkets, Banks has remained focused on what vehicle/user interfacing is all about: capabilities and control. The Banks iQ is power. It's leading 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



Technical Specifications

Size and Weight

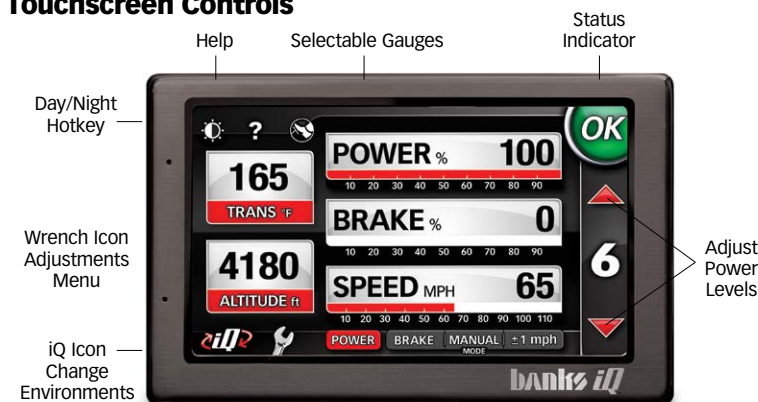
- Height: 3.5 inches (88.9 mm)
- Width: 5.5 inches (139.7 mm)
- Depth: 0.5 inch (12.7 mm)
- Weight: 7.8 ounces (221 grams)

Display

- 5-inch (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

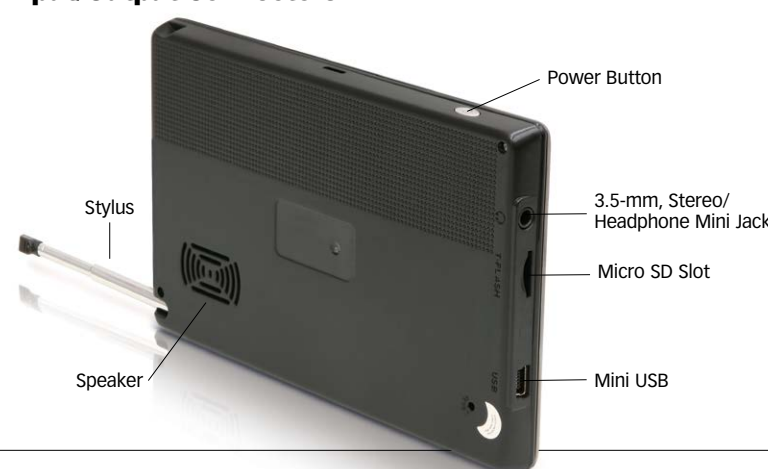
- Built-in rechargeable battery
- Charging via USB to computer system or power adapter



In the Box

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

Input/Output Connectors



FAQs:

Q | How customizable is the data displayed on screen?

A | Fully expandable. You'll enjoy a wide range of display, color, style, and data options all at your own selection and based on your own individual preference.

FAQs:

Q | How upgradable is the Banks iQ as new programs and applications become available in the future?

A | Banks iQ is completely expandable and ready to accept any and all new compatible applications and programs as time goes on. With its USB connectivity and its built-in mini-SD port, there's virtually no limit to Banks iQ's expansion capabilities.

MAN-MACHINE INTERFACE

“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 MAN-MACHINE INTERFACE	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 Modes

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 Modes

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!

Banks Exclusives

Banks ActiveSafety®

As the name implies, it's always on the job. It's a self-monitoring software solution that provides an automatic tuner bypass should something malfunction returning you to stock with no interruption.

Banks AutoRate®

Banks AutoRate dynamically adjusts the fuel calibration to the correct level for prevailing conditions and represents the most advanced suite of powertrain-management safeguards in the world today. Only AutoRate provides:

- **Torque converter clutch lockup protection:** Safeguards the torque converter during initial engagement of the clutch
- **Safe-range turbo calibration:** Maintains safe turbo speed at all times. Prevents overspeeding.
- **Trans slip detection:** Protects your trans against excessive internal wear by de-rating power in real time if slippage is detected.
- **Exhaust gas temperature limiting:** Monitors and regulates fuel delivery to ensure continually safe EGT's. (requires thermocouple)
- **Cold engine protection:** Safeguards engine components, gaskets and seals by gradually metering added power as engine comes up to temperature

Gain up to:
+100 hp
+175 lb-ft
At the Rear Wheels

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

Banks EconoMind® Diesel Tuner

The centerpiece of the Banks PowerPack and Stinger systems, EconoMind is the premier diesel tuner specifically calibrated for working and towing. It has six adjust-on-the-fly power levels, including a Fuel Economy mode. Stacked for Power®, EconoMind tunes pulse width, timing and fuel pressure. It adds up to **+100 hp** and **+175 lb-ft** with Banks CleanTune™ Technology. With its built-in safety features, EconoMind honors your vehicle by living within the limits of your engine and powertrain.

- Includes Fuel Economy mode
- No smoke
- Calibrated for Towing/Work use



EconoMind + Switch

- Calibrated for towing or street use
- Change power levels at the twist-of-a-knob
- Includes a Fuel Economy mode
- CleanTune™ Technology
- Thermocouple included

ADDS UP TO:
+100 hp and +175 lb-ft
(with recommended airflow improvements)



EconoMind + Banks iQ

- Calibrated for towing or street use
- Change power levels at the touch-of-a-button
- Includes a Fuel Economy mode
- Man-Machine Interface with tons of features
- CleanTune™ Technology
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+100 hp and +175 lb-ft
(with recommended airflow improvements)

Gain up to:
+138 hp
+231 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

Need extreme power for racing or sport? Get your hands on the Banks Six-Gun Diesel Tuner. Add Speed-Loader® for even more power. Or for more power plus unmatched flexibility, go with Six-Gun plus Banks iQ Man-Machine Interface. Now you've got gains up to **+138 hp** and **+231 lb-ft** with adjust-on-the-fly levels. Six-Gun is Stacked for Power® to tune pulse width, timing and fuel pressure with Banks CleanTune™ Technology, and offers exclusive built-in electronic safeguards that honor your engine and powertrain! (see page 24)

- Highest proven horsepower & torque
- Set your own limits (with Banks iQ)
- Calibrated for Sport/Race use

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for sport/racing use only. Not legal for on-highway use in California. All power gains measured at the rear wheels.



Six-Gun + Switch

- Calibrated for high-performance, sport or racing use
- Change power levels at the twist-of-a-knob
- Entry-level tuner option
- Upgradable to higher-level systems/options
- CleanTune™ Technology
- Thermocouple & pyrometer gauge recommended

ADDS UP TO:
+115 hp and +206 lb-ft
(with recommended airflow improvements)



Six-Gun + Speed-Loader

- Calibrated for high-performance, sport or racing use
- Change power levels at the twist-of-a-knob
- Highest-proven hp & torque
- Upgradable to higher-level systems/options
- CleanTune™ Technology
- Thermocouple included (pyrometer gauge highly recommended)

ADDS UP TO:
+138 hp and +231 lb-ft
(with recommended airflow improvements)

“ YEEEEEEEE-HAAAAAAA!
Ken of Bossier City, Louisiana ”

“ I have an F-250 Harley Davidson Power Stroke and I was not very happy having the coolest truck in town and getting out-run by everything, but that all changed when I installed the Six-Gun. Now I'm the second fastest truck in town. I raced a truck with the Edge chip; it wasn't even close when I got done playing with him. Thanks for the insane horsepower, Banks. ”
Adam of Graham, Texas

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



Six-Gun + Banks iQ

- Calibrated for high-performance, off-road or racing use
- Change power levels at the touch-of-a-button
- Highest-proven hp & torque
- Man-Machine Interface with ultimate custom tunability
- CleanTune™ Technology
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+138 hp and +231 lb-ft
(with recommended airflow improvements)

FAQs:

Q | What will happen to my fuel economy if I install a Banks tuner?

A | Banks tuners are designed just as much with fuel economy in mind as they are with power. By maintaining your normal driving habits, a Banks tuner should yield gains in economy.

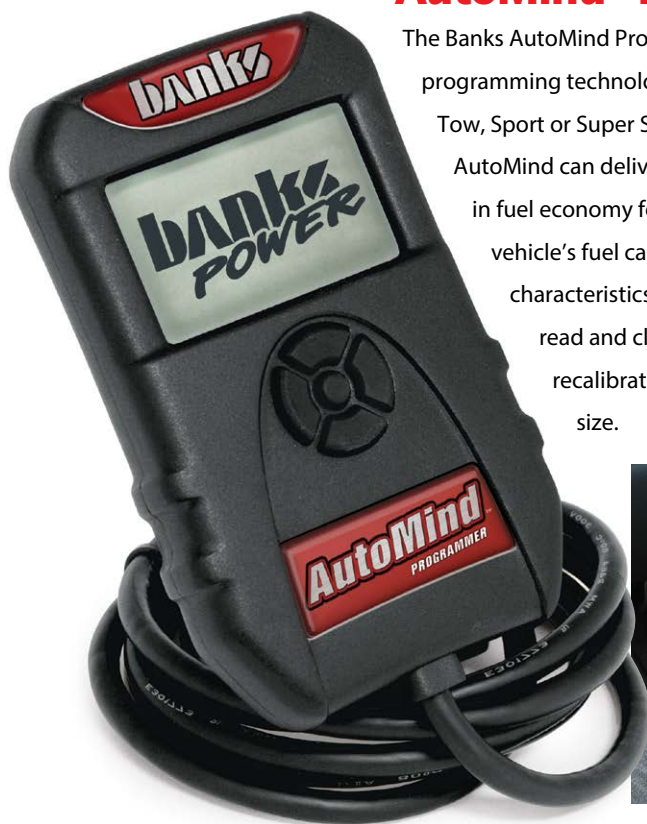
FAQs:

Q | Will I have to worry about my exhaust gas temperatures?

A | Banks tuners do not over-fuel your engine and create the EGT concerns most other brands do. Banks tuning is clean from the start but in typical Banks fashion, EGT-limiting safeguards are integrated into each tuner for total peace-of-mind.

AutoMind® Programmer

The Banks AutoMind Programmer is the latest in flash-programming technology. Choose from Economy, Work/Tow, Sport or Super Sport power levels. The Banks AutoMind can deliver up to a 20-percent improvement in fuel economy for diesel pickups by tuning your vehicle's fuel calibration and transmission shift characteristics. The Banks AutoMind also lets you read and clear trouble codes, and you can recalibrate the speedometer if you change tire size.



Adjust or remove the engine rev limiter and/or top speed limiter



Speedometer calibration based on tire size



Includes a fuel economy calibration in addition to HP & torque tunes



Reads and clears trouble codes



Internet updatable

Horsepower, torque and features vary by application

Banks Bullet™ Diesel Tuner

Banks' Bang-for-your-buck Power! This value-priced 2" gauge-mount 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.



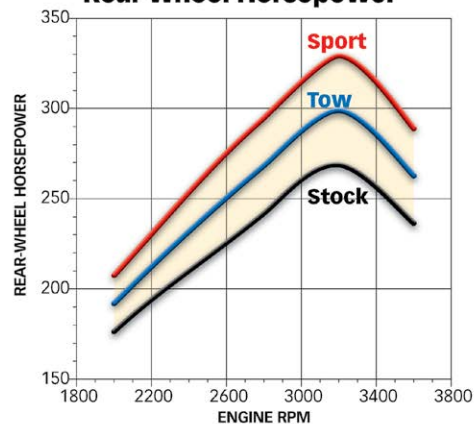
Gain up to:
+60 hp
+112 lb-ft
At the Rear Wheels

Displays:

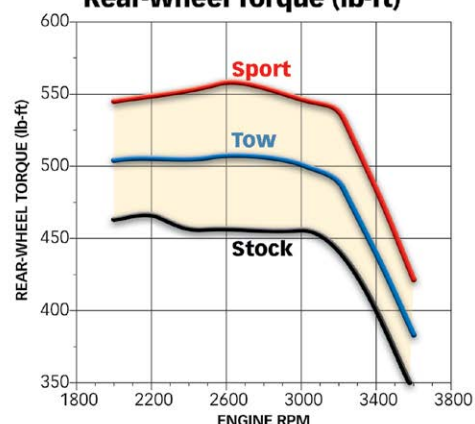
- Boost
- Percent of Fuel Increase
- Self-Diagnostics
- Power Level
- EGT (Exhaust Gas Temp.) (optional)

Tested on a 2005 Power Stroke 6.0L Crew Cab, Short Bed with 4WD & automatic transmission.

Rear-Wheel Horsepower



Rear-Wheel Torque (lb-ft)



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.



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
- Optional provision for factory speaker
- Gauges sold separately



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

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


Off-Road.com



FAQs:

Q | How accurate are your analog gauges?

A | Banks Dynafact gauges set the aftermarket standard for both accuracy as well as build quality. They're back-lit, easy to read, and deliver the crucial data you need.



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 off-road-racing needs, look no farther than Banks. As you can see from the chart below, Banks offers choices in both categories of engineered power systems, depending on your needs and budget. No matter which system you choose, rest assured you'll be getting the industry's best diesel tuning combined with comprehensive airflow upgrades. All components are engineered to work together to optimize the performance, efficiency and durability of all the other system components.

Read more about DPF at: bankspower.com/density



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 off-road-racing needs, look no farther than Banks. As you can see from the chart below, Banks offers choices in both categories of engineered power systems, depending on your needs and budget. No matter which system you choose, rest assured you'll be getting the industry's best diesel tuning combined with comprehensive airflow upgrades. All components are engineered to work together to optimize the performance, efficiency and durability of all the other system components.

“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.”



	Stinger® System	PowerPack® System	Six-Gun® Bundle	Big Boss® Bundle
Best horsepower gain (measured at rear wheels)	+75 hp	+100 hp	+138 hp	+138 hp
Best torque gain (measured at rear wheels)	+135 lb-ft	+175 lb-ft	+231 lb-ft	+231 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.”



“The huge power output catapults you and your 4-ton 4x4 forward like some kind of demented amusement park ride. It seems as if the power onslaught will never stop building. After a run using just half a pedal, you end up with a silly grin plastered across your face that won't go away.”

Gale Banks Engineering is one of the most respected and experienced providers of this kind of power intoxication. Banks has been making big power with turbo charging for three decades. They have worked extensively on applications for OEMs, the military, and racing, and have set records at speed trials. They know how to make your diesel better at towing or just more fun with the best possible combination of performance and reliability.”

4-Wheel & Off Road Magazine



“Wow, after I installed the SIX GUN, my torque increased to just over 700 ft/lbs!!”

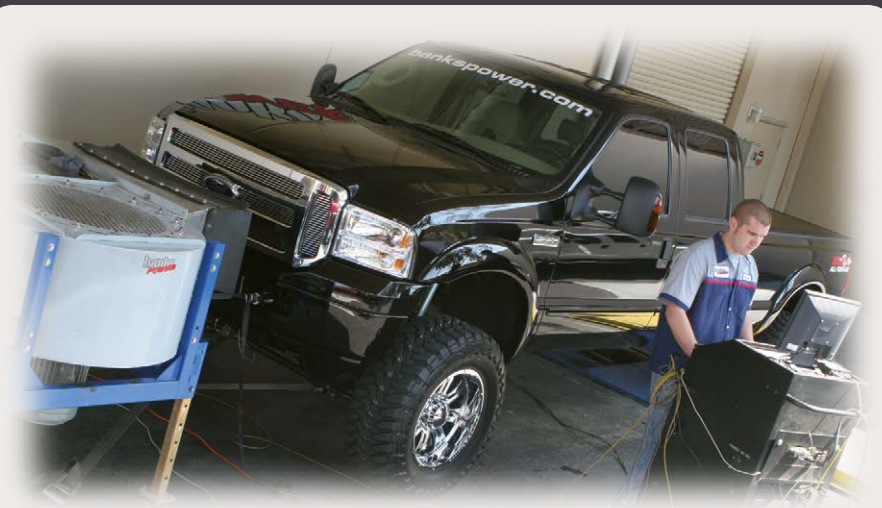
I pulled up to a Trans-Am WS6. Threw it in four low and dumped it from second, and blew the doors of this T/A to about 55 mph. The dude practically crapped his pants when a 6000 pound truck made him look stupid in front of his girlfriend.

BANKS performance products have turned my truck into a sports car eating machine. THANK YOU!!!!”

Jake of Batavia, IL

“After installing the Banks system on my '03, my mechanic said I had just cost him \$40,000—he said he had to get a new Power Stroke with the Banks upgrade. Great product; round trip to Las Vegas averaged 19.6 mpg!!!! Very Impressive!”

Danual of Winlock, WA



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, General Motors, Bosch and Cummins!



Gain up to:
+75 hp
+135 lb-ft
At the Rear Wheels



Stinger® System

Bolt-on a Stinger system and your Power Stroke 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 and exhaust upgrades so your engine will keep its cool in the process. Stinger adds rear-wheel gains of up to **+75 hp** and **+135 lb-ft**, improves engine longevity, and stretches your fuel dollar with EconoMind's exclusive Fuel Economy mode!

“There are many aftermarket performance products that claim they can squeeze more power and fuel economy from your full-size Ford truck. No aftermarket manufacturer however, has the history of performance capabilities for these trucks as Gale Banks Engineering.”

Ford Truck World



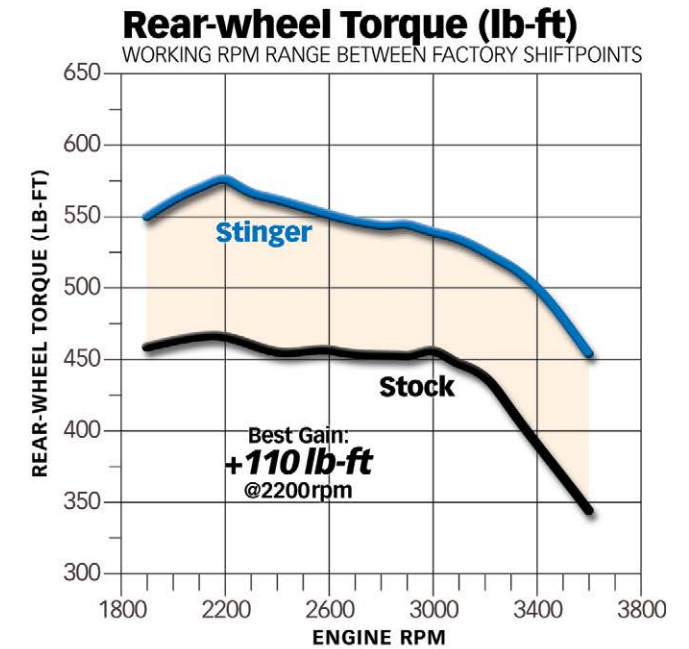
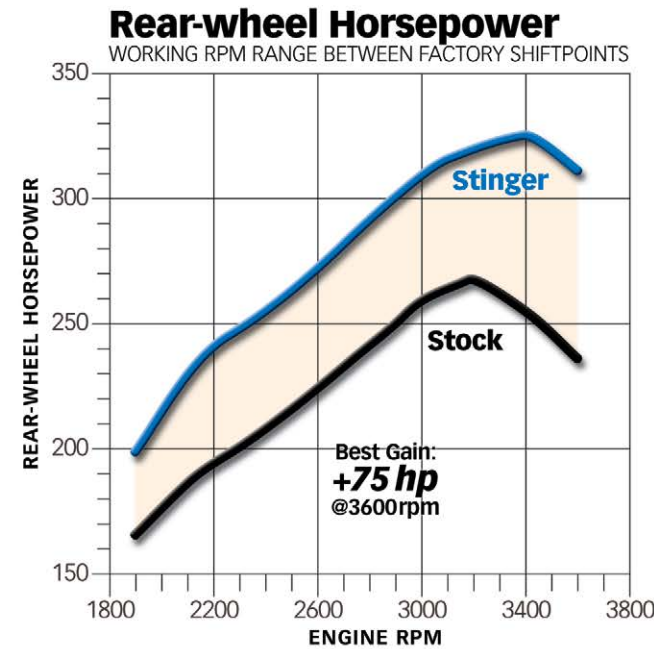
INCLUDES:

- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Man-Machine Interface
- Polished-stainless 4" straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4" constant-diameter Monster exhaust with turbine outlet pipe,* intermediate pipe(s) and tailpipe (or Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

*Banks turbine outlet pipe not required for '06 models with manual transmission.

Stock vs. Stinger System

Test Vehicle | 2003 FORD EXTENDED-CAB 2WD F-350 DUALY with TORQUESHIFT 5-SPEED AUTOMATIC TRANS



Data Summary	Stock Truck	Banks Stinger System	
Rear-Wheel Horsepower: Best gain	236.2 hp @3600 rpm	311.4 hp @3600 rpm	+75.2 hp 32% more
Rear-Wheel Horsepower: Peak-to-peak	268.7 hp @3200 rpm	325.5 hp @3400 rpm	+56.8 hp 21% more
Rear-Wheel Torque: Best gain	467.0 lb-ft @2200 rpm	577.2 lb-ft @2200 rpm	+110.2 lb-ft 24% more
	466.4 lb-ft @2100 rpm	—	—
Rear-Wheel Torque: Peak-to-peak	467.0 lb-ft @2200 rpm	577.2 lb-ft @2200 rpm	+110.2 lb-ft 24% more
Acceleration, Time: 0-60 mph (Towing, 20,500 lbs. combined wt.)	29.29 secs	21.14 secs	-8.15 secs 28% quicker
Acceleration, Time: 40-60 mph (Towing, 20,500 lbs. combined wt.)	15.05 secs	10.07 secs	-4.98 secs 33% quicker
Hill climb Speed: 6% grade	45 mph (3rd gear)	52 mph (4th gear)	+7 mph 16% faster
Fuel Economy	11.16 mpg	11.94 mpg	+0.78 mpg 7% better

FAQs:

Q | If I don't plan on doing any heavy towing, but I still want great power and fuel economy gains, is the Stinger a good choice?

A | Yes. The Stinger is the perfect package for those who tow light to mid-size loads or for those whose budget dictates that they upgrade in stages.

FAQs:

Q | If I install the Stinger system now, how easy is it for me to upgrade to the PowerPack when I'm ready to take that next step?

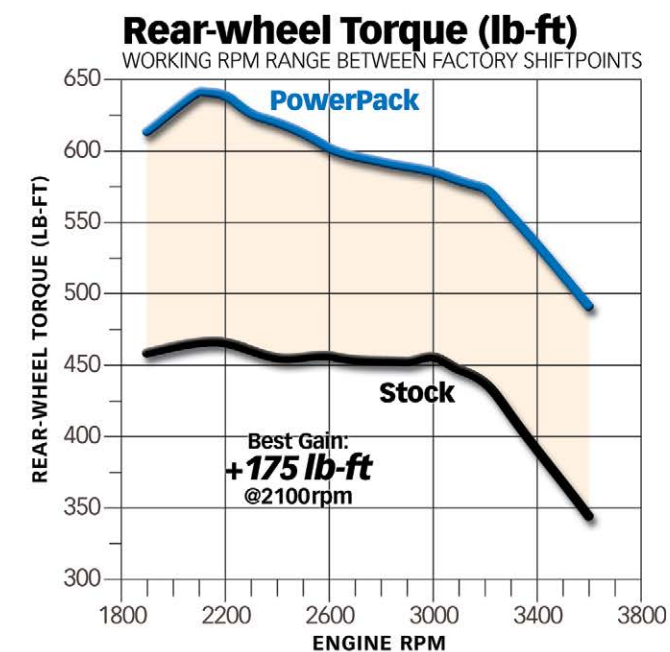
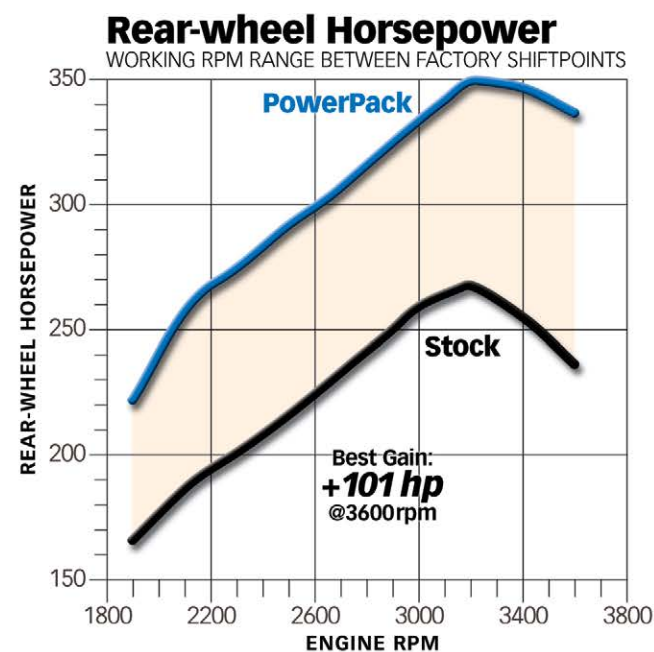
A | Upgrading requires only that you purchase the additional pieces. You never buy anything twice and your Stinger level tuner can even be re-flashed to the PowerPack level without any hardware change!

Gain up to:
+100 hp
+175 lb-ft
At the Rear Wheels



Stock vs. PowerPack System

Test Vehicle | 2003 FORD EXTENDED-CAB 2WD F-350 DUALY with TORQUESHIFT 5-SPEED AUTOMATIC TRANS



PowerPack® System

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 and lower exhaust gas temps (EGTs). 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 **+175 lb-ft**, you could even get a speeding ticket doing it!

“Banks has turned my Excursion into an absolute “ANIMAL.” It will eat a Mustang GT 5.0 anytime one gets on the platter! The fuel mileage on the highway has gone from 18mpg to 22mpg. That comes to \$20 to \$30 in savings every tank of fuel and 180 miles added range. WAY TO GO GALE BANKS AND EMPLOYEES!!!”
Ted of Paris, TN

INCLUDES:

- Techni-Cooler intercooler system with big 3½” boost tubes and High-Ram intake manifold
- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Man-Machine Interface
- Polished-stainless 4” straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4” constant-diameter Monster exhaust with turbine outlet pipe* intermediate pipe(s) and tailpipe (or Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner’s Installation Manual

*Banks turbine outlet pipe not required for '06 models with manual transmission.

Data Summary	Stock Truck	Banks PowerPack System	
Rear-Wheel Horsepower: Best gain	236.2 hp @3600 rpm	336.8 hp @3600 rpm	+100.6 hp 43% more
Rear-Wheel Horsepower: Peak-to-peak	268.7 hp @3200 rpm	350.0 hp @3200 rpm	+81.3 hp 30% more
Rear-Wheel Torque: Best gain	467.0 lb-ft @2200 rpm	641.7 lb-ft @2100 rpm	+175.3 lb-ft 38% more
Rear-Wheel Torque: Peak-to-peak	467.0 lb-ft @2200 rpm	637.7 lb-ft @2100 rpm	+170.7 lb-ft 37% more
Acceleration, Time: 0-60 mph (Towing, 20,500 lbs. combined wt.)	29.29 secs	18.81 secs	-10.48 36% quicker
Acceleration, Time: 40-60 mph (Towing, 20,500 lbs. combined wt.)	15.05 secs	8.64 secs	-6.41 secs 43% quicker
Hill climb Speed: 6% grade	45 mph (3rd gear)	60 mph (5th gear)	+15 mph 33% faster
Fuel Economy	11.16 mpg	12.26 mpg	+1.10 mpg 10% better

FAQs:

Q | What makes the PowerPack Banks' top-of-the-line towing system?

A | As a system, every piece of the PowerPack plays a role but the extra density provided by the Techni-Cooler delivers a virtually limitless reservoir of hill-climbing and towing grunt.

FAQs:

Q | I do heavy towing now and then but when I'm solo, I like my truck to really move. Does the PowerPack deliver the kind of speed and quickness I like for occasions when I'm not towing?

A | You bet. The PowerPack is very versatile. It muscles the heaviest of loads up the stoutest of grades, no problem. But, when you want to show the guy next to you at the stop light who's boss, it can definitely handle that too.

Gain up to:
+138 hp
+231 lb-ft
At the Rear Wheels



Six-Gun® Bundle

When you want to go off-roading/racing 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 Man-Machine Interface (up to **+138 hp** and **+231 lb-ft** at the rear wheels) matched with intake and exhaust upgrades to remove restrictions 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!**

“ I have a 2006 F-350 Dually with the 6.0L PSD. Good overall power out of the box. My wife bought me the Six-Gun Bundle for Christmas (best Christmas present ever) and I was so excited that I had to take the next day off to install it. I started at 6 a.m. and was finished at 11:30 a.m. The instructions were simple yet extremely easy to follow. Then I went for a test drive.....There are no words for the amount of power that was making all four rear wheels spin. I have yet to lose a race in level 5. Levels 6 and SL are almost too much. Thank you Gale for making an awesome product and standing behind it. For those looking for aftermarket power, don’t get an attitude, get Banks! ”
Jason of Placerville, CA

INCLUDES:

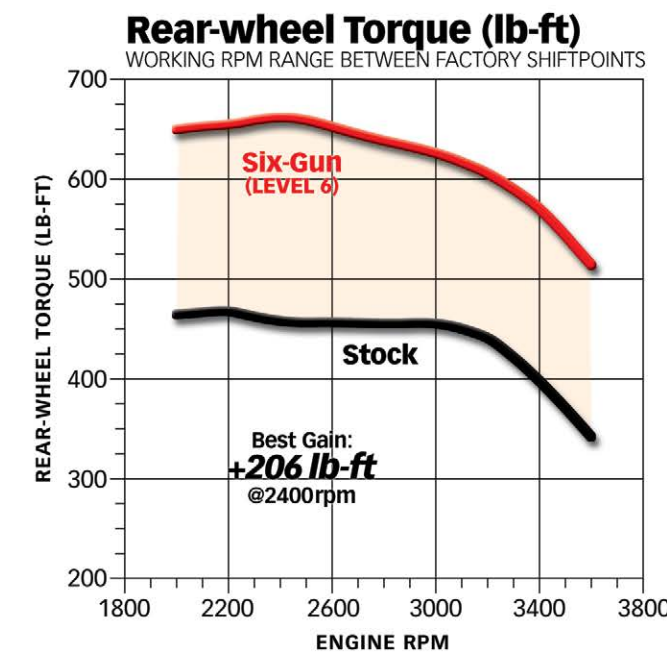
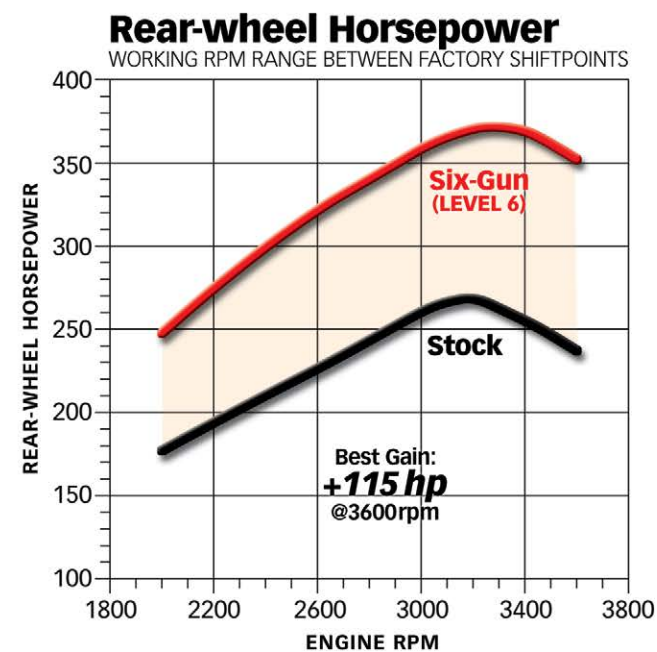
- Banks Ram-Air cold-air intake system with reusable filter
- Six-Gun Diesel Tuner with Banks iQ Man-Machine Interface
- Polished-stainless 4” straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4” constant-diameter Monster exhaust with turbine outlet pipe** intermediate pipe(s) and tailpipe (or Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner’s Installation Manual

*Note: Six-Gun & Speed-Loader are recommended for sport/racing use only. Not legal for on-highway use in California.

**Banks turbine outlet pipe not required for '06 models with manual transmission.

Stock vs. Banks Six-Gun Bundle

6.0L Power Stroke | 2003 FORD EXTENDED-CAB 2WD F-350 DUALY with TORQUESHIFT 5-SPEED AUTOMATIC TRANS



Data Summary	Stock Truck	Banks Six-Gun Bundle	
Rear-Wheel Horsepower: Best gain	236.2 hp @3600 rpm	351.3 hp @3600 rpm	+115.1 hp – 49% more
Rear-Wheel Torque: Best gain	455.4 lb-ft @2400 rpm	661.5 lb-ft @2400 rpm	+206.1 lb-ft – 45% more
Rear-Wheel Horsepower: Peak-to-peak	268.7 hp @3200 rpm	370.0 hp @3200 rpm	+101.3 hp – 38% more
Rear-Wheel Torque: Peak-to-peak	467.0 lb-ft @2200 rpm	661.5 lb-ft @2400 rpm	+194.5 lb-ft – 42% more
Acceleration, time: 1/8 mile	11.21 secs	10.17 secs	-1.04 secs – 9% quicker
Acceleration, speed: 1/8 mile	67.9 mph	75.7 mph	+7.8 – 11% faster
Acceleration, time: 1/4 mile	17.25 secs	15.70 secs	-1.55 – 9% quicker
Acceleration, speed: 1/4 mile	81.2 mph	87.2 mph	+6.0 – 7% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	6.5 truck lengths
Acceleration, time: 0-60 mph	10.30 secs	8.10 secs	-2.20 secs – 21% quicker
Acceleration, distance: 0-60 mph	524 feet	344 feet	-180 feet – 34% shorter

*Note: Six-Gun & Speed-Loader are recommended for off-road/racing use only. Not legal for on-highway use in California.

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

FAQs:

- Q | I know the Six-Gun Bundle means adding some impressive performance, but does it also help me with my fuel economy?
- A | Absolutely. The Six-Gun Bundle eliminates air-flow restriction, tunes cleanly in each level, and even features a dedicated “fuel economy” setting for everyday driving.

FAQs:

- Q | Is the Six-Gun Bundle upgradable to a Big Hoss Bundle without parts duplication?
- A | Yes. As with upgrading from a Stinger to a PowerPack, you can easily upgrade your Six-Gun Bundle to a Big Hoss Bundle simply by purchasing the remaining pieces.

Gain up to:
+138 hp
+231 lb-ft
At the Rear Wheels



Big Hoss® Bundle

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 3½" 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! Rear-wheel gains up to **+138 hp** and **+231 lb-ft**. Compared to a tuner alone, adds up to **50 more hp & 100 more lb-ft torque at any EGT!**

“No mistaking you're in a hot rod. When the turbo spools up and you hit that powerband, you better be holding onto something. Huge torque crams you into the seat; your tires become rotating smoke bombs that just burn up and blow away. This is just fantastic!

If you're into diesels and you want to be packing the biggest gun on the block AND still be able to ride off into the sunset... well, you better give Gale Banks a call.

Stacey David of Trucks! (on Spike Network)



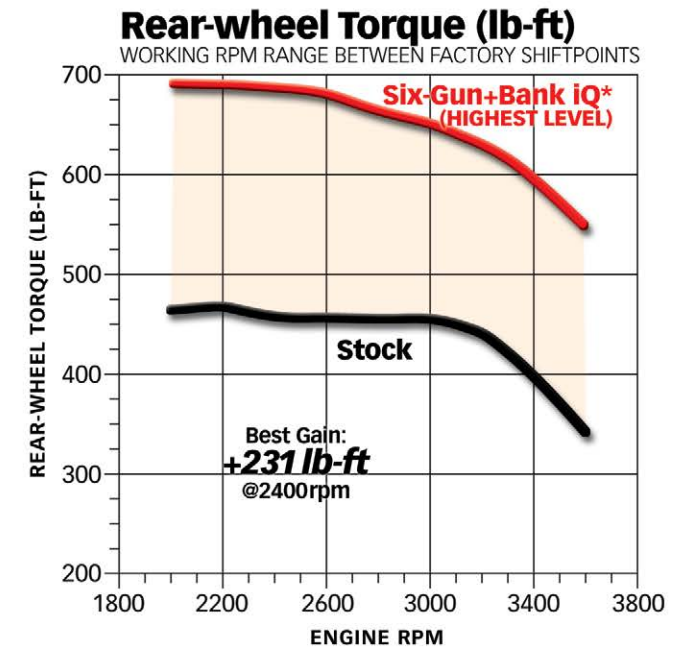
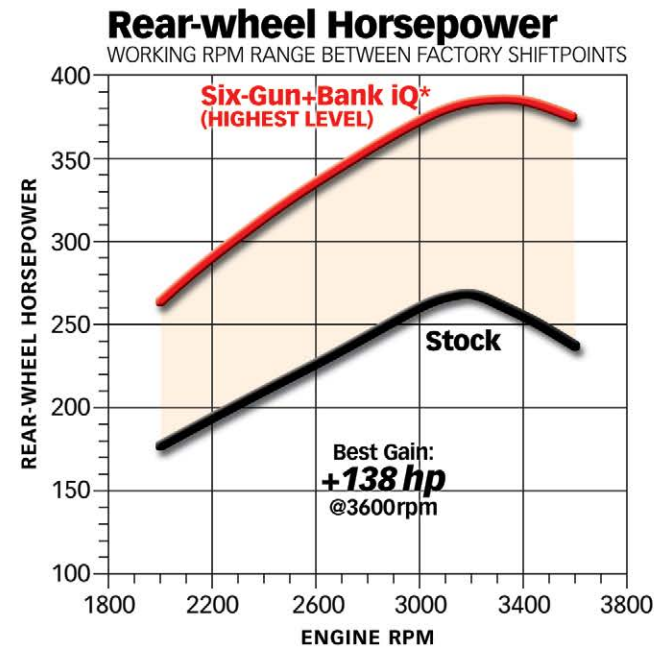
INCLUDES:

- Techni-Cooler intercooler system with big 3½" boost tubes and High-Ram intake manifold
- Banks Ram-Air cold-air intake system with reusable filter
- Six-Gun Diesel Tuner with Banks iQ Man-Machine Interface
- Polished-stainless 4" straight-through Monster® muffler with an exclusive internal expansion chamber
- Stainless 4" constant-diameter Monster exhaust with turbine outlet pipe,** intermediate pipe(s) and tailpipe (or Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

** Banks turbine outlet pipe not required for '06 models with manual transmission.

Stock vs. Big Hoss Bundle

6.0L Power Stroke | 2003 FORD EXTENDED-CAB 2WD F-350 DUALY with TORQUESHIFT 5-SPEED AUTOMATIC TRANS



Data Summary	Stock Truck	Big Hoss Bundle	
Rear-Wheel Horsepower: Best gain	236.2 hp @3600 rpm	374.0 hp @3600 rpm	+137.8 hp – 58% more
Rear-Wheel Torque: Best gain	455.4 lb-ft @2400 rpm	686.7 lb-ft @2400 rpm	+231.3 lb-ft – 51% more
Rear-Wheel Horsepower: Peak-to-peak	268.7 hp @3200 rpm	384.4 hp @3400 rpm	+115.7 hp – 43% more
Rear-Wheel Torque: Peak-to-peak	467.0 lb-ft @2200 rpm	690.6 lb-ft @2000 rpm	+223.6 lb-ft – 48% more
Acceleration, time: 1/8 mile	11.21 secs	9.93 secs	-1.28 – 11% quicker
Acceleration, speed: 1/8 mile	67.9 mph	77.4 mph	+9.5 – 14% faster
Acceleration, time: 1/4 mile	17.25 secs	15.28 secs	-1.97 – 11% quicker
Acceleration, speed: 1/4 mile	81.2 mph	91.2 mph	+10.0 – 12% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	11.0 truck lengths
Acceleration, time: 0-60 mph	10.30 secs	8.00 secs	-2.30 secs – 22% quicker
Acceleration, distance: 0-60 mph	524 feet	336 feet	-188 feet – 36% shorter

*Note: Six-Gun & Speed-Loader are recommended for off-road/racing use only. Not legal for on-highway use in California.

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

FAQs:

Q | Am I able to tow with a Big Hoss Bundle?

A | Yes. The Big Hoss Bundle is certainly a high-performance system, but thanks to its adjustable tuner, you'll enjoy huge power AND a dedicated "tow-safe" range of power settings.

FAQs:

Q | If I'm looking for the strongest power-gain available safely, is the Big Hoss Bundle my best choice?

A | Yes. The Big Hoss Bundle is the top of our line. It makes monstrous power and performance while constantly operating under cutting-edge safeguards the other guys just don't have.



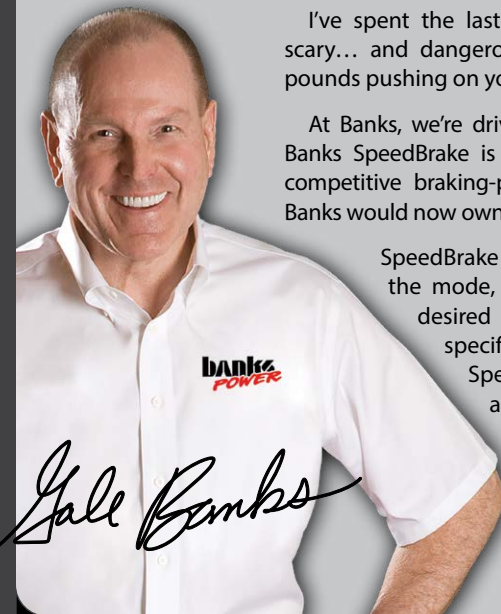
When Slow Is Just The Ticket

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 bears the brunt so 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

Read more about DPF at: bankspower.com/speedbrake



“ 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



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



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

FEATURES & BENEFITS:

- More effective braking than is possible with a simple valve assembly
- Operating modes
 - ON: Maximum braking; High, Med and Low strength settings
 - AUTO: 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 underhood 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!)

“ 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

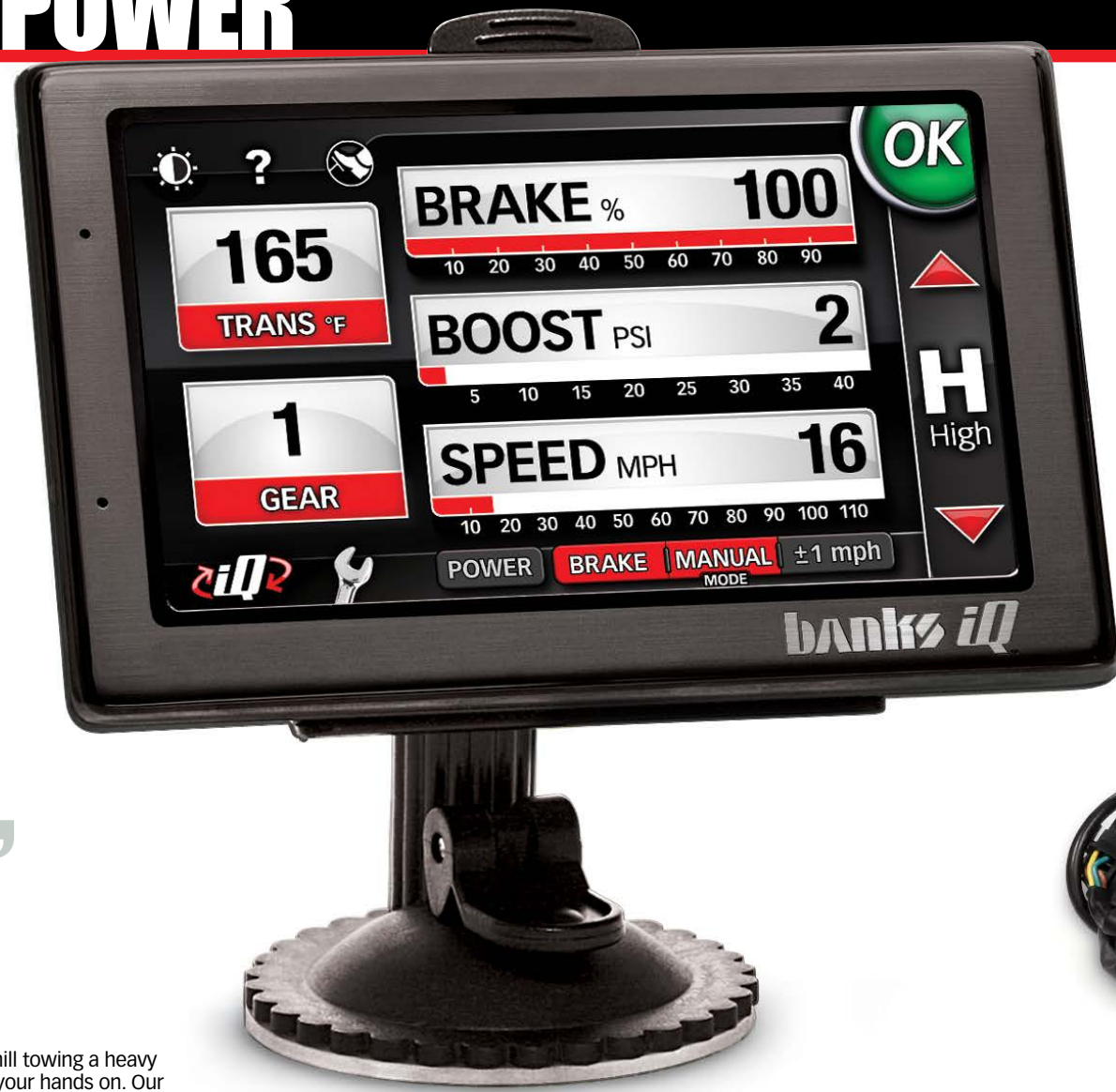
Popular Mechanics

*Note: Banks iQ sold separately.
**Note: Tuner required for SpeedBrake use. Tuner sold separately

BRAKING POWER

“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



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 AUTO 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!

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

MotorWeek



Banks iQ™

Only Banks’ touch-screen dashboard PC 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.



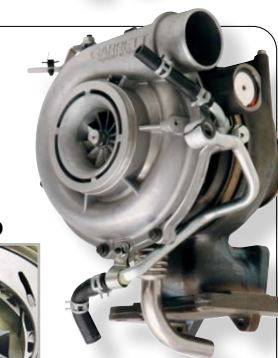
Variable Geometry Turbo (VGT)

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

VANES OPEN



VANES CLOSED



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!

FAQs:

Q | Will I have to install any mechanical pieces for SpeedBrake to work?

A | No. SpeedBrake is an all-electronic braking solution that utilizes systems already found on your truck.

FAQs:

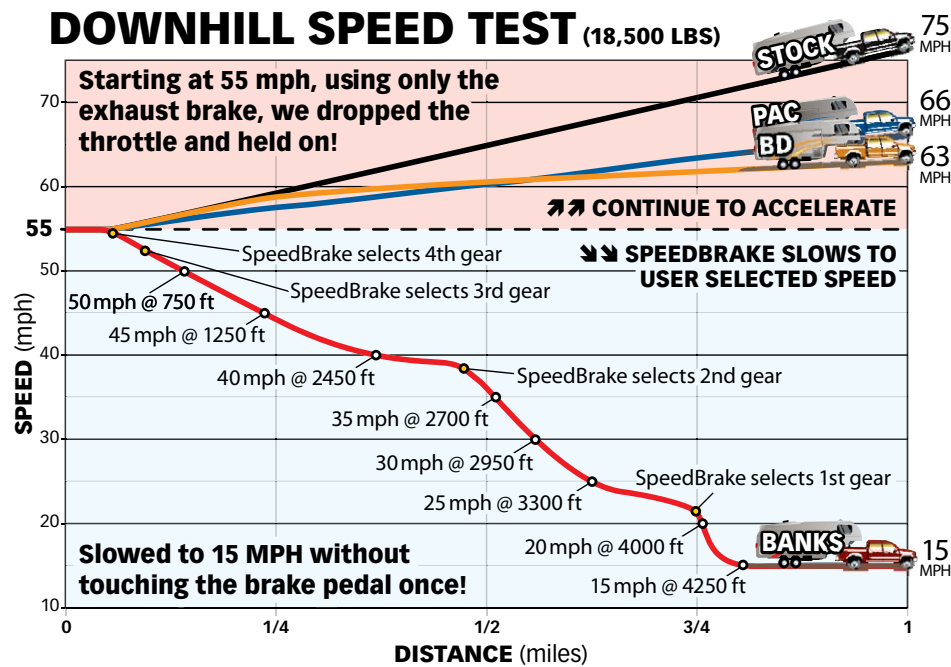
Q | If I install the SpeedBrake, will I still need to use my service brakes on steep grades?

A | SpeedBrake bears the brunt of your braking needs on the hills and depending on the scenario, may be all you’ll need. But if conditions call for some service brake assistance, they’ll be ready, cool, and perfectly compatible for tandem use with the SpeedBrake.

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 into overdrive 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.

When in Tow/Haul mode, the Ford torque shift transmission aggressively downshifts when the foot brake is applied.

Even with this behavior, 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 test truck gathered speed quickly and shifted into overdrive 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 electronic connections.

PASS "AUTO" 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