# OWNERS MANUAL

## WITH INSTALLATION INSTRUCTIONS

# STINGER®

## SYSTEM

CHEVROLET/GMC 6.5L DIESEL PICKUPS AND SUBURBANS
WITH FACTORY TURBO OPTION

1993-EARLY 1994 NON-CATALYTIC CONVERTER

1994-LATER WITH CATALYTIC CONVERTER

THIS MANUAL IS FOR USE WITH SYSTEMS

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02/12/09 P.N. 96309 V.3.0

# GENERAL INSTALLATION PRACTICES

1. For ease of installation of your Banks Stinger™ System, please read this 16-page owner's manual before starting any work. Become thoroughly familiar with all components and phases of the installation before starting any work.

2. Inspect all components supplied for any foreign material that may have entered during shipping & handling.

3. **WARNING! NEVER** work under any vehicle supported only by a jack of any kind. DO NOT USE concrete blocks or other masonry items that may collapse under the vehicle weight

4. Pay particular attention to the routing of wires and hoses. Keep them away from exhaust heat, moving parts and sharp edges that may cause cuts or other damage. Route or tie away from critical areas as required. Keep all wires a minimum of 6" from hot exhaust parts, 8" or more is recommended whenever possible.

5. Right-hand and left-hand designations refer to the driver's right or left, as seated in the vehicle (i.e.: Right-hand refers to the passenger side of the vehicle), unless noted otherwise.

**Notification**

**The Banks Ram-Air Filter comes pre-oiled and no oiling is necessary for initial installation. Service the filter as specified in the Cleaning and Oiling the Banks Ram-Air Filter Maintenance Section of this manual.**

# INSTALLATION PROCEDURE

**RAM-AIR INSTALLATION**

1. Disconnect both batteries.

2. Pull the crankcase vent hose out of the turbocharger air inlet hose, then loosen the air intake hose clamp at the turbo compressor. Remove the air cleaner assembly from vehicle to expose a hole in inner fender panel.

3. If the vehicle has a plastic elbow inside the plastic adapter on the inner fender panel (between the inner and outer fender panels), remove this elbow by the following procedure. This elbow may not be present in '95 and newer vehicles, however the Banks Ram-Air inlet duct can be installed as described in the following step.

First remove the plastic tapered adapter that connects the air silencer to the inner fender panel. Squeeze the sides of the adapter together to free it from the panel. Use pliers to pull out the center button on the plastic retainer pin inside the elbow, then remove the pin.

Next, remove the two upper screws holding the underhood light assembly to the inner fender panel. Also loosen the battery hold-down clamps and remove one sheet-metal screw in the inner fender panel near the front of the battery. **See Figure 1.** Now remove the plastic elbow from within the fender by pulling and wiggling it rearward and toward the engine. This elbow is part of a silencer about 16" long, and will require quite a bit of effort to pull it free from the fender. If it will not move at all, check to make sure all sheet-metal screws noted were removed. The forward most screw near the battery attaches directly to this duct inside the fender and be removed.

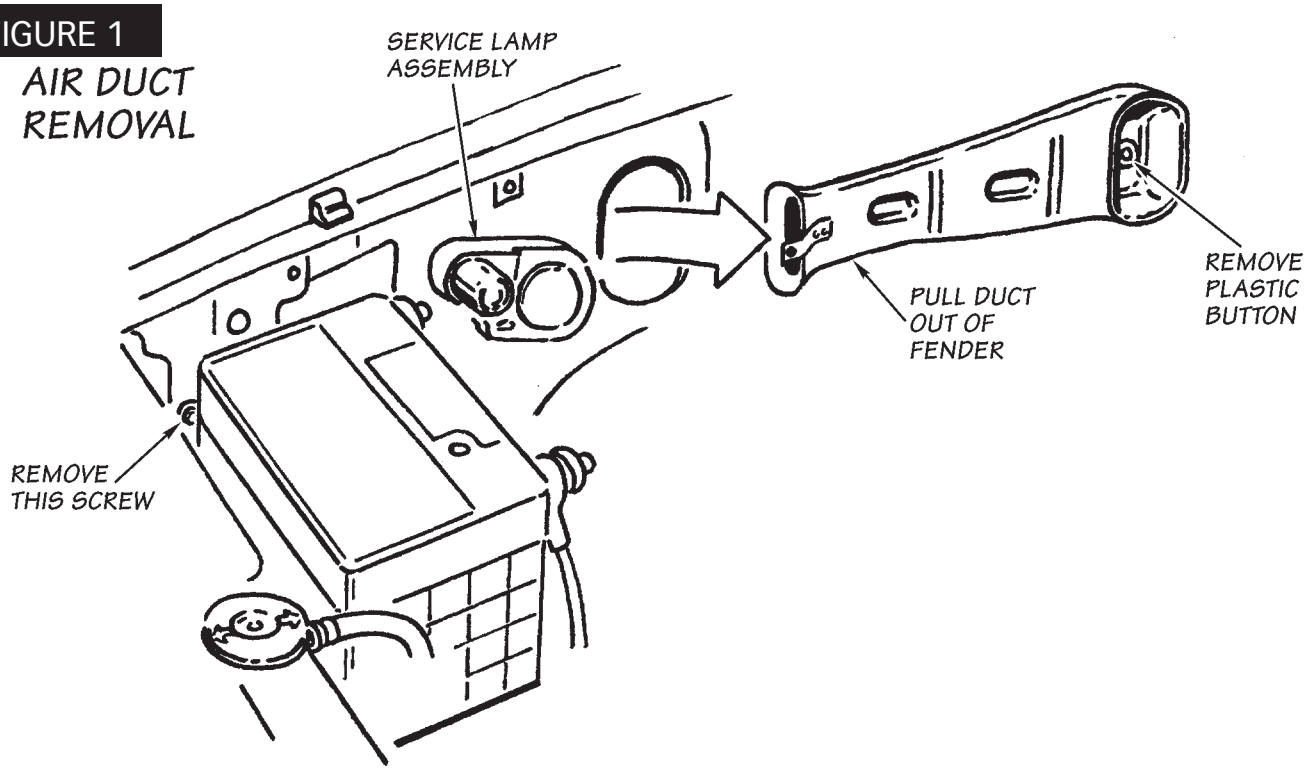
4. Install the new Banks Ram-Air duct into the inner fender opening to replace the factory silencer elbow. Once the new duct has been squeezed into place inside the fender, reinstall the factory plastic retainer pin or new pin, provided, through the ⅜" hole in the duct and inner fender bracket. Push in on the center button of the retainer pin to lock the pin in place. Reinstall the underhood light assembly screws. Reinstall battery. Reinstall the plastic tapered adapter to the inner fender panel by squeezing the sides together and engaging it into the edge of the inner fender panel opening.

**GAUGE INSTALLATION (PART 1 OF 2)**

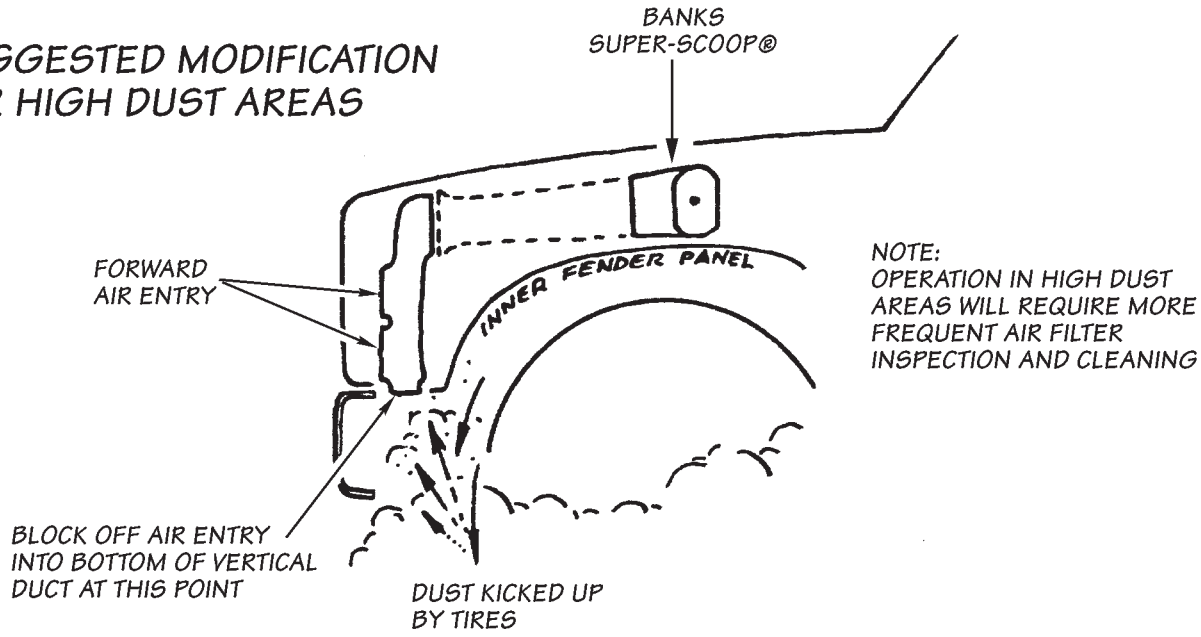
5. Loosen the compressor discharge hose clamp at the turbocharger. Remove the connecting strap between the turbocharger and the air inlet casting.

FIGURE 1

AIR DUCT REMOVAL




SUGGESTED MODIFICATION FOR HIGH DUST AREAS




**6.** Remove the decorative cover from the top of the engine. Unbolt and remove the air inlet casting from the top of the intake manifold. Cover the intake manifold opening to prevent foreign objects from falling into the engine. WARNING! Any foreign object that falls into the intake manifold can cause serious engine and/or turbocharger damage upon engine start up.

**7.** Measure and mark the air inlet casting as shown in **Figure 2.** Centerpunch this location and drill through the casting wall with a letter "R" drill (.339 dia.), then tap the hole with a ⅛" NPT tap. Clean all chips from inside the casting.

**8.** Reinstall the air inlet casting on the intake manifold using the new gasket provided. Tighten loose clamps and reinstall the brace. Install the straight boost gauge hose fitting into the hole tapped in the air inlet casting. Use a pipe thread sealer (such as Teflon tape) on the threads. Reinstall the decorative cover on the engine.

**For 1993 and early 1994 applications, follow Steps 9-13.For 1994 and Later applications, skip to Step 14.**

**WASTEGATE MODIFICATION**

9. Unbolt and remove the heatshield from the turbocharger. On models with a support brace between the turbocharger and the intake manifold, pull the CDR valve out of the valve cover and unbolt the support brace, then remove the heatshield.

10. Remove the "E" clip from the pin on the end of the wastegate control rod where the pin attaches to the wastegate lever on the turbo outlet elbow casting. Use care not to lose the "E" clip. See Figure 3.

11. Unbolt the wastegate actuator bracket from the turbo compressor cover and remove the wastegate actuator.

12. Install the high boost lever, provided, over the pin on the wastegate actuator rod. See Figure 4. Install the "E" clip on the pin.

13. Reinstall the the wastegate actuator with the high boost lever installed to the original wastegate lever on the turbo outlet elbow. Use a 5/16-24 x 3/4" hex bolt, 5/16" AN washer, 3/16" long spacer and 5/16-24 lock nut as shown in Figure 4. Make sure that the end of the bolt and the lock nut will not rub on the outlet elbow when the lever is rotated. Reattach the actuator bracket to the turbocharger compressor. Move the actuator rod and lever through their rotation and check that binding does not occur. Correct as necessary. Note: Some resistance is always present from the wastegate actuator. Reinstall the turbocharger heatshield and the CDR valve.

**EXHAUST SYSTEM**

14. Remove the factory exhaust system by first prying the pins from the rubber frame mounted hangers. Spray some WD-40 or similar lubricant into the holes to make this easier. Remove the factory clamps from the pipes and work the joints loose, from the rear forward. If the slip joints in the pipes will not come apart, heat them with a torch until the pipes will separate. On 1994 and later vehicles, unbolt the catalytic converter assembly from the turbine outlet pipe. Loosen the turbine outlet pipe clamp at the turbocharger, and remove the pipe.

**For 1993 and early 1994 applications, follow Steps 15-16.For 1994 and Later applications, follow Steps 17-18.**

15. Loosely clamp the new turbine outlet pipe to the turbocharger.

**Standard Cab models**: Install the intermediate pipe onto the turbine outlet pipe with a 3" exhaust clamp loosely in place. Install the muffler onto the intermediate pipe with a 3" exhaust clamp installed loosely on the inlet and the 3½" hanger clamp installed loosely on the outlet. Insert the tailpipe up and over the rear axle and insert it into the outlet of the muffler. See Figure 5A.

FIGURE 2

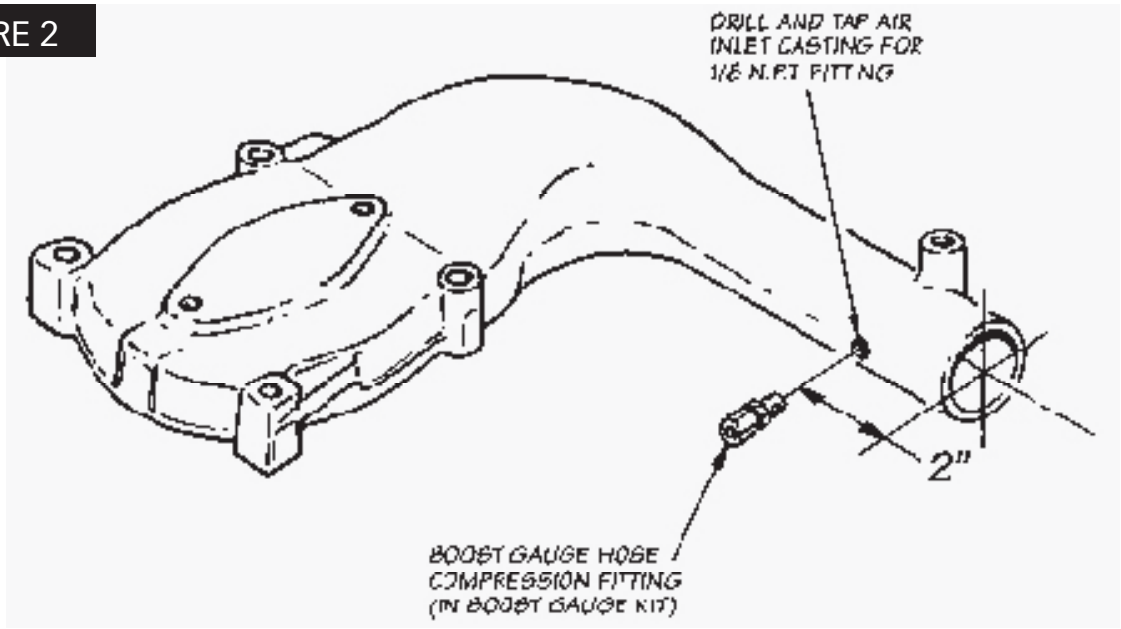


FIGURE 3

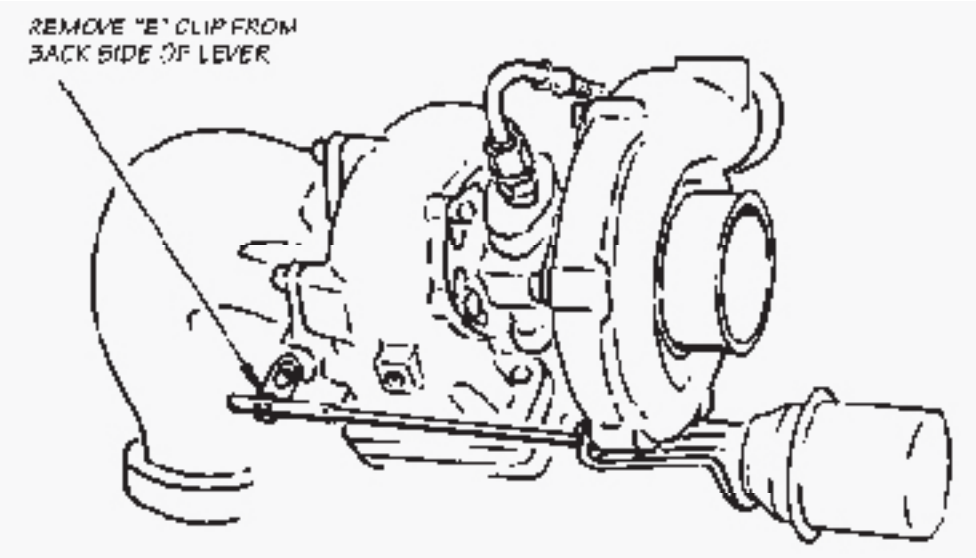



FIGURE 4

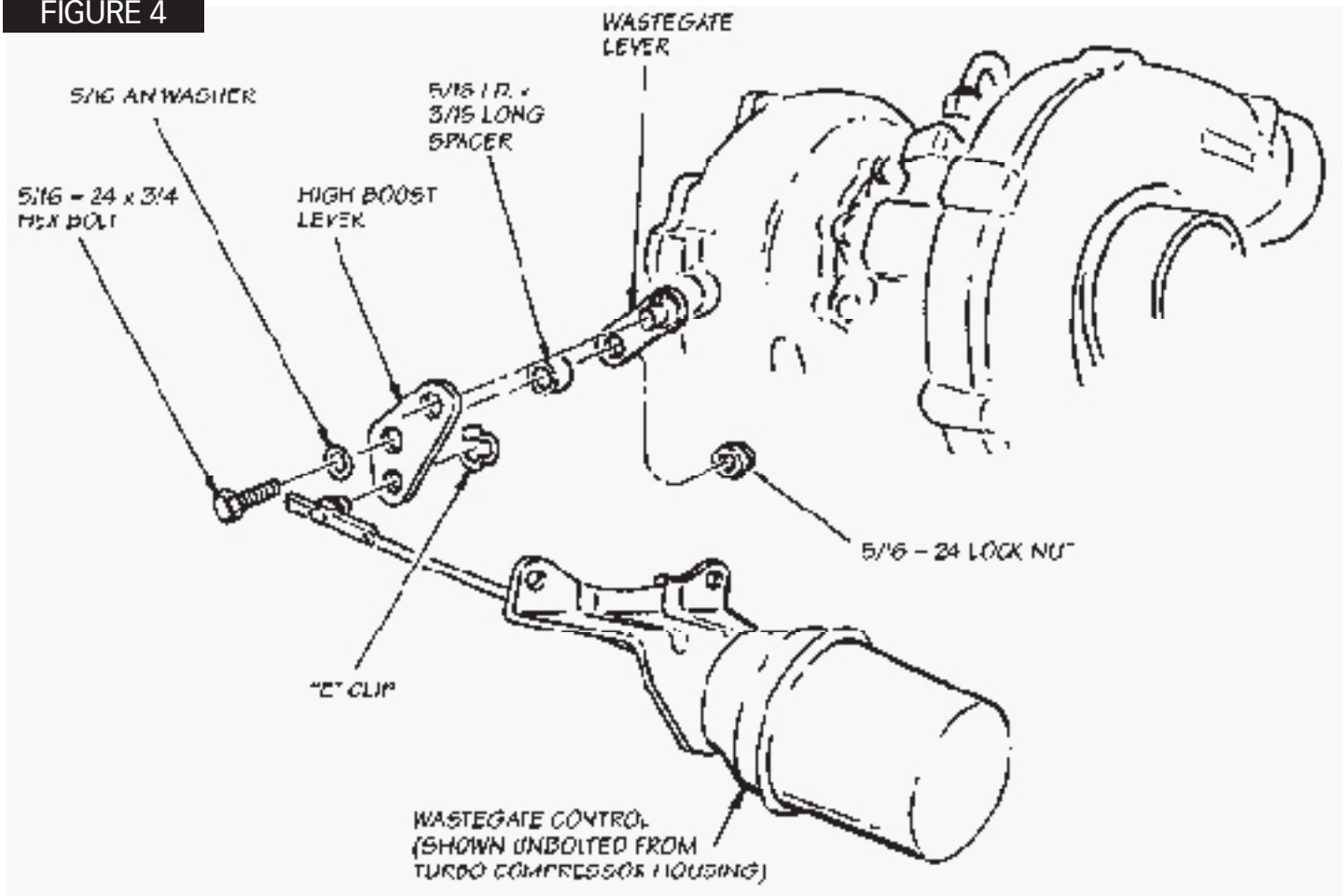
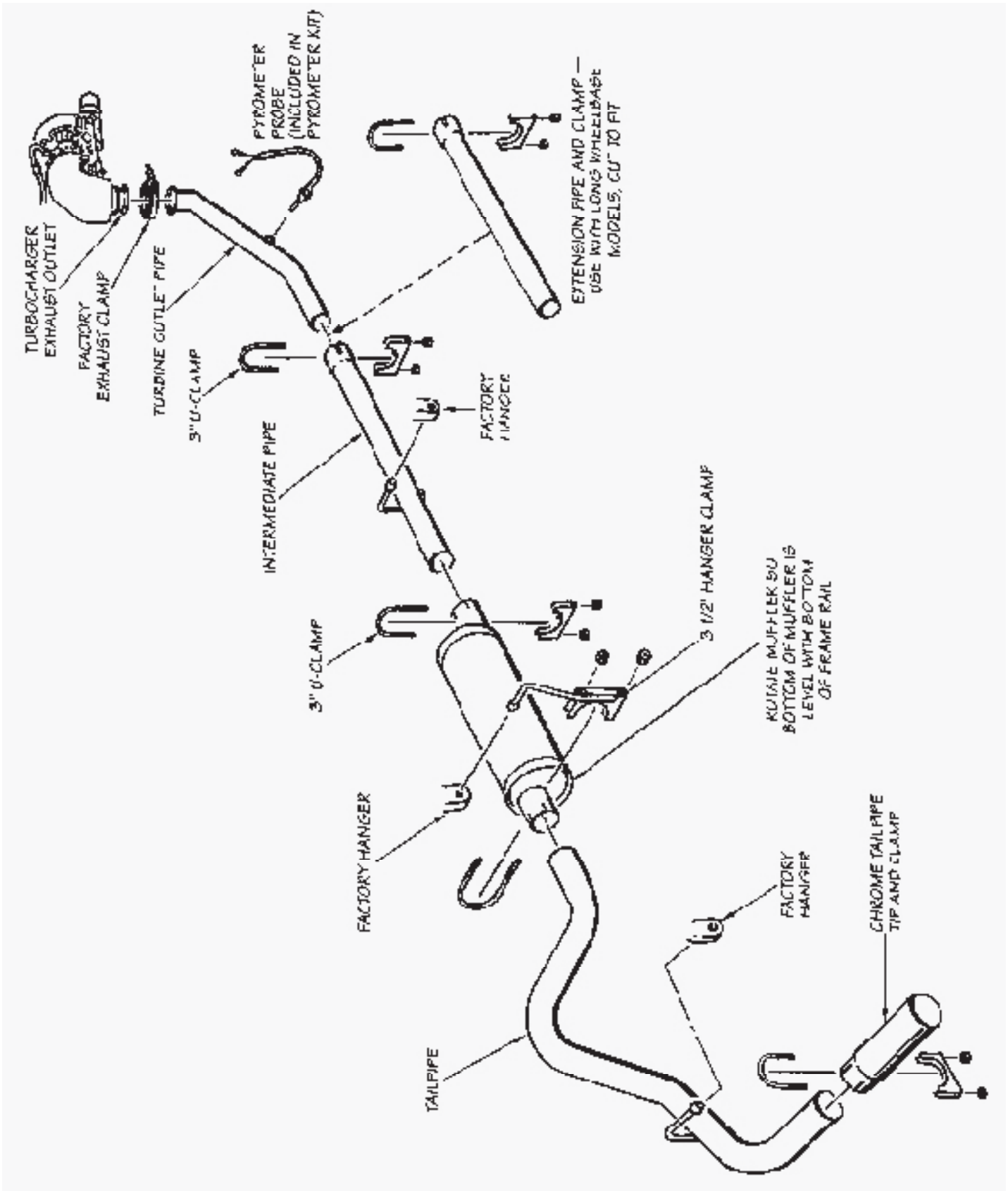


FIGURE 5A


TURBOCHARGER EXHAUST OUTLET
FACTORY EXHAUST CLAMP
TURBINE OUTLET PIPE
3" U-CLAMP
PYROMETER PROBE (INCLUDED IN PYROMETER KIT)
EXTENSION PIPE AND CLAMP — USE WITH LONG WHEELBASE MODELS, CUT TO FIT
INTERMEDIATE PIPE
FACTORY HANGER
3" U-CLAMP
3 1/2" HANGER CLAMP
KUSAK MUFFLER SO BOTTOM OF MUFFLER IS LEVEL WITH BOTTOM OF FRAME RAIL
FACTORY HANGER
FACTORY HANGER
CHROME TAILPIPE TIP AND CLAMP
TAILPIPE

## FIGURE 5B - PICKUP TRUCK

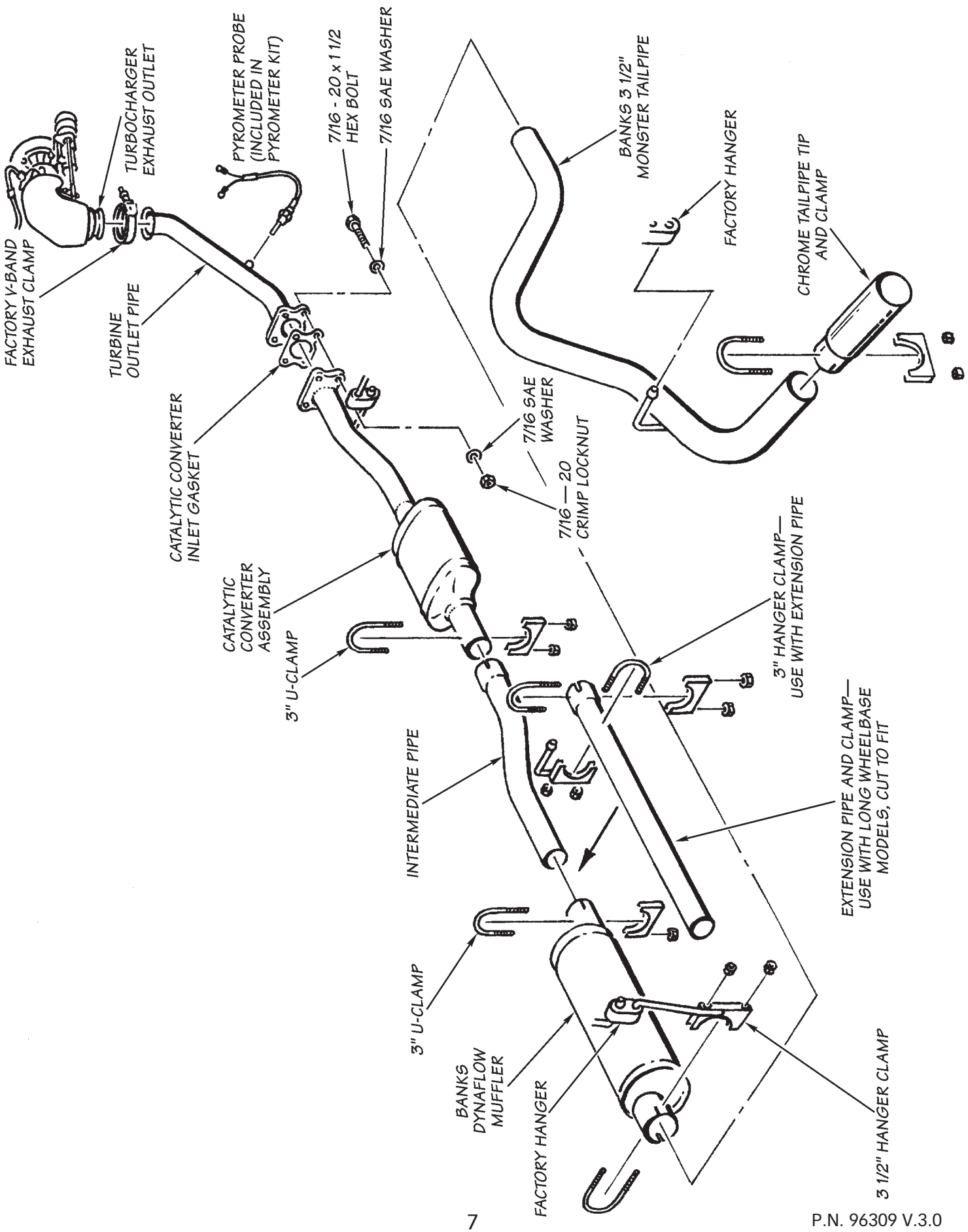
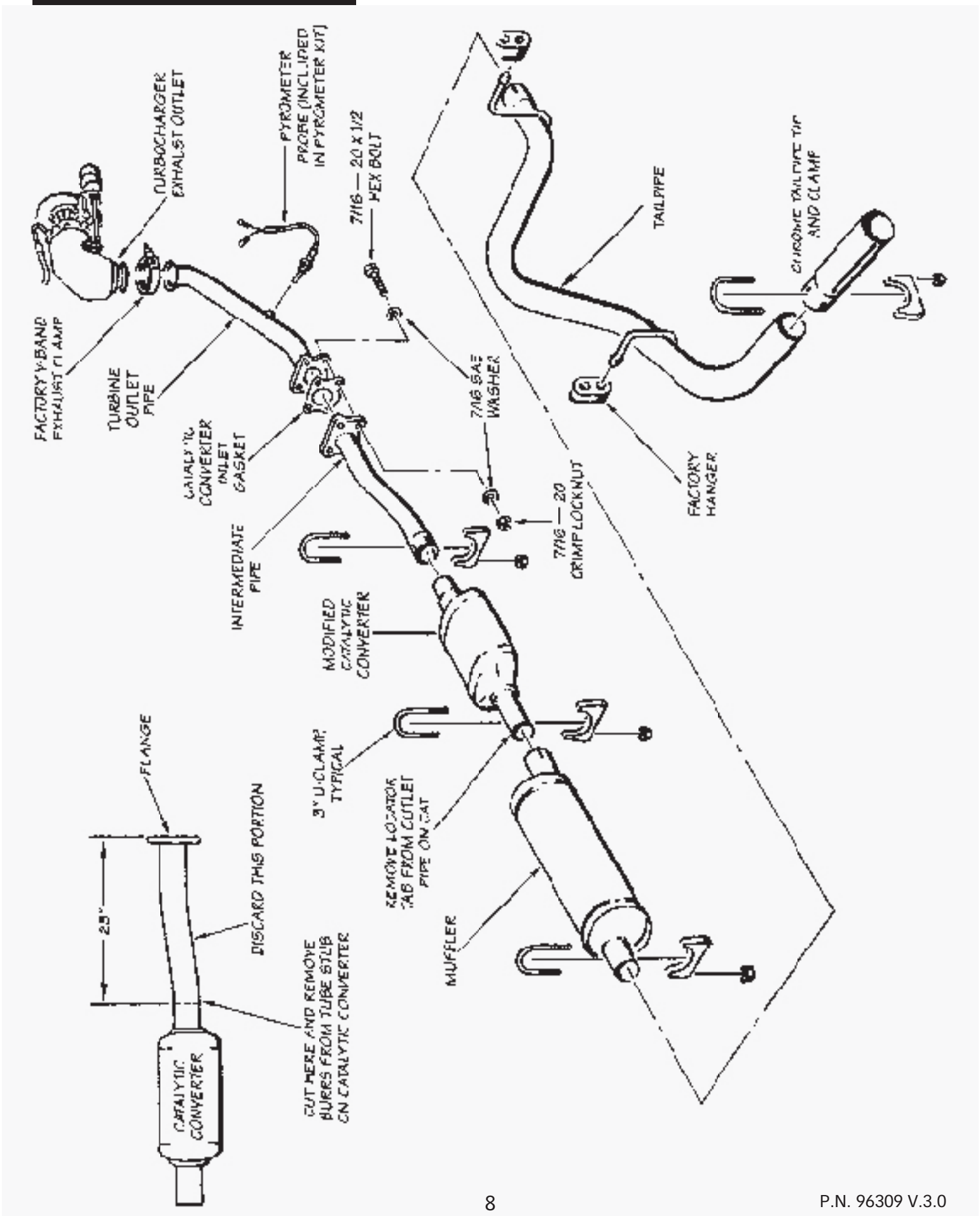


FIGURE 5C - SUBURBAN



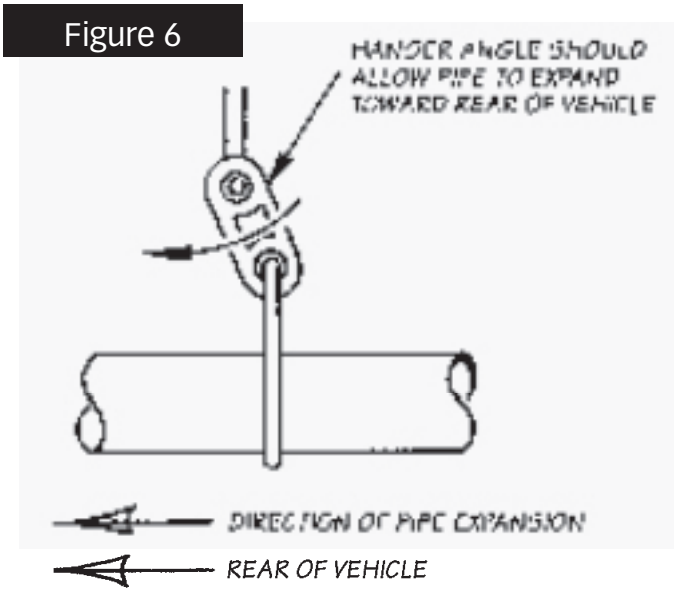
Extended Cab and Crew Cab models: The extension pipe will install between the turbine outlet pipe and the intermediate pipe. Temporarily place the intermediate pipe, muffler and tailpipe in place using the hangers and hanger clamps. Position the components such that the turbine outlet pipe and the intermediate pipe are in alignment with each other and the rubber hangers are swung slightly forward **(see Figure 6).** Measure the distance from the outlet end of the turbine outlet pipe to the inlet of the intermediate pipe. Add approximately 5" to allow for the two slip joints, and cut the extension pipe to the appropriate length (Crew Cab applications may not need to be cut).

16. Adjust the position of the complete exhaust system to provide maximum clearance to the frame and other components. Check the alignment of the muffler and the tailpipe. The muffler should be straight and level, and the rubber hangers should be swung forward toward the front of the vehicle ¾" to 1" to allow for expansion of the pipes. **See Figure 6.** When alignment and clearances are proper, tighten all clamps including the factory V-band clamp on the turbine outlet pipe.

Proceed to Step 19.

17. Loosely clamp the new turbine outlet pipe to the turbocharger. Reinstall the catalytic converter assembly onto the turbine outlet pipe with the provided gasket and hardware. Suburban models require that the inlet to the catalytic converter be cut at the location indicated in Figure 5C. Slide the proper Banks intermediate pipe onto the converter assembly with the large notch aligned with the locating pin on the converter assembly and clamp lightly to hold in position. **See figure 5B/5C.**

Figure 6




**Standard cab/Suburban models:** Install the muffler and then the tailpipe.

Extended cab and crew cab: tighten the 3" clamp at the joint of the intermediate pipe and catalytic converter assembly. Place the tailpipe into position and install 3½" hanger clamp into the rubber hanger. Place the muffler outlet over the end of the tailpipe and hold it in position, level and straight, with a jack or other suitable support. Check that the hangers are angled properly, and that the tailpipe outlet is level with the vehicle. Measure the distance from the dimples in the muffler inlet where the extension pipe will stop to the end of the intermediate pipe. Add 2¾" to the measurement to compensate for the slip joint on the extension pipe. Cut the extension to this length (Crew cab applications may not need trimming). Install the trimmed pipe onto the intermediate pipe and into the muffler. Install the 3" hanger clamp into the rubber hanger on the frame and lightly clamp it to the extension pipe.

18. Adjust the turbine outlet pipe and exhaust system to provide maximum clearance to the frame and other components. Check the alignment of the muffler and tailpipe to hangers and vehicle. The muffler should be straight and level, and the rubber hangers should be swung or angled towards the front of the vehicle ¾" to 1" to allow for expansion of the pipes. When alignment and clearances look good, tighten all clamps including the factory v-band on the turbine outlet pipe.

19. Reinstall the air cleaner assembly on right inner fender panel. Reinstall the vent hose and tighten hose clamps.

20. Install new air filter supplied. See air filter cleaning and maintenance instructions elsewhere in this booklet.

**GAUGE INSTALLATION (PART 2 OF 2)**

21. Remove the pipe plug and install the pyrometer gauge probe in the bung on the turbo exhaust outlet pipe. We suggest using an anti-sieze compound on the probe threads to make removal easier for any future service.

22. Install instrument gauge panel in a location providing easy viewing for the driver. NOTE: Molded instrument consoles for top-of-dash mounting and additional gauges are available through Gale Banks Engineering.

23. Slide the protective sleeves over the longer of each of the wire ends on the probe and the leadwire. Connect the longer red leadwire to the red thermocouple wire and the shorter yellow leadwire to the yellow thermocouple wire with the screws and nuts provided. **See figure 7.**

24. Locate a position on the firewall where a ⅜" hole can be drilled that will not interfere with anything on either side of the firewall. Pay special attention to any wiring on the interior of the vehicle. Drill and deburr the hole.

25. Route the leadwire across the engine bay and through the hole in the firewall. From inside the vehicle route the leadwire to the gauge head location. Coil any excess leadwire either under the hood or under the dash. **DO NOT SHORTEN THE LEADWIRE.** The pyrometer is calibrated for the specific length of leadwire provided.

26. Remove the jumper wire from the terminals on the back of the pyrometer gauge. Insert the pyrometer gauge through the panel, then slide the U-clamp over the terminal studs. Connect the leadwire to the pyrometer, making sure that the yellow wire is connected to the positive (+) terminal and the red wire is connected to the other terminal. Use double nuts and lockwashers provided to attach the leadwire to each stud and tighten the gauge in the panel. Do not loosen the nuts that are already on the pyrometer gauge terminal studs.

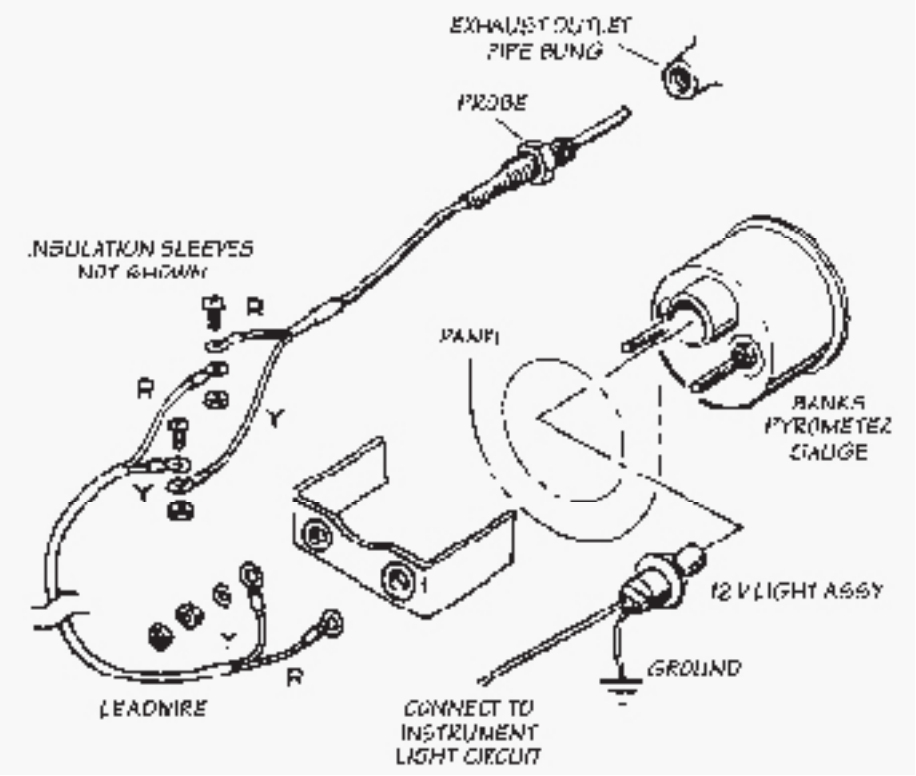
27. Install one end of the ⅛" diameter plastic tube provided into the nut and ferrule fitting earlier installed in the intake plenum and tighten the nut. Be sure that the plastic tube cannot be pulled out of the ferrule, but do not overtighten the nut.

28. Route the plastic tube toward the firewall and insert the tube through the hole previously drilled. Make sure that the Pyrometer leadwire and the boost hose will not be chaffed by the edge of the drilled hole. It may be necessary to install a rubber grommet or use silicone to seal the hole. Route the tube toward the gauge panel and cut to the proper length. Install the gauge with the hardware provided. Install the tube into the remaining fitting provided at the back of the boost gauge.

29. Connect one wire from each gauge light to a good ground location under the dash, such as a metal support bracket where other wires may already be grounded. Connect the remaining light wires together and to an 18 gauge or larger wire, connected to either the headlight circuit or the dash lighting circuit.

30. Reconnect the batteries. Start the engine and allow it to warm up. Drive the vehicle and listen for exhaust leaks or rattles. Reposition or tighten exhaust components as required. Tack welds at each exhaust slip joint are recommended. Note: The exhaust system may smoke somewhat at first as the grease used in the bending process burns off the inside of the pipes.

FIGURE 7



# OPERATING CHARACTERISTICS

Your Banks Stinger will allow your GM 6.5L factory turbocharged engine to produce more power and respond quicker well within the safe operating range of the engine as long as the following guidelines are adhered to.

Use your pyrometer (exhaust temperature gauge) and boost gauge to monitor your engine's operation. At idle, EGT (exhaust gas temperature) will be very low, perhaps only 150°F. As the throttle is opened for higher speeds and greater loads, the EGT will rise. The highest EGT will be seen under maximum load at full throttle, such as climbing a steep grade with a heavily laden vehicle. Use caution if your EGT approaches 1000°F, with 1050°F being the SAFE MAXIMUM!

If the vehicle approaches these EGT levels under these conditions, downshift the vehicle to reduce the load, or back off the throttle.

Exhaust gas temperature in this system is measured "after" the turbocharger in the turbine outlet pipe, as is commonly done on long-haul diesel trucks.

Your boost gauge monitors the air pressure the turbo compressor is delivering to the intake manifold. The Banks Stinger system is designed to provide a maximum boost pressure of approximately 10-11 PSI. This is an average maximum figure which will vary from engine to engine. This maximum figure will be reached only under hard acceleration/heavy load conditions. Light cruise conditions may show little or no boost.

# INJECTION PUMP ADJUSTMENT

If your exhaust gas temperature is consistently well below the 1050°F safe maximum under full load conditions (steep uphill towing with maximum load), you may obtain additional performance through an adjustment of the fuel injection pump to provide greater fuel delivery. If the EGT tends to exceed 1050°F, the fuel delivery must be reduced.

The pump adjustment is made by turning an internal Allen screw, found within the pump. Be sure to adjust the pump with the engine and pump cold. In most cases, turning the screw 30° (one half flat of the Allen wrench) clockwise will bring the EGT into the proper range if the EGT is low. Keep in mind that increasing the fuel delivery will also increase the smoke output of the engine. Some states, such as California, have a 40% maximum smoke opacity limit during a snap throttle test. Check the emissions regulations in your state before altering the injection pump setting.

The pump adjustment can easily be set with the pump on the vehicle. If the condition of the pump is in question, or if the pump is to be removed from the vehicle, GALE BANKS ENGINEERING can provide the addresses and phone numbers of qualified Association of Diesel Specialists (ADS) pump service shops.

# PUMP ADJUSTMENT PROCEDURE

*NOTE: This section applies to 1993 and early 1994 model year vehicles only.*

*NOTE: The engine must be COLD before starting this procedure.*

*NOTE: Utmost cleanliness should be exercised. Do NOT use any rags during the adjustment procedure. The lint from the rag can clog an injector. Lay all parts on clean newspaper during the adjustment procedure.*

Make sure both battery ground cables are disconnected. Disconnect the wiring from the top of the fuel injection pump cover. Note their location for reassembly.

Place a drip pan under the rear of the engine to catch fuel. Clean the upper portion of the pump with diesel fuel or a parts cleaning solvent. **See Figures 8 and 9. Do NOT** clean the pump while the engine is hot, as doing so may damage the pump.

Remove the fuel return line from the pump cover. Remove the top attaching bolt and loosen the lower attaching bolts on the fast idle solenoid and place the solenoid aside. Remove the pump cover bolts and remove the cover.

**IMPORTANT:** Utmost care must be used to prevent damage.

Using a syringe or similar means, remove as much diesel fuel as possible from the injector pump housing. This will make it easier to view the Allen-head adjustment screw through the slot in the bottom of the pump housing when it is rotated into position.

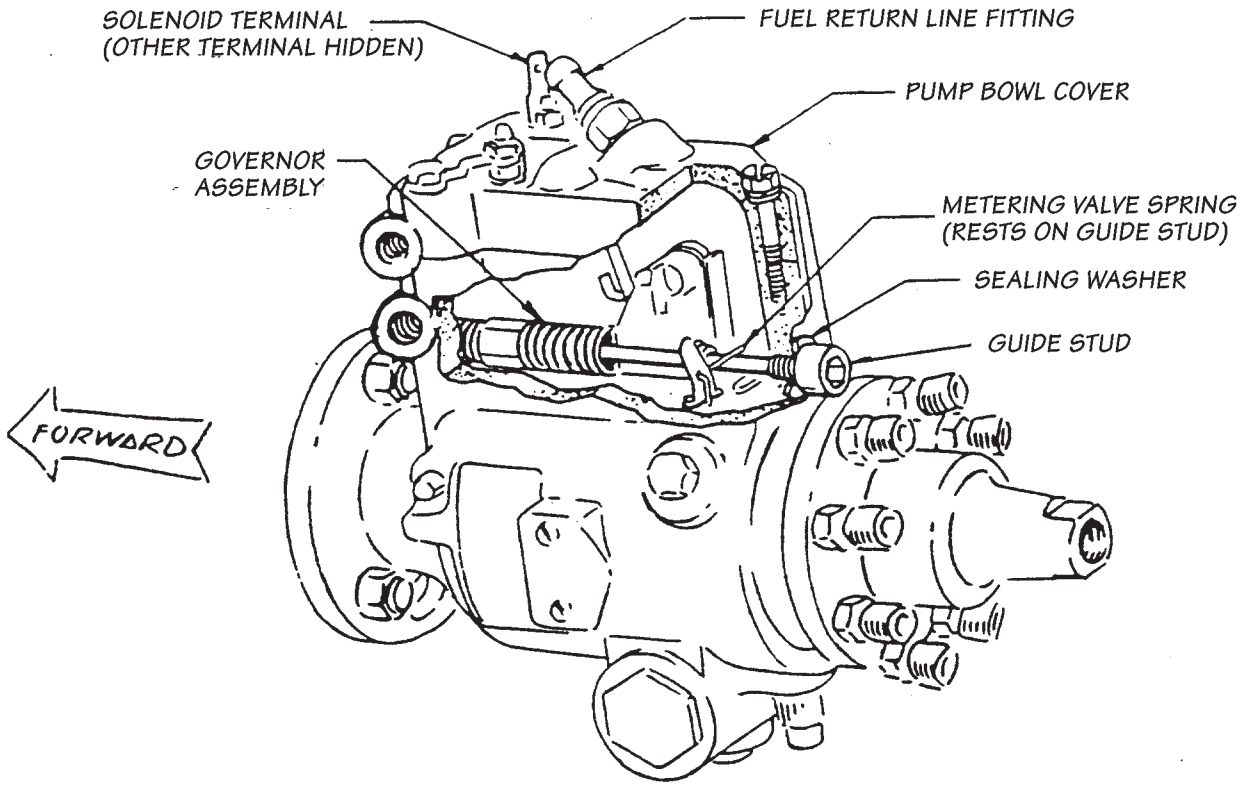
Rotate the engine slowly by hand, IN A CLOCKWISE DIRECTION ONLY, using a breaker bar, a short extension and a $^{15}/_{16}$" socket on the vibration damper bolt to bring the Allen screw into view in the inspection slot in the bottom of the pump bowl **(see Figure 6).** It may be necessary to remove the front crankshaft pulley to gain access to the vibration damper bolt to turn the engine over. DO NOT ATTEMPT TO ROTATE THE ENGINE WITH THE STARTER. The Allen head screw may be hard to see – a flashlight or shop light may help. The screw will have to be adjusted at an angle from under the guide stud/spring assembly.

Using a $^{5}/_{32}$" ball-end style Allen wrench, rotate the Allen screw as indicated earlier. Clockwise increases fuel, counterclockwise decreases fuel.

*NOTE: The Allen-screw turns fairly tightly, and is self-locking. Turning the screw clockwise adds fuel. Keep track of your adjustments.*

Inspect the pump cover to make sure the seal is seated in the cover. Replace if questionable. Fill the pump

FIGURE 8



bowl with clean diesel fuel. Hold the throttle in the idle position. With the bolts removed from the pump cover, position the cover about ¼" forward, toward the shaft end, and about ⅛" above the pump. Guide the cover downward and rearward into position, being careful not to damage the cover seal. Reinstall the bolts with the flat washers against the pump cover.

Reconnect battery cables. Turn the ignition switch to the "ON" position, and touch the pink solenoid wire to the solenoid terminal. A clicking noise should be heard. If clicking is heard, proceed to next step. If not heard, the linkage may be jammed in the wide-open position. **DO NOT START THE ENGINE!!** Remove the pump cover. Ground the solenoid lead (opposite hot terminal on the cover) and connect the pink wire to the cover terminal. With the ignition switch on, the solenoid in the cover should move the linkage. If not, free the linkage or replace the solenoid. Reinstall the cover.

Make sure battery cables are disconnected after solenoid test.

Reinstall the fuel return line and fast idle solenoid.

Purge the air from the system as follows: Remove and fill all filters with clean diesel and reinstall the filters. Detach all fuel supply hoses between the lift pump (fuel pump in the side of the engine) and the injection pump at their highest ends, and fill them with clean diesel fuel using a small funnel. Reattach the hoses.

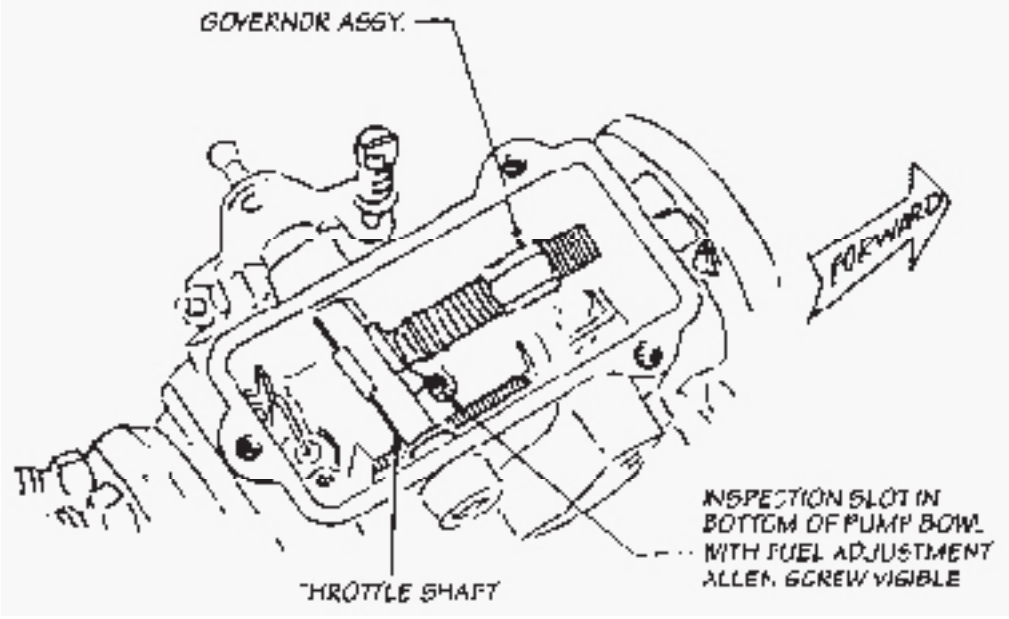
Reconnect batteries. Turn ignition on and, after the glow plug light goes out, crank the engine, again in intervals of 20 to 30 seconds followed by one minute of cooling, until the engine starts. It may not start immediately, due to fuel lost when adjusting the injector pump. It also may be necessary to depress the accelerator pedal somewhat.

Run engine at idle for a few minutes, to allow it to warm. Check oil feed lines for leaks. Engine may idle erratically or surge until air is fully purged from fuel system.

Drive vehicle. Several short bursts of acceleration are required to completely purge the fuel system of air. The engine may run slightly rough until the purge is complete, but will not in any way cause damage to the engine.

If possible, drive vehicle under heavy load conditions and monitor EGT levels. If vehicle tends to exceed 1050°F under heavy load, the pump adjustment must be reduced (Allen screw turned counter-clockwise). Keep track of your adjustments.

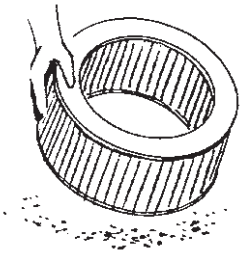
FIGURE 9



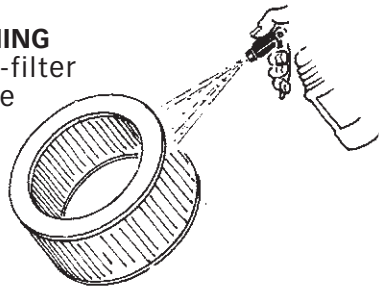
# CLEANING AND OILING THE BANKS RAM-AIR FILTER

**Notification**
**The Banks Ram-Air Filter comes pre-oiled and no oiling is necessary for initial installation.**

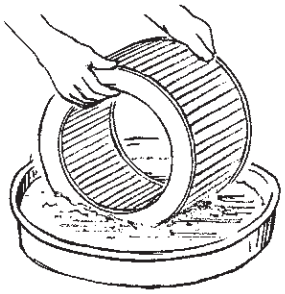
**Use Banks ram-Air Filter cleaning system (part #90094) available from Gale Banks Engineering to service the Air Filter. Follow the instructions included with the cleaning system to clean and re-oil your Banks Ram-Air Filter.**



**1. PRE-CLEANING**
Tap the element to dislodge any large embedded dirt, then gently brush with a soft bristle brush. NOTE: If complete cleaning is not practical at this time, reoil the element and reinstall in your vehicle.

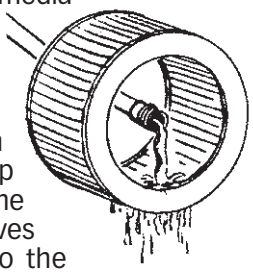


**2. SPRAY-ON CLEANING**
Spray Banks air-filter cleaner liberally onto the entire element and let soak for 10 minutes.



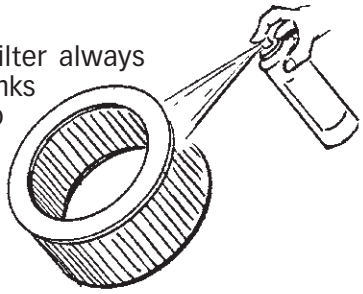
**PAN CLEANING**
Large air-filter elements can be rolled or soaked in a shallow pan of Banks air-filter cleaner. Remove immediately and let soak for approximately 10 minutes.

**3. CLEANING HINTS**
Use only Banks air-filter cleaner. NO gasoline cleaning, NO steam cleaning, NO caustic cleaning solutions, NO strong detergents, NO high-pressure car wash, NO parts cleaning solvents. Any of these NOs can cause harm to the cotton filter media plus SHRINK and HARDEN the rubber end caps.



**4. RINSE OFF**
Rinse off the element with low-pressure water. Tap water is okay. Always flush from the clean side to dirty side. This removes the dirt and does not drive it into the filter.

**5. DRYING HINTS**
Always dry naturally. After rinsing, shake off all excess water and let the element dry naturally. DO NOT USE COMPRESSED AIR – DO NOT USE OPEN FLAME – DO NOT USE HEAT DRYERS! EXCESS HEAT WILL SHRINK THE COTTON FILTER MEDIA. COMPRESSED AIR WILL BLOW HOLES IN THE ELEMENT.



**6. AEROSOL OILING**
After cleaning air filter always reoil before using. Spray Banks Ram-Air filter oil down into each pleat with one pass per pleat. Wait 10 minutes and re-oil any white spots still showing.

**7. OILING HINTS**
Never use a Banks Ram-Air filter without oil (the filter will not stop the dirt without the oil). Use only Banks Ram-Air filter oil. Banks air-filter oil is a compound of mineral and animal oil blended with special polymers to form a very efficient tack barrier. Red dye is added to show just where you have applied the oil. Eventually the red color will fade but the oil will remain and filter the air. NEVER USE Automatic Transmission Fluid. NEVER USE Motor Oil. NEVER USE Diesel Fuel. NEVER USE WD40, LPS, or other light-weight oils.

**8. REINSTALL**
Reinstall your Banks Ram-Air filter element with proper care. Make sure the element seats properly in the filter case. Install the cover making sure it's in the right position. Tighten all the nuts, bolts, screws or clips to factory specifications.

**9. DO NOT DISCARD**
Affix the "Do Not Discard" sticker to the filter case (included with every Banks replacement element). Make sure you put the sticker in a highly visible place to alert your mechanic not to discard.

**10. PERFORMANCE HINTS**
Service every 50-100,000 miles on street-driven applications. Service more often in offroad or heavy-dust conditions. If an air-filter restriction gauge is installed, then change the element when the air-filter restriction reaches 18"/$H_2O$.

**CAUTION!** Extremely fine dust from agriculture or offroad use will pull the oil from the element. Frequent reoiling of the element's clean side might be required. Completely service when practicable. For extra protection use an air-filter sealing grease on rubber ends of the element. Service only with Banks air-filter cleaner and Banks air-filter oil.



P.N. 96309 V.3.0

# PARTS LIST

## Stinger System, GM 6.5 Factory-Turbo

| QNTY | DESCRIPTION |
|---|---|
| 1 | PIPE, Turbine Outlet |
| 1 | PIPE, Intermediate |
| 1 | PIPE, Extension (Extended Cab, Crew Cab only) |
| 1 | MUFFLER, Dynaflow |
| 1 | TAILPIPE |
| 1 | TIP, Polished |
| 1 | SUPER-SCOOP, Ram-Air |
| 1 | FILTER, Ram-Air |
| 1 | SERVICE KIT, Ram-Air Filter |
| 1 | GAUGE, Boost, 0-15 PSI |
| 1 | GAUGE, Pyrometer |
| 1 | THERMOCOUPLE, Pyrometer |
| 1 | LEADWIRE, Pyrometer |
| 1 | CLAMP, Hanger, 3½" |
| 1 | CLAMP, Hanger, 3" (1994 and later Extended Cab and Crew Cab only) |
| 1 | CLAMP, Exhaust, 3½" |
| 4 | CLAMP, Exhaust, 3" (Suburban) |
| 3 | CLAMP, Exhaust, 3" (Extended Cab, Crew Cab) |
| 2 | CLAMP, Exhaust, 3" (Standard Cab) |
| 1 | PANEL, Two Guage Mounting |
| 1 | LEVER, High Boost (1993 and early 1994 models only) |
| 1 | SPACER, High Boost Assy. (1993 and early 1994 models only) |
| 4 | BOLT, 7/16-20x1½" (1994 and Later models only) |
| 1 | BOLT, 5/16-24x¾" (1993 and early 1994 models only) |
| 4 | NUT, 7/16-20 Crimplock (1994 and Later models only) |
| 1 | NUT, 5/16-24 Flexlock (1993 and early 1994 models only) |
| 8 | WASHER, 7/16" SAE (1994 and Later models only) |
| 1 | WASHER, 5/16" AN (1993 and early 1994 models only) |
| 1 | GASKET, Air Inlet |
| 1 | GASKET, Catalytic Converter (1994 and Later models only) |
| 1 | FITTING, Boost, Straight |
| 1 | FITTING, Boost, 90 Deg. |
| 1 | HOSE, Boost, 1/8" |
| 1 | WIRING KIT, Lighting |
| 1 | FASTENER, Push-in |
| 10 | CABLE TIE, Nylon, 11" |
| 1 | POLISH, Metal |
| 1 | OWNERS MANUAL |
| 2 | DECAL, Banks Power |
| 1 | DECAL, "Do Not Discard" |
| 1 | WARRANTY STATEMENT |
| 1 | CARD, Product Registration |

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