

Owner's Manual with Installation Instructions

Banks Bullet[®] Diesel Tuner

2014-2018 3.0L EcoDiesel Ram 1500
2014-2018 3.0L EcoDiesel Jeep Grand Cherokee

THIS MANUAL IS FOR USE WITH SYSTEM 66526 & 66527

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Do not use this product until you have carefully read the following agreement.

This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions.

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The **SELLER** disclaims any warranty and expressly disclaims any liability

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The **SELLER** assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

The **BUYER** is solely responsible for all warranty issues from the automotive manufacturer.

Limitation of Warranty

Gale Banks Engineering Inc. (hereafter "**SELLER**"), gives Limited Warranty as to description, quality, merchantability, fitness for any particular purpose, productiveness, or any other matter of **SELLER's** product sold herewith. The **SELLER** shall be in no way responsible for the product's open use and service and the **BUYER** hereby waives all rights except those expressly written herein. This Warranty shall not be extended or varied except by written instrument signed by **SELLER** and **BUYER**.

Please see enclosed warranty information card, or go to **www.bankspower.com/warranty**, for warranty information regarding

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IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT:

The **BUYER** may promptly return this product, in a new and unused condition, with a dated proof-of-purchase, to the place-of-purchase within thirty (30) days from date-of-purchase for a full refund, less shipping and/or restocking fee.

The installation of this product indicates that the **BUYER** has read and understands this agreement and accepts its terms and conditions.

NOTICE: The Banks Bullet Diesel Tuner has 3 power levels adjustable via controls on the interface module. Level 1 is stock, Level 2 is towing and Level 3 is sport.

To maintain steady power while using the Bullet Diesel Tuner in Level 2 while towing or climbing, airflow improvements should be made to lower the exhaust gas temperature (EGT) entering the turbocharger’s turbine. The factory engine control unit will lower fuel rate automatically to keep the turbocharger safe, maintaining a maximum EGT of approximately 1500 F - improved airflow will keep the ECU from having to decrease power in order to maintain a safe EGT.

NOTICE: Before proceeding with these instructions, please carefully read the **DISCLAIMER OF LIABILITY and LIMITATION OF WARRANTY** statement located on page 2 of this manual.

Table of Contents

General Installation Practices 6

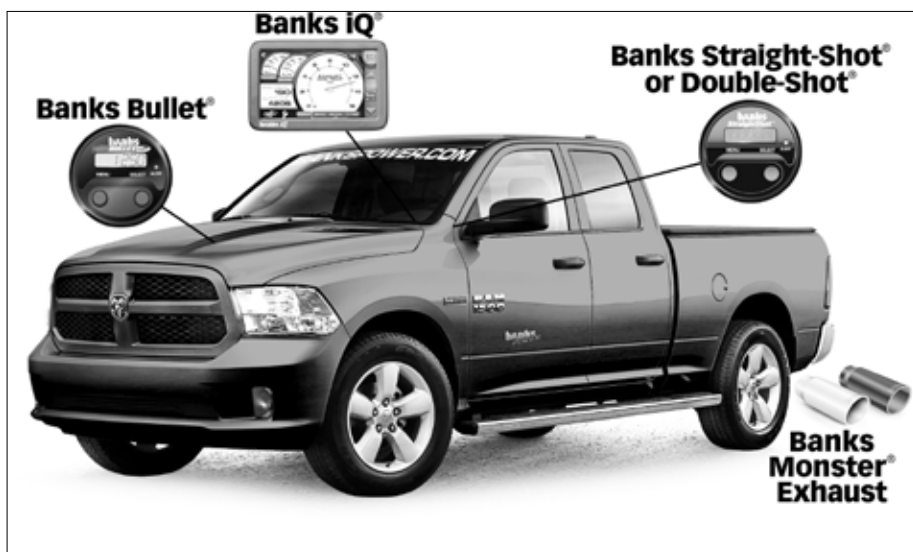
Section 1 8
Installation of wiring Harness, Connections and Bullet Diesel Tuner

Section 2 16
Operation of the Bullet Module

Section 3 19
Troubleshooting

Section 4 20
Placement of the Banks Power Decals

Products available from Banks Power for the 2018 Ram 1500 3.0L EcoDiesel



Banks Monster® Single Side Exit Exhaust (P/N 48601, P/N 48601-B)

Banks Monster® Dual Rear Exit Exhaust (P/N 48602, P/N 48602-B)

- Increases exhaust flow, cuts backpressure, lowers exhaust gas temperatures (EGTs) & increases power.

Banks Straight-Shot® Water-Methanol Injection (P/N 45000)

- Maximizes Engine Performance
- Cools Intake Temperatures
- Digital Controller (included)
- Plug-and-Play wiring
- Greater flow than the competition
- Higher Pump Volume than the competition
- Multiple configurations available

Banks Double-Shot® Water-Methanol Injection (P/N 45002)

- The Double-Shot system offers the same benefits of the Straight-Shot and adds a second stage for increased output and control.
- EGT sensor is included to serve as a trigger or auxiliary sensor.
- Multiple Tanks Sizes Available.

Banks iQ® System (P/N 61201)

- Displays EGT & DPF status, Engine Oil temp and other vital engine parameters
- 5" touchscreen interface
- Interchangeable gauge display, read and clear codes, monitor engine diagnostics, log data, time your vehicles runs and much more.
- Built-in rechargeable lithium-ion battery automatically charging while connected to the vehicle
- Built-in GPS antenna
- Hands-free calling
- Backup camera ready
- Navigation ready

COMING SOON:

Banks Ram-Air® Intake System

- Extensively tested & validated
- Increases air density, power & fuel economy
- Reduces exhaust gas temps (EGTs)
- Outflows stock up to 50%

Banks Techni-Cooler® Intercooler System

- It's all bigger: boost tubes, aluminum end tanks, inlet/outlet and core area. Much greater flow volume. Increases air density for higher continuous power.

Products available from Banks Power for the '14-18 Jeep Grand Cherokee 3.0L Diesel



Banks Monster® Dual Exhaust (P/N 51364, P/N 51364-B)

- Increases exhaust flow, cuts backpressure, lowers exhaust gas temperatures (EGTs) & increases power.

Banks Straight-Shot® Water-Methanol Injection (P/N 45000)

- Maximizes Engine Performance
- Cools Intake Temperatures
- Digital Controller (included)
- Plug-and-Play wiring
- Greater flow than the competition
- Higher Pump Volume than the competition
- Multiple configurations available

Banks Double-Shot® Water-Methanol Injection (P/N 45002)

- The Double-Shot system offers the same benefits of the Straight-Shot and adds a second stage for increased output and control.
- EGT sensor is included to serve as a trigger or auxiliary sensor.
- Multiple Tanks Sizes Available.

Banks iQ® System (P/N 61201)

- Displays EGT & DPF status, Engine Oil temp and other vital engine parameters
- 5" touchscreen interface
- Interchangeable gauge display, read and clear codes, monitor engine diagnostics, log data, time your vehicles runs and much more.
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**For More Information please call (888) 635-4565
or Visit us online @ www.bankspower.com**

General Installation Practices

If you have any questions concerning the installation of your Banks Monster Exhaust System, please call our Technical Service Hotline at (888) 839-2700 between 7:00 am and 4:00 pm (PT). If you have any questions relating to shipping or billing, please contact our Customer Service Department at (888) 839-5600.

Thank you.

1. Before starting work, familiarize yourself with the installation procedure by reading all of the instructions.
2. The exploded view (**Figure 1**) provides only general guidance. Refer to each step and section diagram in this manual for proper instruction.
3. Throughout this manual, the left side of the vehicle refers to the driver's side, and the right side to the passenger's side.
4. Disconnect the negative (ground) cable from the battery (or batteries, if there are two) before beginning work.
5. Route and tie wires and hoses a minimum of 6" away from exhaust heat, moving parts and sharp edges. Clearance of 8" or more is recommended where possible.
6. When raising the vehicle, support it on properly weight-rated safety stands, ramps or a commercial hoist. Follow the manufacturer's safety precautions. Take care to balance the vehicle to prevent it from slipping or falling.

When using ramps, be sure the front wheels are centered squarely on the

topsides. When raising the front of the vehicle, put the transmission in park, set the parking brake, and block the rear wheels. When raising the back of the vehicle, be sure the vehicle is on level ground and the front wheels are blocked securely.

⚠ CAUTION: Do not use floor jacks to support the vehicle while working under it. Do not raise the vehicle onto concrete blocks, masonry or any other item not intended specifically for this use.

7. During installation, keep the work area clean. Do not allow anything to be dropped into intake, exhaust, or lubrication system components while performing the installation, as foreign objects will cause immediate engine damage upon start-up.

Tools Required:

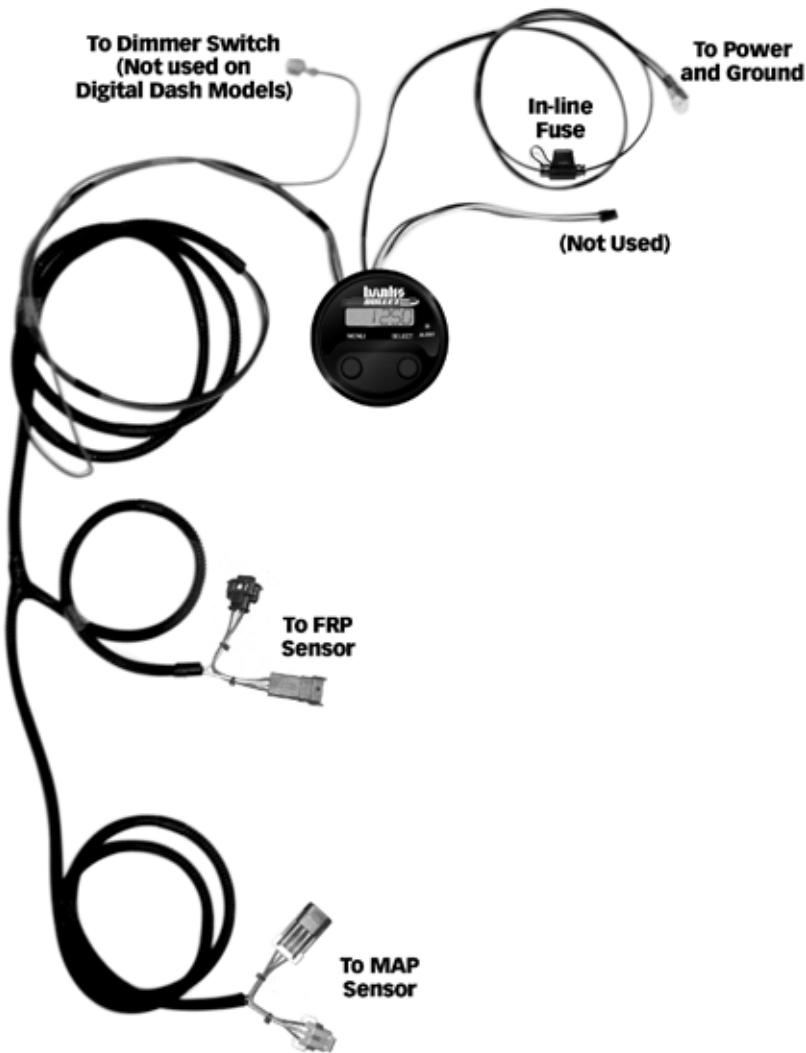
- Standard and Metric sockets and wrenches
- Standard and Phillips screwdrivers
- Foot-pound torque wrench
- Hooked pick
- Drill motor
- 3/16" Drill bit
- 13/16" Drill bit
- Metal coat hanger

Highly recommended tools and supplies:

- Penetrating oil or light lubricant spray

Figure 1

Bullet and Supplied Wiring Harness



Section 1

INSTALLATION OF WIRING HARNESS, CONNECTIONS AND BULLET DIESEL TUNER

1. Disconnect the battery ground cables from each battery (if so equipped). Secure the cables so that they do not come in contact with the battery posts during the installation.

2. Remove the engine cover for:

a. The Ram 1500, by first removing the oil filler cap. Then, lift up at the front to release the rubber socket mounts and pull forward to release from rear mounts. Reinstall oil filler cap. See **Figure 2**.

b. The Jeep Grand Cherokee, by lifting up at each corner to release the rubber socket mounts. See **Figure 3**.

NOTICE: If installing in a Jeep Grand Cherokee, skip steps 3 and 4 and proceed to step 5.

3. Disconnect the Mass Air Flow (MAF) sensor connector by first

lifting up on the red lock slider until it releases, then depress the connector latch and lift the connector away from the sensor.

4. Remove the airbox and intake duct by first loosening the compressor inlet duct hose clamp at the compressor (see **Figure 4**) - 5/16 socket, extensions, ratchet. Unhook each of the latches securing the airbox lid to the airbox, lift up on the outer edge of the airbox cover to release the finger catches, then lift up on the intermediate plastic tube / silencer to disengage it from the rubber mount and remove the assembly from the vehicle. See **Figure 5**.

NOTICE: Cover the compressor inlet and air filter with clean rags to prevent any foreign objects from accidentally entering the induction system while installing the Bullet tuner.

Figure 2

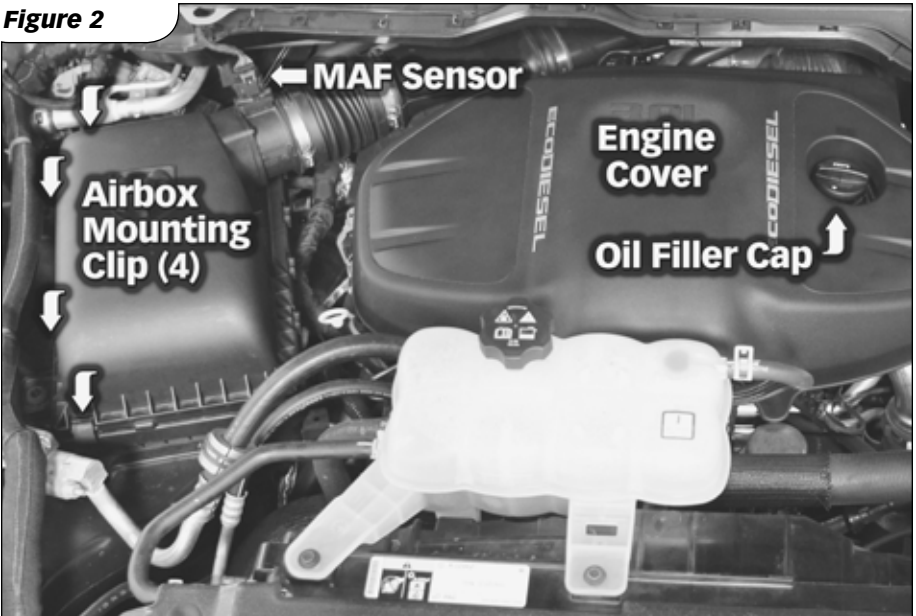


Figure 3



Figure 4

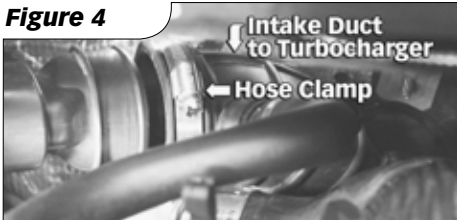
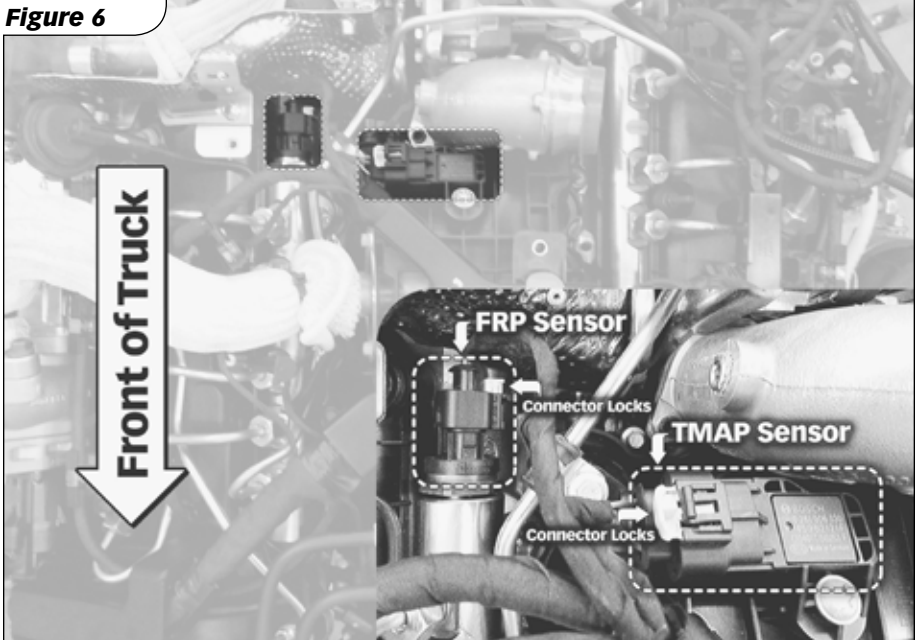


Figure 5



Figure 6



5. Remove the black acoustic foam covering the passenger side camshaft cover and EGR cooler outlet pipe. See **Figure 5**.

6. Locate the Fuel Rail Pressure (FRP) sensor and Temperature / Manifold Absolute Pressure (TMAP) Sensor. See **Figure 6**.

7. For each connector, slide the yellow connector lock away from the sensor body, then depress the connector latch and slide the connector off the sensor. Note: the FRP sensor connector latch may not be visible from above - due to variations in installation of the FRP sensor, it may be necessary to slide the connector latch toward the rear of the vehicle using a hooked pick to reach underneath the connector. See **Figure 7**.

NOTICE: On some factory connectors depressing the latch may not fully disengage the connector from the sensor body. Gently inserting a pick or small flat blade screwdriver underneath the leading edge of the latch while depressing will aid release.

8. Locate the Banks Bullet Signal

harness (PN 62562) and identify the connectors. See **Figure 8**.

9. Connect the male ends of both the FRP and TMAP Bullet harness to the sensors on-engine. Pay specific attention to the connector latch orientation and engagement, making sure that the connector fully engages the sensor and latches in place. Check each connection by pulling firmly on the connector body after latching - note that the male Bullet harness connectors do not use a sliding connector lock, only a latch.

⚠ CAUTION: Pay specific attention to the orientation of **Female TMAP connector in the following step. Damage can result with improper connection. Wedge lock on female TMAP connector (Bullet Harness) must be oriented on same side as connector locking latch and yellow lock (OEM Engine Harness).**

10. Connect the female ends of both the FRP and TMAP Bullet harness to the factory harness, again making sure that the connector bodies are oriented properly and latch securely when connected. Slide the factory harness connector locks into place,

Figure 7

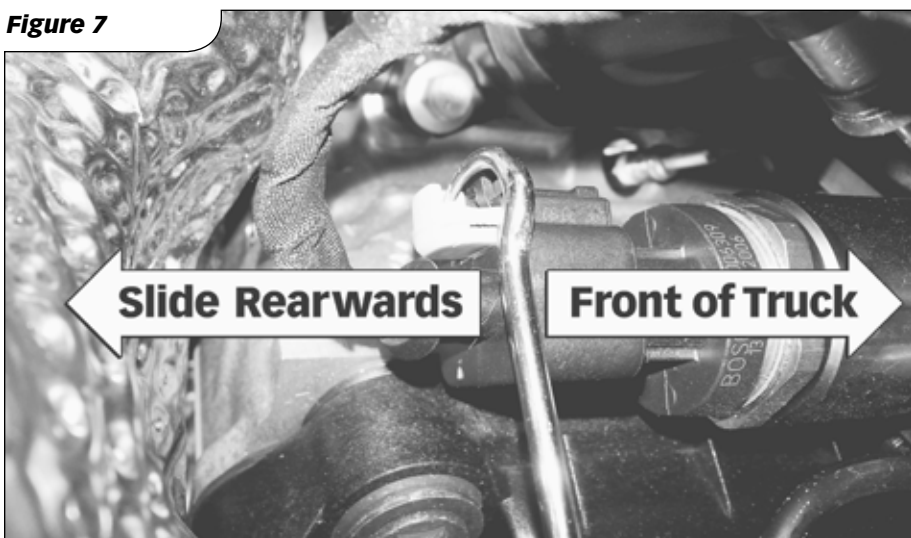


Figure 8

NOTICE: Wedge Lock must fully engage locking latch on factory harness.

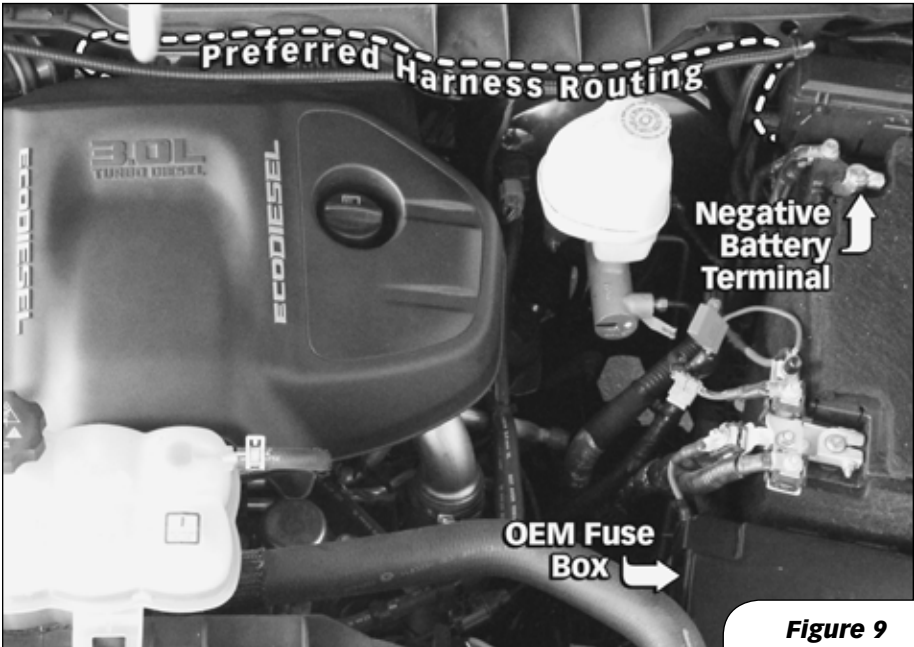
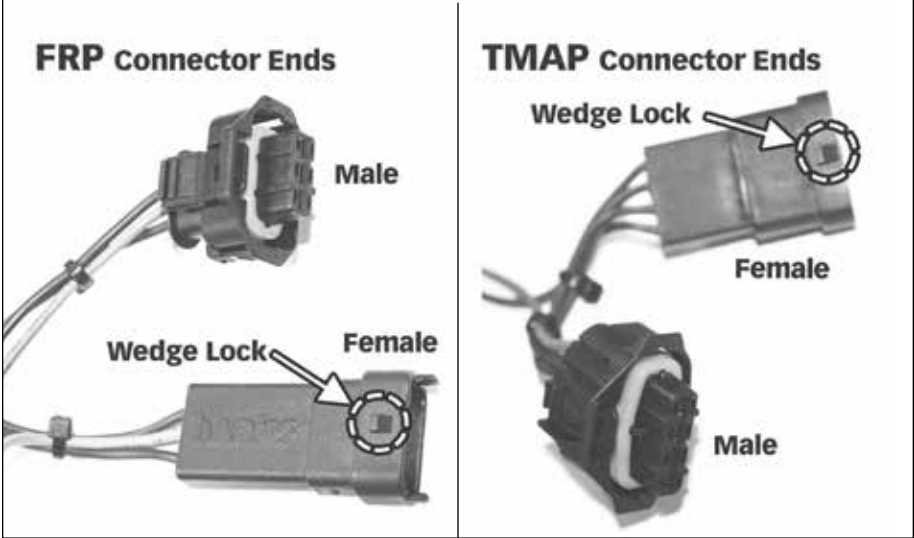
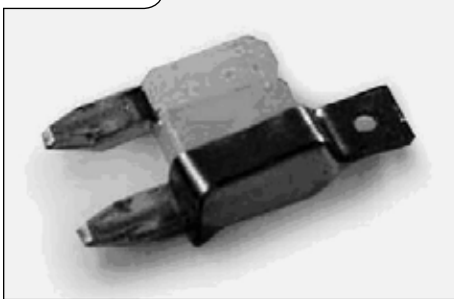


Figure 9

Figure 10



and confirm that the connections are secure by tugging firmly on either side of the junction. Secure the harness connectors to the engine with supplied zipties.

11. Secure harness to factory drip tray along firewall towards driver side fender using supplied zipties. See **Figure 9**.

12. Open OEM fuse box (see **Figure 9**), then use location guide on inside of cover to find and remove the appropriate fuse:

- 2014-2015 Ram 1500 - Fuse #F78 (ECM/Electric Power steering/10A)
- 2014-2015 Jeep Grand Cherokee Fuse #F78 (ECM/Electric Power steering/10A)

13. Install the mini-auto blade tap onto the removed mini fuse as shown in **Figure 10**.

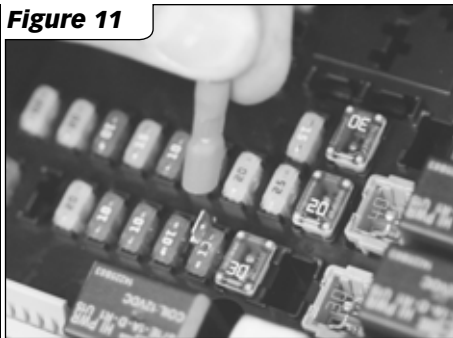
NOTICE: Install the mini-auto blade tap on the terminal leg closest to the firewall. This is the "hot" side of the circuit.

CAUTION: It is very important that you select the proper fuse. The Banks Bullet Tuner will not function properly if installed incorrectly.

Reinstall mini fuse with tap into fuse block, taking care to ensure that the fuse is fully seated.

14. Locate the RED power wire with the attached inline fuse holder and connect it to the mini-auto blade tap.

Figure 11



Replace the fuse cover and make sure not to pinch the power wire. See **Figure 11**.

NOTICE: Make sure the inline fuse holder is routed outside the factory fuse box.

15. Locate the BLACK Ground wire with the ring terminal on the Banks Bullet wire harness. For the Ram 1500, install ring terminal on top of negative battery cable terminal at battery, using OE nut. See **Figure 9, 12**. Secure the Banks Bullet power harness to the factory harness near the battery using a supplied ziptie. For Jeep Grand Cherokee, install ring terminal on the negative jump start post. See **Figure 13**.

NOTICE: If installing in a Jeep Grand Cherokee, skip steps 16-19 and proceed to step 20.

16. To route the power and signal harnesses through the firewall, we recommend taking advantage of the removable factory clutch master cylinder block-off plate. From inside the cab of the vehicle, locate the two studs / nuts protruding into the cab, above and to the right of the steering shaft firewall pass-through. See **Figure 14**. Remove the nuts, then push the block-off plate free of the firewall (pressing on the backside of the plate through the center opening in the firewall) to release the factory adhesive backing.

Figure 12

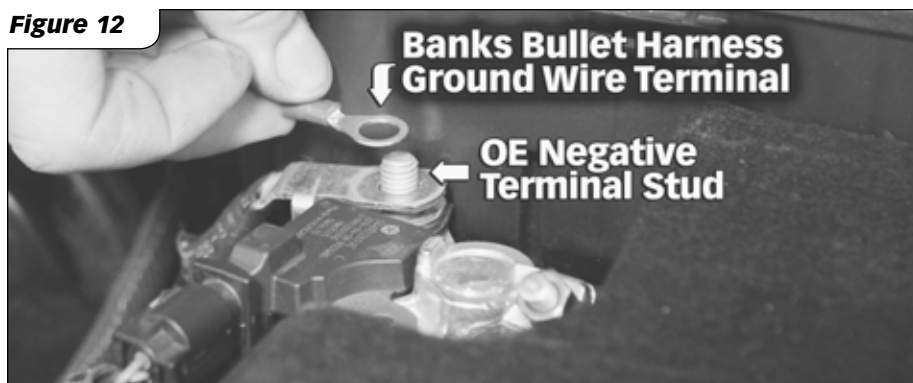


Figure 13



Figure 14

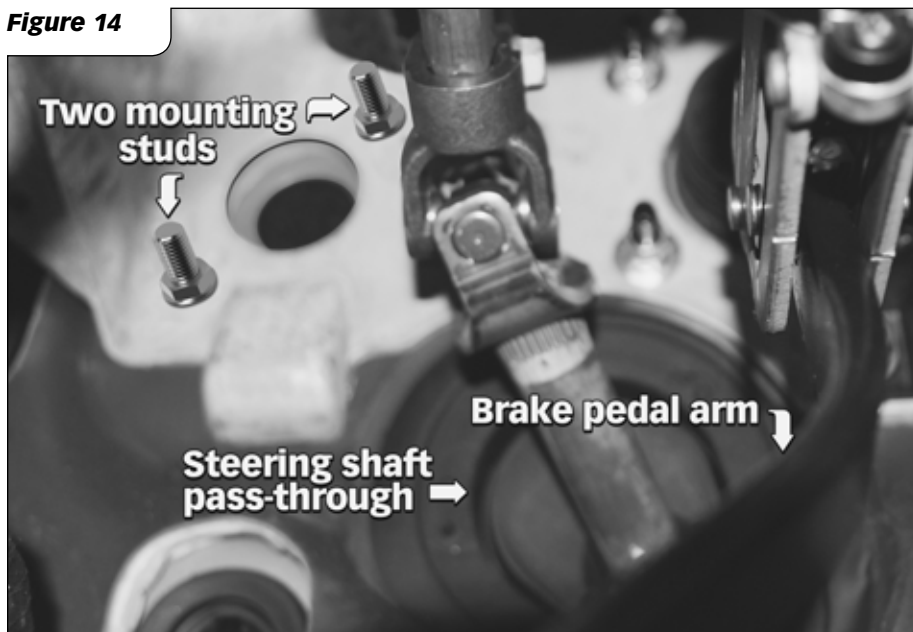


Figure 15



17. From the engine bay side of the firewall, locate and remove the block-off plate. Secure it in a vise, and drill a 3/16" pilot hole in the center of the plate. Enlarge the hole using a 13/16" drill bit to allow passing the larger of the power harness connectors through the plate. See **Figure 15**.

18. Route harness connectors through blockoff plate from engine-side of firewall. See **Figure 16**. Feed the connector ends through the open port on the firewall, then re-install the blockoff plate, taking care not to pinch or trap any wires.

19. Re-install the blockoff plate mounting nuts onto the studs from inside the cab, and then carefully pull the remaining free length of the Banks Bullet harnesses through the firewall, leaving some slack on the engine bay side of the firewall.

20. For the Jeep Grand Cherokee, route harness connectors through OEM grommet (behind the brake pedal) from engine-side of firewall. See **Figure 17**. Feed a straightened metal coat hanger through the firewall from inside the vehicle and then attach the wires to pull them back through the firewall. The OEM grommet may need to be cut to create extra room for the additional wires. Take care not to pinch or trap any wires. Follow

preferred harness routing as shown in **Figure 9**, along factory drip tray.

21. If using a module mounting method other than the supplied bracket, complete the mount installation per the supplied directions. If using the supplied bracket, fasten it using the supplied hardware (or dual-lock fastener pads) in a location that is visible and accessible to the driver when in a normal driving position, but does not interfere with footwell access, hand controls, or other moving portions of the vehicle. See **Figure 18**. for recommended bracket mounting location.

22. Route the 6-pin connector from the Banks Bullet harness and the 10-pin connector from the power harness to the back of the Banks Bullet module and plug them in.

23. Install the 2-pin jumper connector to the back of the Banks Bullet module.

24. Double-check all wire harness routing for proper clearance around moving and sharp objects as well as heat sources, then use the supplied nylon tie straps to secure the wire harnesses safely away from any control linkages and the operator's feet underneath the dashboard.

Figure 16



Figure 17



Figure 18



25. Your system contains a CARB EO label for emissions purposes. This label should be placed on the grill/radiator cross member inside the engine compartment, so that it is easily seen by an emissions technician.

26. Re-attach any previously removed interior trim panels, re-connect the negative battery cables, reinstall the acoustic foam block, intake system, and engine cover and lower the vehicle. Start the vehicle, checking for normal engine operation.

NOTICE: Go over the entire installation as a precautionary check to ensure that all clamps are tight, wiring and hoses are properly routed, and connections are correct and tight. Make sure that the Bullet wire harness is not lying in the way of the brake and gas pedals, or any moving parts.

-END, SECTION 1-

Section 2

OPERATION OF THE BULLET MODULE

If your Banks Bullet Diesel Tuner module has been properly installed as outlined in the previous section, it will power up and briefly scroll '**BANKS POWER**' across the screen, then display the current power level setting after you switch your ignition key on.

If the Bullet module detects any errors in installation wiring, sensor readings, or internal hardware functions, it will flash a message with the detected errors immediately after displaying the current power level setting. Please refer to the following section, 'Troubleshooting', for a full explanation of the error codes, their causes, and corrective actions.

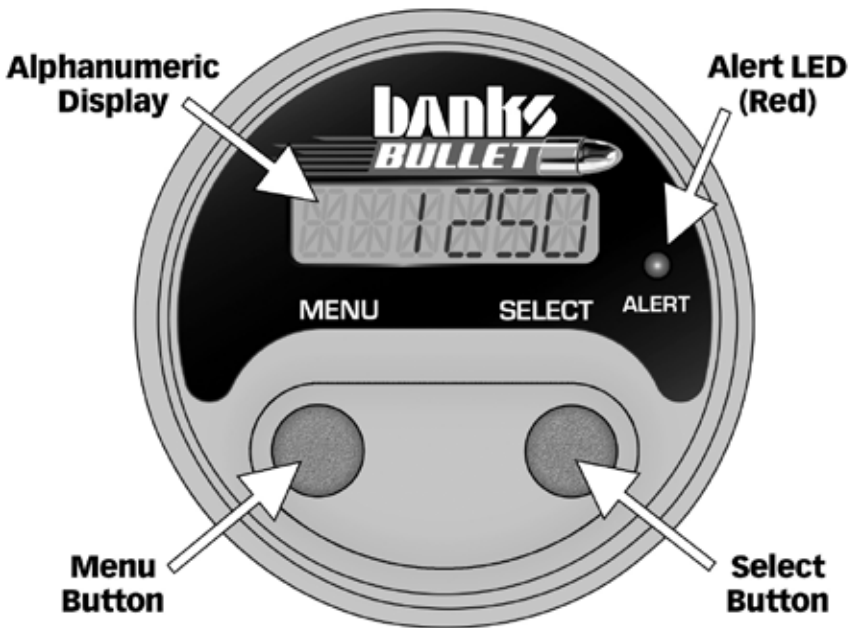
If the Bullet module does not detect any errors in the system, it will monitor

and display the selected default engine parameter in the following format:

- Boost is displayed in PSI – the letter '**B**' and one or two digits
- Fuel amount is displayed as a percentage of stock fuel amount entering the engine – the letter '**F**' and three digits
- VER displays the tuner part number and current firmware/calibration version

The selected parameter is the Bullet module's normal display mode. Power level selection, display options and diagnostics information are all accessed by pressing the 'MENU' button on the face of the module.

Figure 16: Banks Bullet module controls



Setting Desired Power Level:

To set the desired power level from the normal display mode, press the 'MENU' button until '**PWR**' is displayed, then press the 'SELECT' button.

The current power level setting will be displayed – press the 'SELECT' button to continue operating at this power level and return to normal operating mode (the module will display a '**SAVED**' message confirming your selection), or press the 'MENU' button to cycle through power levels '**STK**' (stock), '**TOW**' (tow) and '**SPT**' (sport).

Press 'SELECT' when your desired power level is displayed, and the Bullet module will instantly make the necessary corrections to engine fueling, display a '**SAVED**' message confirming your selection, and return to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

Quick Power Level Changes:

Power levels can also be quickly changed at any time from the normal display mode by pressing the 'SELECT' button. The currently selected power level will be displayed – pressing the 'SELECT' button again within five (5) seconds will increase the power level by one; repeatedly pressing the 'SELECT' button will cycle through power levels '**STK**', '**SPT**'.

Pressing the 'MENU' button will set the currently displayed power level as the new operating level, and display a '**SAVED**' message before returning to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

Setting Default Display Options:

To set the desired default display parameter from the normal display mode, press the 'MENU' button until '**DISP**' is displayed, then press the 'SELECT' button.

The currently selected engine parameter is displayed – to continue operating with this parameter displayed by default on the Bullet module, press the 'SELECT' button – a '**SAVED**' message will be displayed and the module will return to the normal display mode. To cycle through the available parameter display options, press the 'MENU' button. '**BS**' will display boost (manifold) pressure; '**FUEL**' will display the amount of fuel entering the engine as a percentage of the stock fuel amount. '**VER**' will display tuner part number and current firmware/calibration version.

Press the 'SELECT' button to set the currently displayed engine parameter as the default display parameter – the Bullet module will save your selection, display a '**SAVED**' message, and return to the normal display mode where the parameter you have just selected will now be displayed on the module. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

Setting the Boost Level Set Point:

To set the boost level at which the Bullet module will trigger a visual alarm warning you of a high boost condition, press the 'MENU' button while in the normal display mode until '**B SP**' is displayed, then press the 'SELECT' button.

The current Boost Level Set Point will be displayed, in PSI (the default value is 50 PSI). Press the 'SELECT' button to continue operating with this Boost

Level Set Point and return to normal operating mode (the module will display a '**SAVED**' message confirming your selection), or press the 'MENU' button to cycle through all available Boost Level Set Point options from 20 PSI to 50 PSI, in 1 PSI increments.

Press the 'SELECT' button when your desired Boost Level Set Point is displayed, and the Bullet module will save your selection, display a '**SAVED**' message, and return to the normal display mode. If no buttons are pressed within five (5) seconds, the module will return to the standard display mode without saving any changes.

NOTE: In the normal display mode 'T SP' (Transmission Temperature Set Point) is a non-functioning setting for this model vehicle. This menu will still be accessible and editable, but the settings it contains will not have any affect on the Bullet diesel tuner. Please disregard this setting.

-END, SECTION 2-

Section 3

TROUBLESHOOTING

The Bullet Diesel Tuner is equipped with self-diagnosing features that automatically check for proper sensor and module operation. Error codes that your module may display, either upon startup or after accessing the Diagnostics submenu, are listed below. If the Bullet Diesel Tuner should ever need to be removed from the vehicle,

the system includes a bypass plug that must be connected to the six-pin MAP FRP harness in place of the module. Failure to utilize the bypass plug when the Bullet module has been unplugged from the harness will generate a Check Engine light when attempting to start the vehicle.

-END, SECTION 3-

Table 2		
Error Code	Code Description	Course of Action
BST ERR1	The Bullet module has detected a fault in the Manifold Absolute Pressure (MAP) input circuit.	The listed error code(s) will occur when the Bullet module fails to receive any signal from the associated sensor, or receives an input signal from the sensor that is out of the normal operating range.
FRP ERR2	The Bullet module has detected a fault in the Fuel Rail Pressor (FRP) input circuit.	
EGT ERR3	The Bullet module has detected a fault in the Exhaust Gas Temperature (EGT) input circuit.	
BSTO ERR4	The Bullet module has detected a fault in the Manifold Absolute Pressure (MAP) output circuit.	The listed output error(s) will be displayed when the Bullet module detects a problem with the associated output signal. Turn the vehicle and ignition completely off, check the Bullet harness connections at the sensor in question to ensure that they are fully engaged. Also check the 2- and 6-pin connectors at the back of the Bullet module to ensure that they are properly engaged. After checking all connections, restart the vehicle – if the Bullet module continues to display the same error message, please contact Banks Technical Service
FRPO ERR5	The Bullet module has detected a fault in the Fuel Rail Pressor (FRP) output circuit.	
INT ERR6	The Bullet module has detected an internal (module) error.	

Section 4

PLACEMENT OF THE BANKS POWER DECALS

Figure 17



-END, SECTION 4-

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