

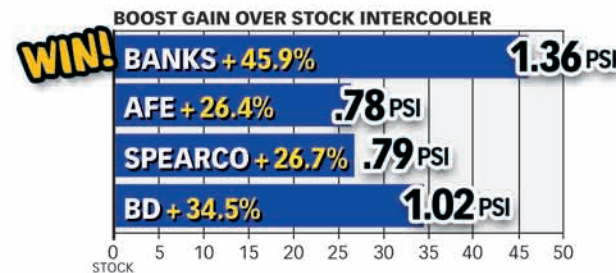
# BANKS' COMPETITORS → ANSWER TO THE IRS!

## THERE'S NOWHERE TO HIDE!

Diesel turbos compress the air, raising its density but heating it in the process. The intercooler removes that heat adding even more density. Boost gauges don't read density, but the patented (and soon to be released) Banks Density Meter does. If your new intercooler resulted in a boost increase, fine, it's less restrictive. But, did it improve the air density, is it cooling better as well? That's what intercoolers do... they cool! But, they need to do this without blocking the air to your radiator which is just behind the intercooler. If the designer just made the intercooler thick, that won't be an advantage if your engine overheats and the computer cuts back fuel to protect it. Now you have a power loss. The Intercooler Rating System considers everything... *the bad guys can't hide from the IRS!*

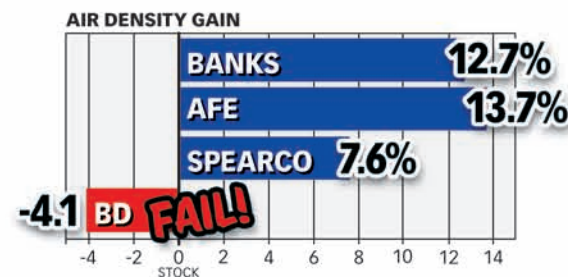
### BOOST INCREASE OVER STOCK

This is the first measure of intercooler performance. If an aftermarket product can't deliver a boost increase over the stock unit, there's no point in even opening the box. All the units tested better than stock with Banks the clear winner... So far, so good.



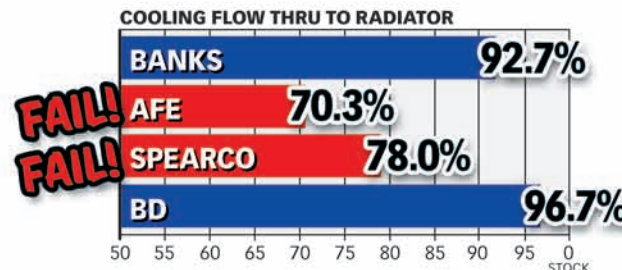
### AIR DENSITY INCREASE

This is the reason for an intercooler in the first place. Boosted air that's colder packs more oxygen. Cooler intake air and more oxygen lowers EGT's, improves economy and unlocks your fuel's power making ability. Measuring air density gain over stock is the most vital aspect of intercooler performance. This is where the Banks patented density measurement comes into play. Banks and AFE are both in the game but BD cooled so poorly that it actually lost density... **WRONG!**



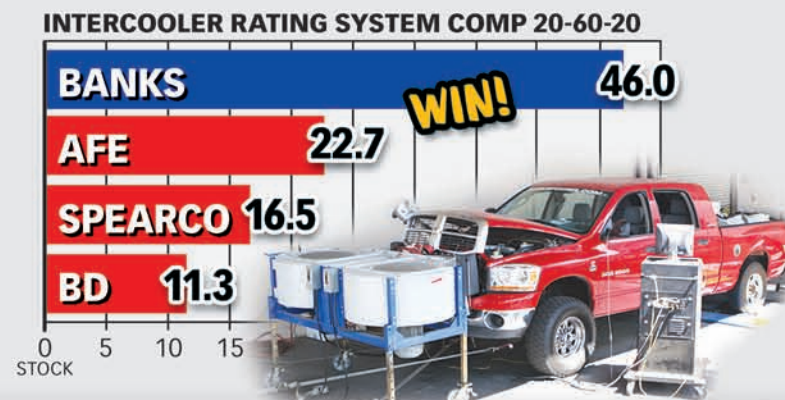
### AIR FLOW-THROUGH TO THE RADIATOR

If an intercooler blocks your engine's radiator from the incoming airflow it needs, the resulting high temps cause the ECU to cut back fuel, leaving you with de-rated power and heat-related breakdowns. The point is to improve your vehicle's performance, not cripple it. Spearco and AFE's bar and plate cores block so much air to your radiator that it's like putting cardboard in front of it. **That's a fail for both.**



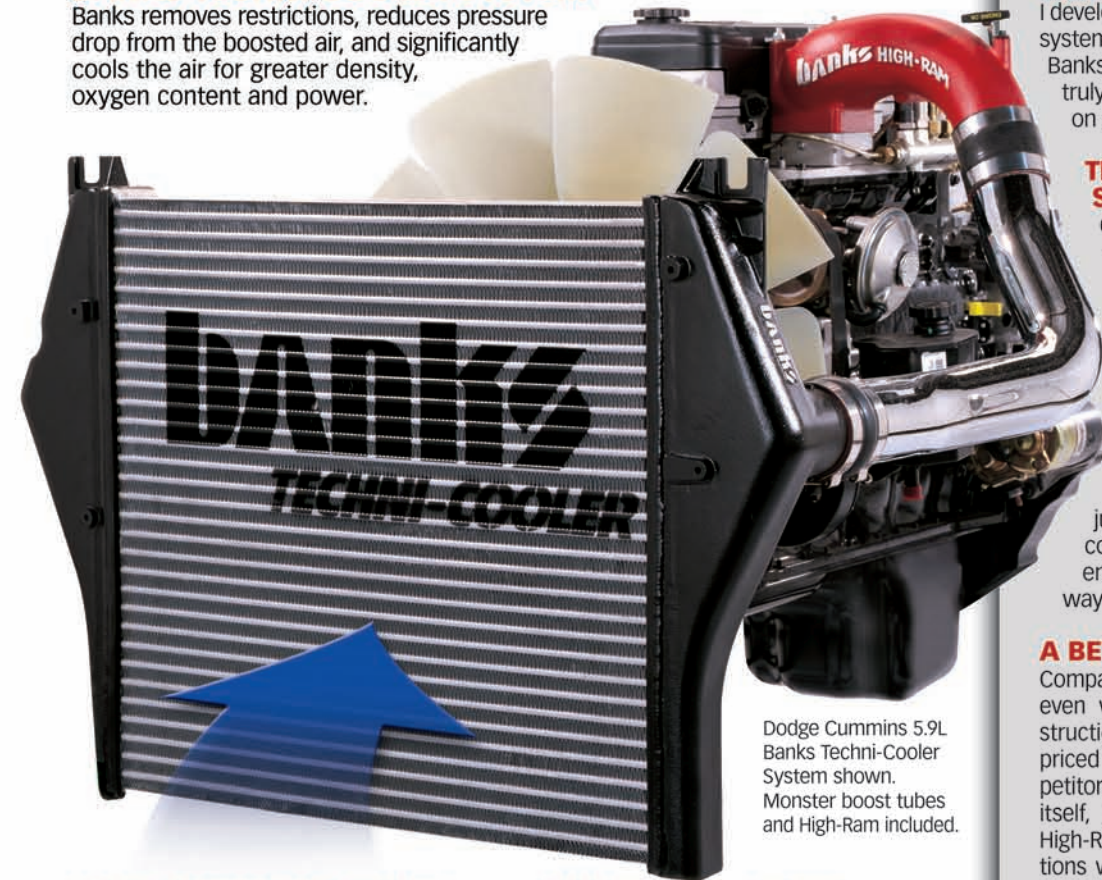
### FINAL RESULTS

The final rating sums the three results above with a weighing of 20% for boost gain, 60% for density improvement and 20% for air flow-through to the radiator. When you add up the results of these tests it's easy to see why Banks comes out way ahead: the Banks Techni-Cooler will produce quicker throttle response, higher continuous power at any exhaust gas temperature, better economy and a more reliable rig. **All benefits and no compromises.**



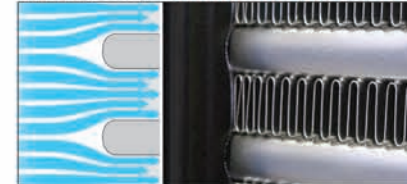
### BANKS TECHNI-COOLER SYSTEM

Banks removes restrictions, reduces pressure drop from the boosted air, and significantly cools the air for greater density, oxygen content and power.



Dodge Cummins 5.9L Banks Techni-Cooler System shown. Monster boost tubes and High-Ram included.

### BANKS Streamlined Airflow



### AFE & SPEARCO — Blocks Critical Airflow



### AIRFLOW IS VITAL TO COOLING

The crude bar-and-plate cores used by the competition impede flow to the radiator due to sloppy aerodynamics.

### BANKS



### OTHER



### COMPUTATIONAL FLUID DYNAMICS (CFD)

CFD designed, rugged cast-aluminum end tanks insure durability and slick air flow. The same can't be said for the welded-up sheet tanks. Air doesn't flow well with square corners, and the welds can break at high boost when performance is needed the most.

### WE BUILD TO WIN

I developed the IRS (intercooler rating system) ten years ago to see if the Banks Techni-Cooler system was truly superior to everything else on the market.

### THE FULLY-ENGINEERED SOLUTION

Our Techni-Coolers are built right from the start with high-flow streamlined cast aluminum end tanks, and formed tube construction for better air flow to other vital cooling systems. We could have used welded up sheet aluminum end tanks and crude bar & plate cores like the other guys, but that's just cheap, shoddy "backyard" construction. It's not good engineering, and it's not the way we do things at Banks.

### A BETTER BARGAIN, TOO

Compare prices and you'll see that even with its vastly superior construction our Techni-Coolers are priced lower than many of our competitors. In addition to the cooler itself, boost tubes and the Banks High-Ram are included in applications where needed for an end-to-end 3 1/2 inch system. That's a full 36% increase in flow over stock. Better performance, better mileage, better dependability and more value: put it all together and you'll see that going with a Banks Techni-Cooler is hands down the best choice.

For 51 years we've engineered equipment to endure... and to win. Now you can own a piece of that. Every Banks speed record, national and world racing title and every Banks product is the result of our burning desire to kick ass in our industry.



**AVAILABLE FOR: DURAMAX • POWER STROKE • CUMMINS**

Other Products Available. Call for Details. Not all products available for all applications

Gale Banks Density Meter United States Patent #: US 7,254,477 B1 - August 7, 2007 • Test Vehicle: 2005 Dodge Ram 2500 4x4 with Automatic Transmission

Buy Factory Direct • Dealers Nationwide

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