

READ THIS BEFORE YOUR **WARRANTY EXPIRES!** PG 112

DIESEL POWER

THE VOICE OF THE TURBODIESEL ENTHUSIAST

2011 DURAMAX REVEALED

- 1,200HP BUILDUP
- SUPERCHARGED 6.6L CRATE ENGINE
- INSIDE THE ALLISON 1000

**POWER
STROKE
OIL PUMP:
WORTH
95 LB-FT**

**CUMMINS
TORQUE-BUILDING
BLUEPRINTS**

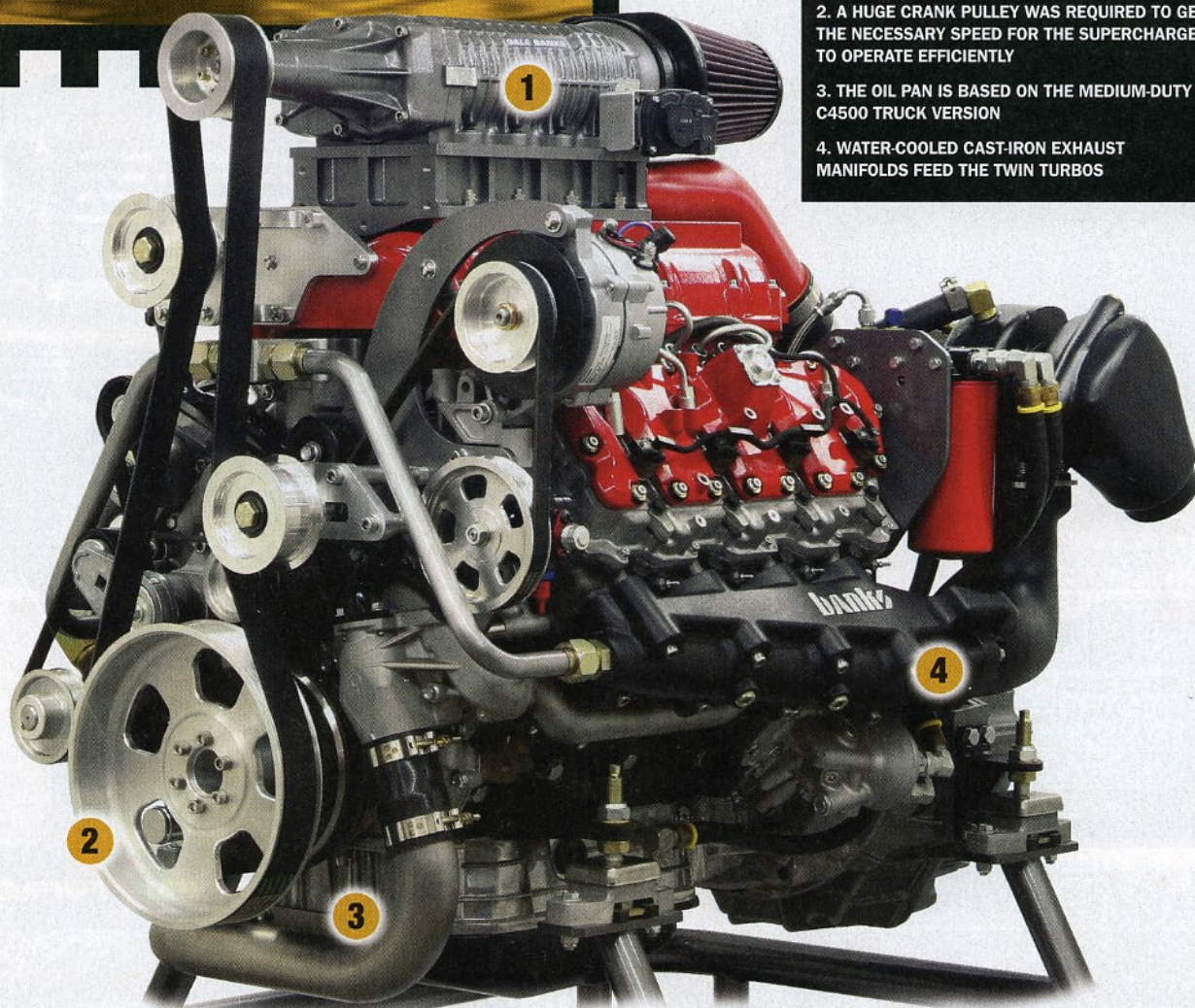
**CATERPILLAR-POWERED
MILITARY 4x4**

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T TORQUE

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1. AN EATON TWIN VORTICES SERIES SUPERCHARGER COMPRESSES AIR BEFORE SENDING IT TO THE TURBOS
2. A HUGE CRANK PULLEY WAS REQUIRED TO GET THE NECESSARY SPEED FOR THE SUPERCHARGER TO OPERATE EFFICIENTLY
3. THE OIL PAN IS BASED ON THE MEDIUM-DUTY C4500 TRUCK VERSION
4. WATER-COOLED CAST-IRON EXHAUST MANIFOLDS FEED THE TWIN TURBOS



A SUPERCHARGED AND TURBOCHARGED

Over the last few years, the diesel quest for low-end torque seems to have been replaced by the bragging rights of quadruple-digit horsepower. While big power numbers are fine for selling parts and winning dyno days—torque is still what gets the job done. Almost as if to prove that point, Banks Power is now offering a series of all-new Duramax crate engines.

These motors are big on horsepower, but the supercharged and turbocharged version seen here is also huge on low-end grunt. How much torque? It's rumored that this marine engine puts out 900 lb-ft from idle to 3,800 rpm!

Known internally at Banks as the Super-Turbo, this blown and twin-turbo'd 6.6L Duramax engine was built for a military-spec offshore

ULTIMAX

5. TWIN TURBOS WITH WATER-COOLED EXHAUST HOUSINGS ACT LIKE ONE BIG SECOND-STAGE TURBO

6. THE MARINE OUTDRIVE IS MOUNTED TO AN SAE 3 BELLHOUSING FROM A C4500 TRUCK

7. THIS HEAT EXCHANGER KEEPS SEA WATER FROM CIRCULATING WITHIN THE ENGINE

8. COMPRESSED AIR FROM THE TURBOS FLOWS UP THROUGH THE CENTER OF AN AIR-TO-WATER INTERCOOLER, AND THEN CURVES OUT AND DOWN TOWARD THE CYLINDER HEAD INTAKE PORTS



GED 6.6L DURAMAX CRATE ENGINE

boat. Though this LBZ-based engine was intended for use in the ocean, there's no reason one of these babies couldn't end up in the engine compartment of your next project. The rear-mounted turbos and water-cooled exhaust manifolds might need to be reworked for firewall clearance, but we want to know: Who's gonna be the first to put this in a hot rod? **DP**

Source

Banks Power
(800) 398-0798 • www.bankspower.com