

# OWNERS MANUAL

WITH INSTALLATION  
INSTRUCTIONS

# **banks**<sup>®</sup> POWERPACK<sup>®</sup> SYSTEM

CHEVROLET/GM 454 CLASS-A MOTORHOME  
P-30 CHASSIS WITH FUEL INJECTION

THIS MANUAL IS FOR USE WITH SYSTEM PART NUMBER 49069



GALE BANKS ENGINEERING

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# BANKS POWERPACK® SYSTEM GM 454 MOTORHOMES P-30 CHASSIS with FUEL INJECTION

Dear Customer,

Your new Banks PowerPack is a unique combination of air intake, exhaust, and transmission components designed to make the most of your engine's power potential. By removing intake and exhaust restrictions, providing cooler intake air, and tuning the exhaust to create a scavenging effect, your engine can produce more power at a higher level of efficiency. To take advantage of your new found power, this PowerPack includes a transmission governor recalibration kit to raise the shift points of your automatic transmission, as you now have a higher usable engine RPM range. If your driving habits remain the same, your fuel mileage should go up, and you can run on the same octane fuel you are accustomed to using.

## **IMPORTANT REVISION:**

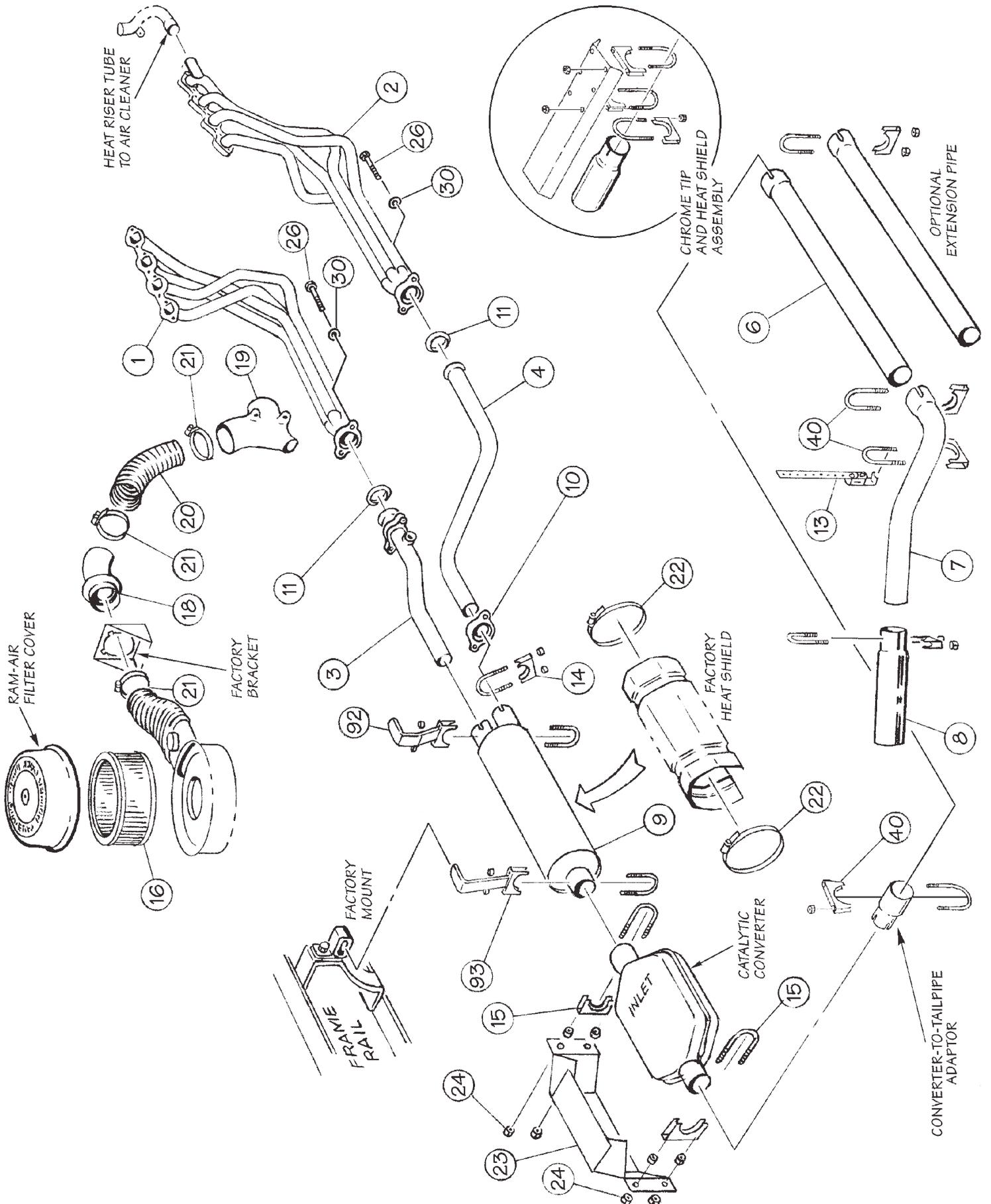
**If your motorhome is equipped with the electronic 4-speed automatic overdrive transmission, omit steps 36 to 43. The transmission governor recalibration kit is used only on the 3-speed automatic transmission. Some extra parts may be included subject to this revision.**

If you have any questions concerning the installation of the Banks PowerPack kit, please call Gale Banks Engineering at (626) 969-9600 between 8:00-5:00 PT and ask for the service department.

Thank you.

FIGURE 1

GENERAL ASSEMBLY  
SEE PAGE 15 FOR PARTS LISTING



# GENERAL INSTALLATION PRACTICES

**1.** For ease of installation and trouble-free operation of your Banks PowerPack, PLEASE READ THIS 15-PAGE OWNER'S MANUAL. (If any pages are missing from this package, please call GALE BANKSENGINEERING immediately for a replacement.) 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 and handling.

**3.** Most motorhomes will need to be raised 5 to 6" in front to allow the Banks TorqueTubes to be slid into place from under the vehicle. This can be accomplished by driving the vehicle upon several sections of 2 x 12 lumber nailed together to form a wedge. Figure 9 shows how these ramps may be constructed if you are doing your own installation.

**4.** **WARNING:** Motorhomes are very heavy. Whatever methods are used to elevate the vehicle must be of sufficient capacity for the vehicle weight involved. **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.**

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

**6.** A general assembly diagram is provided in addition to the specific step or section diagrams in the text (Figure 1). The general assembly diagram shows relationships of individual components for reference; however, numbered step-by-step procedures should be followed for proper assembly sequence.

**7.** 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.)

**8.** The Banks Motorhome PowerPack is designed to fit Class-A 454 Chevrolet engine/chassis combinations. Because of different equipment layouts used by the various coach builders, some accessories and components may have to be relocated to accommodate the air intake components of the Banks PowerPack.

# INSTALLATION PROCEDURE

The Banks Ram-Air cold air induction components are designed to extend the factory air intake path so that cooler outside air can be picked up from directly behind the vehicle's grille. Figure 2 shows a typical hook-up of the air intake components as they tie to the factory system. The Ram-Air Super-Scoop™ also serves as a water separator to drain out any rain water that may enter through the grille.

The Banks Ram-Air System is intended to fit a number of motorhome body configurations. Because each coachbuilder has a different layout of behind-the-grille components, there can be no one set installation procedure for the Banks Ram-Air System. The following instructions are intended as a guideline for installing the system. Also, some coachbuilders may have installed difficult to relocate components (such as air conditioning freon piping) in the areas where the Banks Ram-Air system is normally mounted. In these cases, the installer will have to find an alternate location for the Ram-Air components, or omit or modify those pieces that are difficult to accommodate.

**1.** Install the foam gasket strip in the groove around the outside edge of the air filter cover casting. Peel the paper off the gasket to expose the adhesive. Trim the ends square with a knife or razor blade to form a tight junction. Do not stretch the gasket as you install it.

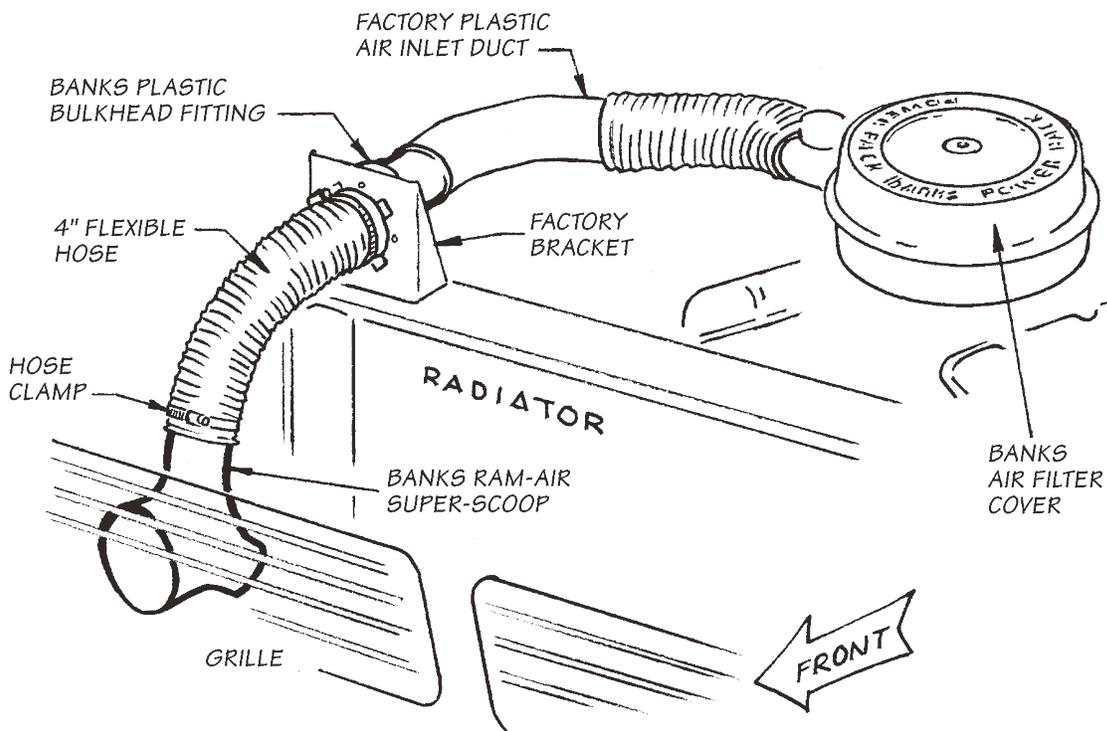
**2.** Remove the engine hatch cover from the vehicle. Remove the air filter cover and filter element. Clean any oil or debris from the inside of the air filter base. On some models, the air filter base will have a sheet metal dust shield welded to the inside diameter of the base. Cut and remove the shield to allow for maximum air flow. Install the new air filter element and air filter cover casting. If your original air filter cover has tune up and emissions specifications on it, save it for future reference.

**3.** Determine a path for the inlet air ducting from the air filter base forward to the vehicle's grille. Some vehicles have a plastic air inlet duct attached to the snorkel on the base of the air filter. This duct typically draws air through a plastic air inlet hood that is mounted either above, or to one side of the radiator. If this duct and hood are in place, proceed to step 4. If not, skip steps 4 thru 8 and proceed to step 9.

**4.** Disconnect the plastic factory air inlet duct at the air inlet hood. Remove the air inlet hood from the mounting bracket by twisting it until the four tabs line up with the slots in the bracket. See Figure 3.

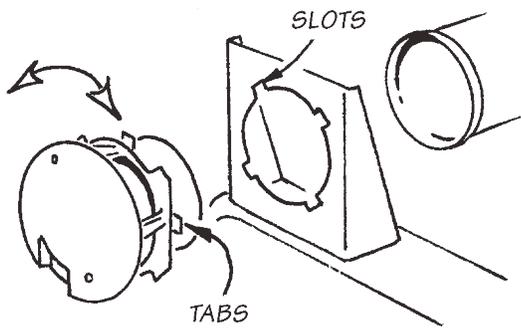
**5.** Insert the Banks plastic bulkhead fitting through the bracket from the back side. The bulkhead fitting may be used as is, or the curved portion may be cut off if this lines up better with the factory air inlet duct. Figure 4 shows where to cut the bulkhead if the curved portion is to be removed.

Figure 2

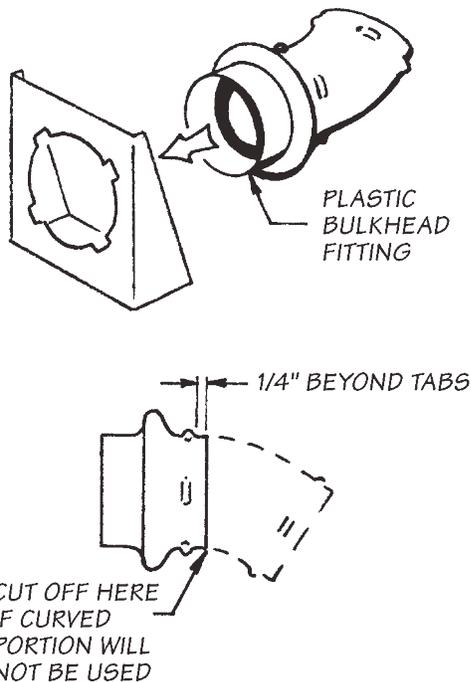


**Figure 3**

TO REMOVE PLASTIC AIR INLET HOOD, TWIST HOOD SO TABS LINE UP WITH SLOTS IN BRACKET



**Figure 4**



**6.** Drill four  $\frac{3}{16}$ " diameter holes through the air inlet hood bracket around the perimeter of the center hole. See Figure 5. If the bracket cannot be drilled while in place, it may be unbolted for drilling.

**7.** Slip the bulkhead fitting into the end of the factory air intake duct, and rotate the bulkhead fitting into the desired mounting position. Have someone hold the bulkhead fitting against the mounting bracket from the back side while you mark the centers of the four drilled hole locations. Drill four  $\frac{1}{16}$ " diameter holes into the bulkhead fitting at these points.

**8.** Now bolt the bulkhead fitting to the bracket using four No. 6 x  $\frac{1}{2}$ " sheet metal screws. Hook up the factory flex hose from the air filter base to the bulkhead fitting.

**9.** Determine a location for the Ram-Air Super-Scoop. It should be placed as low as possible directly behind the grille, with the air inlet opening pointing straight ahead. If the grille is at an angle, the Super-Scoop should be trimmed at an angle to place the air inlet opening against the back side of the grille with the centerline of the inlet opening horizontal. See Figure 6. Use heavy snips or a hack saw to trim the air inlet opening of the Scoop.

The height between the Super-Scoop and the air inlet hood should be as great as possible to prevent any rain water not eliminated by the Scoop's water drain hole from climbing up into the air filter. The curved outlet section of the Super-Scoop may be trimmed back if less bend is required to make a more streamlined hose routing. See Figure 7.

For motorhomes that do not have the plastic air inlet hood or any air inlet ducting connected to the snorkel on the air filter base, we have provided an additional 3-foot length of a 4" diameter flex hose to run from the air filter base past the radiator. There must be at least a  $2\frac{1}{4}$ " high clearance between the floor of the coach and the top of the radiator bulkhead panel for the flex hose to pass through. If this clearance does not exist, it may be possible to mount the Super-Scoop somewhere else, such as in a wheelwell, etc. It should be located where it will receive the coolest air available, and be shielded from foreign materials such as flying stones and excess water spray.

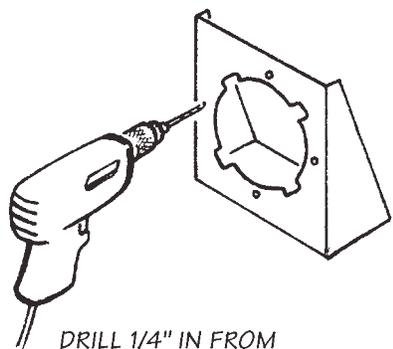
**10.** Once a location has been determined for the Super-Scoop, mount it using one of the following methods.

If the grille consists of horizontal bars or a perforated metal screen heavy enough to support the Scoop, it may be secured using four  $\frac{1}{4}$ " clear nylon cable ties, provided, slipped through the ears on the Scoop and through the grille. See Figure 8.

An alternate method is to mount it using the four perforated metal straps provided. These can be bent as required and attached to the inductor ears with the  $\frac{1}{4}$ -20 x  $1\frac{1}{4}$  hex bolts,  $\frac{1}{4}$ -20 nylock nuts and  $\frac{3}{4}$  O.D. x  $\frac{5}{16}$  I.D. flat washers provided. The opposite end of the straps may be attached to any convenient mounting points such as the gravel pan, grille brackets, etc. as required, with four No. 10 x  $\frac{3}{4}$ " sheet metal screws provided. A combination of cable ties and straps may also be used.

**11.** Connect the bulkhead fitting to the Super-Scoop using the 4" diameter flex hose provided. Cut the hose to the desired length using a knife and diagonal cutting pliers. Secure with two No. 64 hose clamps. If your coach does not have the factory air inlet hood bracket, but you do have clearance to run the 4" flex hose forward of the radiator, join the air filter snorkel to the Super-Scoop with the 4" diameter flex duct provided. Use the plastic bulkhead fitting as a coupling between the hoses, and trim off the curved section if desired. Attach the flex hoses with four No. 64 hose clamps. You may want to tie the plastic bulkhead fitting down to keep it in place. See Figure 6. Reinstall interior engine cover.

Figure 5



DRILL 1/4" IN FROM  
EDGE OF CENTER HOLE  
4 PLACES AS SHOWN

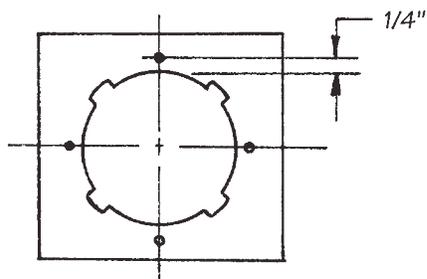


Figure 6

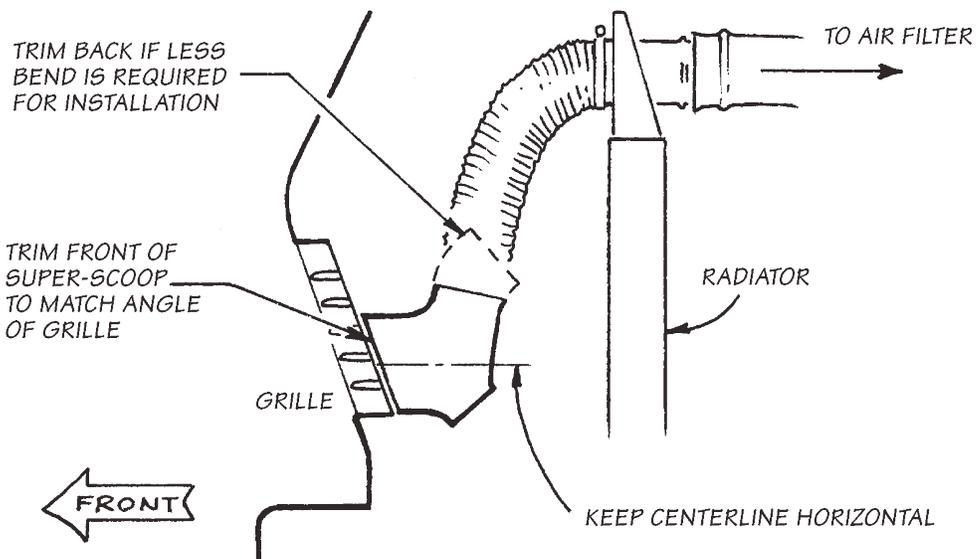


Figure 7

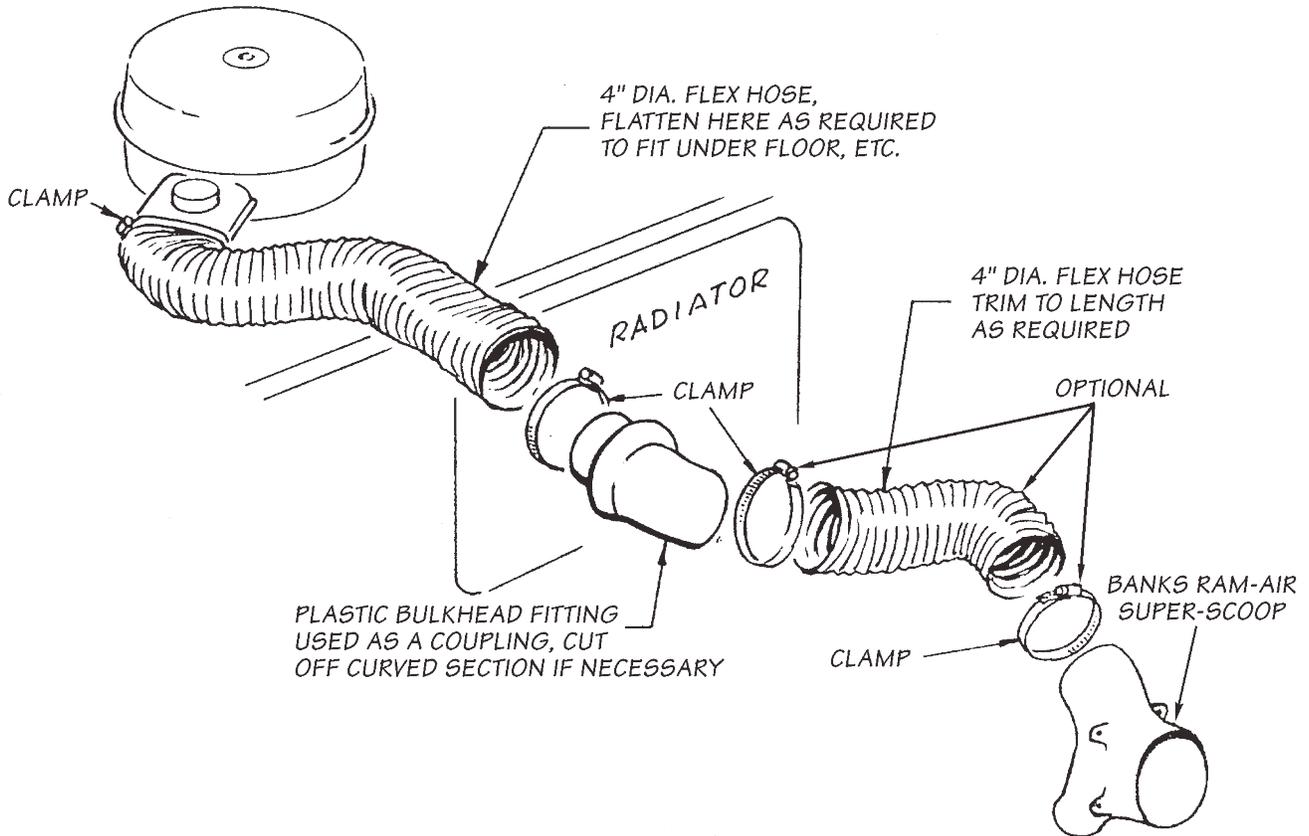
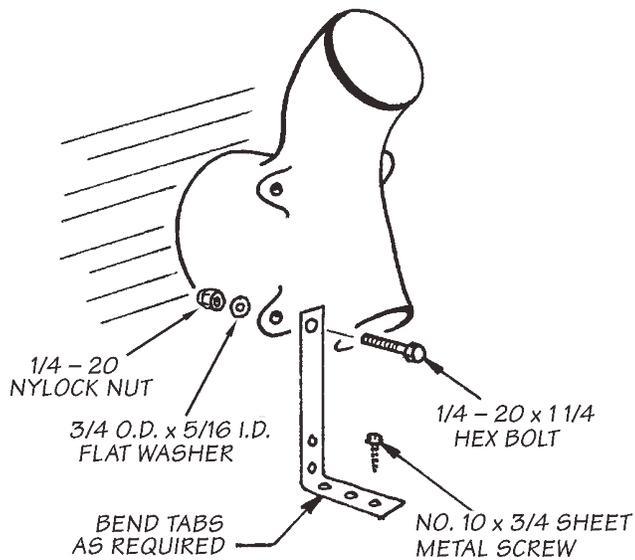


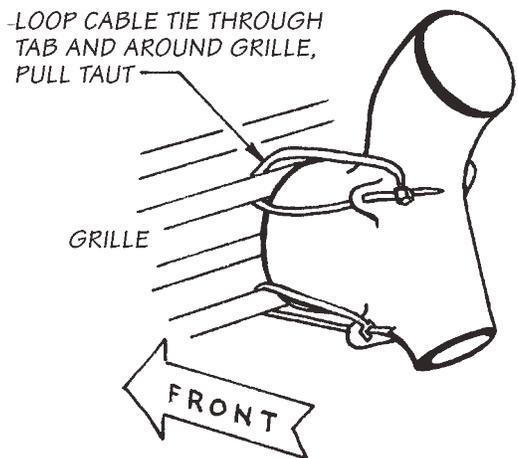
Figure 8

### RAM-AIR SUPER-SCOOP MOUNTING METHODS

#### STRAP MOUNTING



#### CABLE TIE MOUNTING

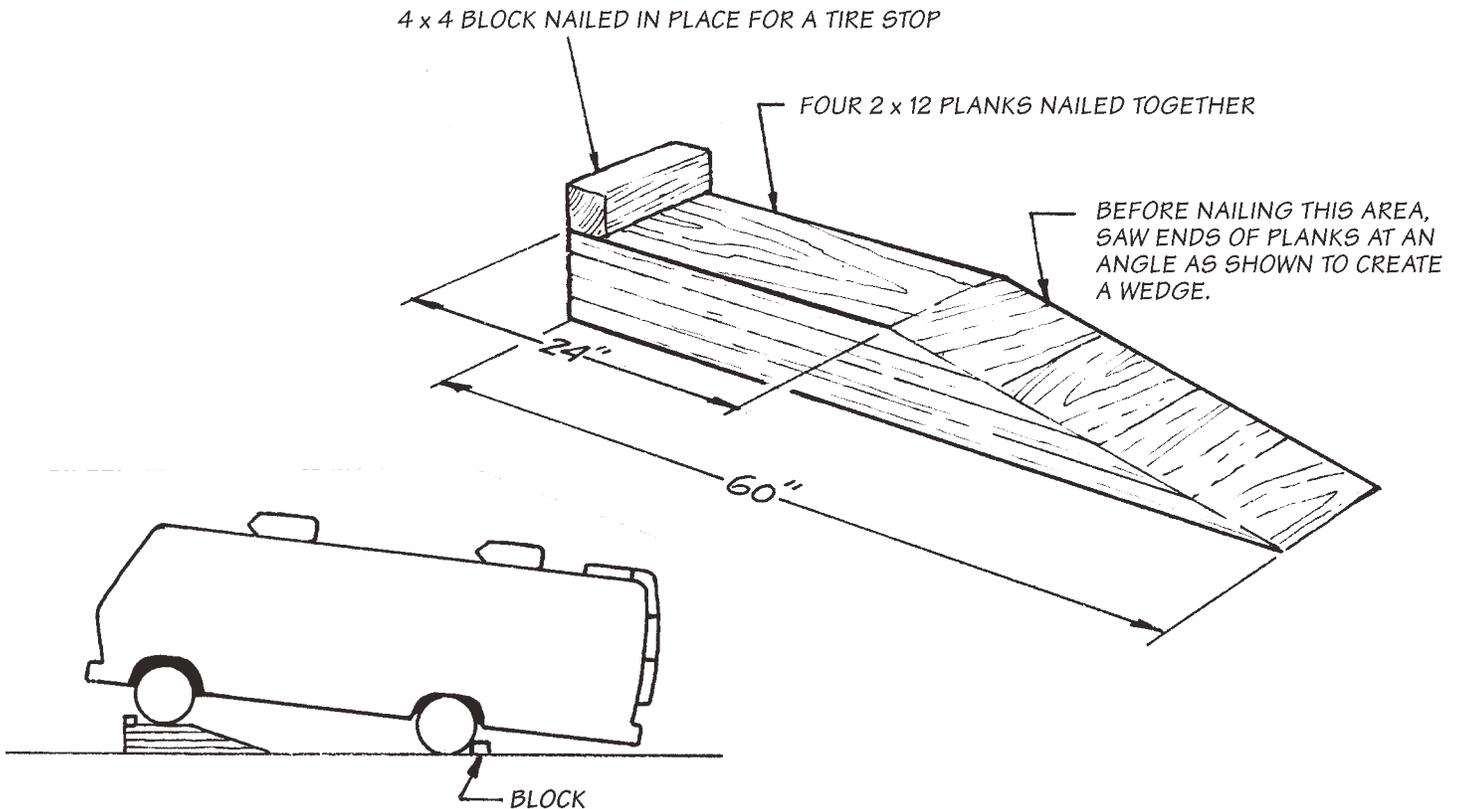


**FIGURE 9**

**WARNING!** READ CAUTIONS IN GENERAL INSTRUCTION SECTION CONCERNING WORKING UNDER MOTORHOMES ON JACKS OR SUPPORTS.

MOST MOTORHOME POWERPACK INSTALLATIONS WILL REQUIRE RAISING THE FRONT OF THE COACH TO INSTALL THE BANKS POWERPACK EXHAUST MANIFOLDS. A PAIR OF SUPPORT RAMPS MAY BE CONSTRUCTED AS SHOWN.

**CAUTION!** MAKE SURE THE COACH IS ON FIRM LEVEL GROUND WHEN USING THESE RAMPS. SLOWLY DRIVE UP THE RAMPS WHILE YOU HAVE SOMEONE GUIDE YOU TO KEEP THE VEHICLE CENTERED AS YOU GO AND TO LET YOU KNOW WHEN YOUR TIRES ARE IN POSITION ON TOP OF THE RAMPS. DO NOT GO UNDER THE COACH UNTIL YOU ARE SURE IT IS STABLE ON THE RAMPS, THE TRANSMISSION IS IN "PARK" AND THE HAND BRAKE IS SET. WE ALSO SUGGEST YOU PLACE A BLOCK BEHIND THE REAR TIRES AS AN ADDITIONAL SAFETY MEASURE.



12. Raise front of vehicle on hoist or ramps.  
Note: Figure 9 shows how ramps may be constructed for this purpose.

**WARNING!** Observe safety precautions regarding use of ramps and other lifting methods. See general instruction practices and cautions contained in Figure 9. If the vehicle is supported by a hoist, the front wheels may be removed for further accessibility. Remove the bolts attaching the rear of the inner fender panel to the chassis (behind driver's side front wheel). This panel may now be pulled outward to provide working room around the left side of the engine.

13. Disconnect both battery cables.

14. Remove spark plugs. Identify the spark plug wires for proper reinstallation later. Engine firing order is 1-8-4-3-6-5-7-2, with 1,3,5, and 7 on the left (drivers) side, front to back, and 2,4,6, and 8 on the right side, front to back.

15. Starting from the rear of the vehicle and working forward, disconnect the entire exhaust system, up to the exhaust manifolds. Take care not to damage the oxygen sensor when removing it from the exhaust piping. Disconnect and remove the heat riser tube from between the air filter base and the right hand exhaust manifold.

16. Remove the exhaust manifolds from the engine.

**17.** On vehicles with a conventional full-size starter motor, install new starter heat shield, supplied as described in steps 18 and 19. Remove factory heat shield, if equipped. On vehicles with a late-style miniature starter motor, retain factory heat shield, continue with step 20.

**18.** Install the new starter heat shield, provided, on the starter motor as follows: Loosen the lower starter motor thru-bolt 3-4 turns. Make sure the outer solenoid coil bolt is snug. Place a  $\frac{5}{16}$ " I.D. x  $\frac{3}{4}$ " O.D. flat washer over the stud end of the upper starter motor thru-bolt. Hook the starter heat shield onto the end of the outer solenoid bolt and slide the front of the shield onto the two thru-bolts. The shield goes under the loosened head of the lower bolt and over the washer on the upper bolt. See Figure 10.

**19.** Tighten the lower starter motor thru bolt against the heat shield. Place a  $\frac{5}{16}$ " I.D. x  $\frac{3}{4}$ " O.D. flat washer and a  $\frac{1}{4}$ -20 nylock nut on the stud end of the upper thru bolt, and tighten. Install a  $\frac{1}{4}$ -20 nylock nut on the exposed end of the outer solenoid coil bolt and tighten. Make sure heat shield will not short against any wiring. See Figure 11.

**20.** Clean exhaust manifold flange surfaces on cylinder heads of any loose rust and carbon. Working from under the vehicle, guide the Banks TorqueTube® manifolds up into place and bolt them to the cylinder heads with the original manifold bolts.

**21.** NOTE: Some air conditioner compressor brackets may have to be filed or ground slightly to clear the top of the left-hand TorqueTube manifold flange.

**22.** Re-install the hot air tube (E.F.E. heat riser) between the air cleaner inlet and the stub connection on the front of the right-hand TorqueTube manifold.

**23.** Re-install spark plugs and tubes. Reattach spark plug wires. Make sure wires are attached to the proper spark plugs. Make sure plug wire boots are pushed on firmly for good electrical contact, and wires are routed as far away as possible from manifold pipes to prevent heat damage. If the condition of the spark plug wires looks marginal, replace as required.

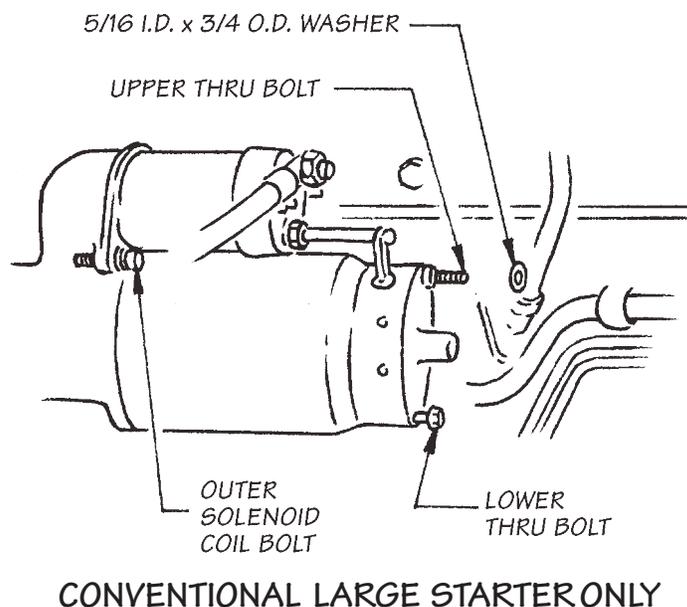
**24.** Open a number 56 hose clamp and thread it through the slots on the oil filter heat shield. See Figure 12. Position the heat shield on the oil filter to provide protection from the closest manifold pipe, then tighten clamp.

**25.** Install an exhaust "doughnut" seal in between each TorqueTube outlet flange and head pipe flange.

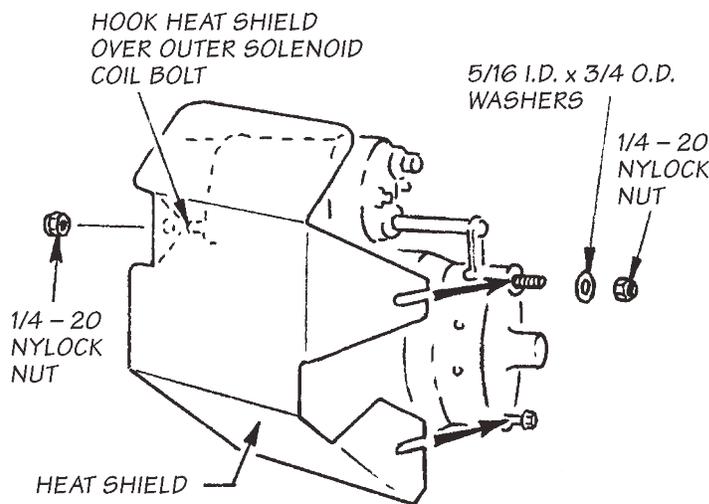
**26.** Install two  $\frac{3}{8}$ " 16 x 2" and the right and left exhaust head pipes to the TorqueTube manifolds.

**27.** Use a snips to cut through the two bands holding the heat shield to the original factory muffler.

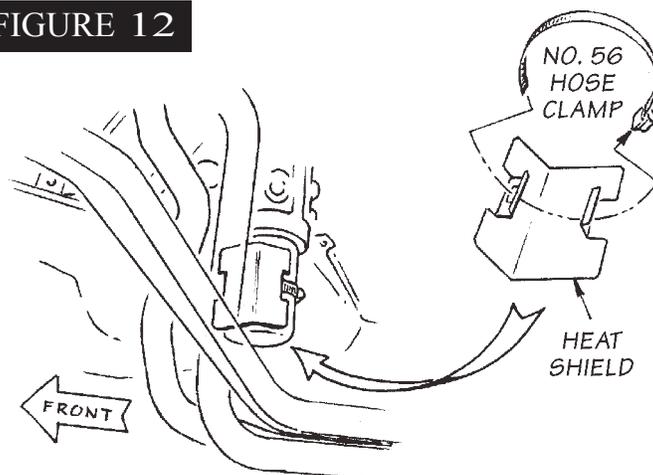
**FIGURE 10**

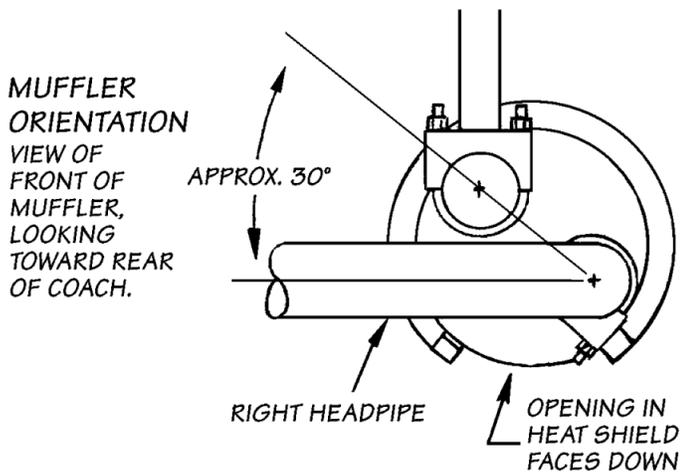
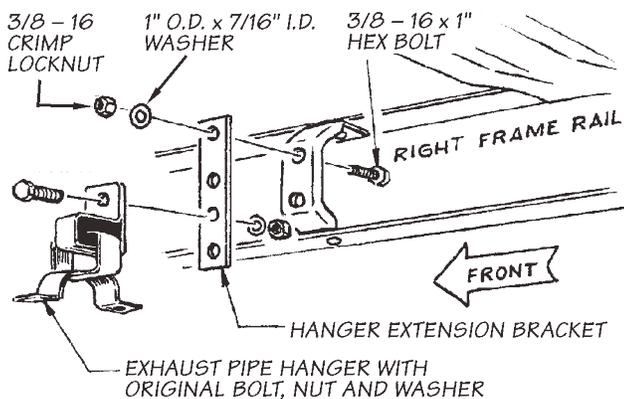


**FIGURE 11**



**FIGURE 12**



**FIGURE 13****FIGURE 14**

Remove the shield and spread it open enough so it can be slid onto the new Banks Dynaflow™ Muffler. Attach shield with two No. 136 hose clamps. See Figure 13 for shield orientation. (NOTE: gap in shield should point down when installed in vehicle.)

**28.** Install the Dynaflow Muffler on the exhaust head pipes. See Figure 1 for details on muffler hangers and brackets. Leave the muffler U-clamps just loose enough to allow adjustment of the muffler's position as required, then snug clamps. See Figure 13 for orientation of muffler inlet connections.

**29.** Re-install the oxygen sensor in the bung on the left head pipe. Use a small amount of the anti-seize compound on the threads.

**30.** Working from the muffler back, install the catalytic converter (and optional heat shield), then install the

tail pipe sections most appropriate for your vehicle. Because of various chassis lengths and configurations, your tail pipe hangers may or may not line up properly for the tail pipe routing. We have provided three universal tail pipe hangers that may be attached to cross-members, frame rails, etc. with the remaining 3/8-16 x 1" hex bolts, nuts, and washers. See Figure 14. See Figure 1. for tail pipe assembly. Maintain 1 1/2" of clearance to frame and body to prevent rattles and hot spots. Check that the converter heat shield will not rattle against frame or body.

**31.** Install the chrome tailpipe extension tip and heat shield per Figure 1. Extension tip may be slid in or out over tailpipe until desired length is obtained for body width.

**32.** Because of the high exhaust temperatures in catalytic converter systems, additional heat shielding is necessary to protect the fuel lines where they are in the vicinity of the exhaust piping. Wrap the 6 x 14" aluminum heat shield blanket around the fuel feed and return lines where they pass from the right frame rail over to the engine/transmission (above the exhaust piping). Use wire ties to fasten the heat shielding to the fuel lines.

**33.** Use the remaining 7 x 24" heat shield to wrap the fuel lines in the right frame rail in the area adjacent to the right head pipe and exhaust manifold. Let the heat shield extend 4 to 6" rearward of the point where the head pipe bends toward the center of the vehicle. Fasten with wire ties.

**34.** If at all possible, route electrical wiring in the engine compartment as far away from exhaust manifold piping as you can, 8" or more is preferred. Plastic sleeve material over wire bundles is particularly sensitive to heat.

**35.** Reinstall inner fender panel and replace interior engine cover.

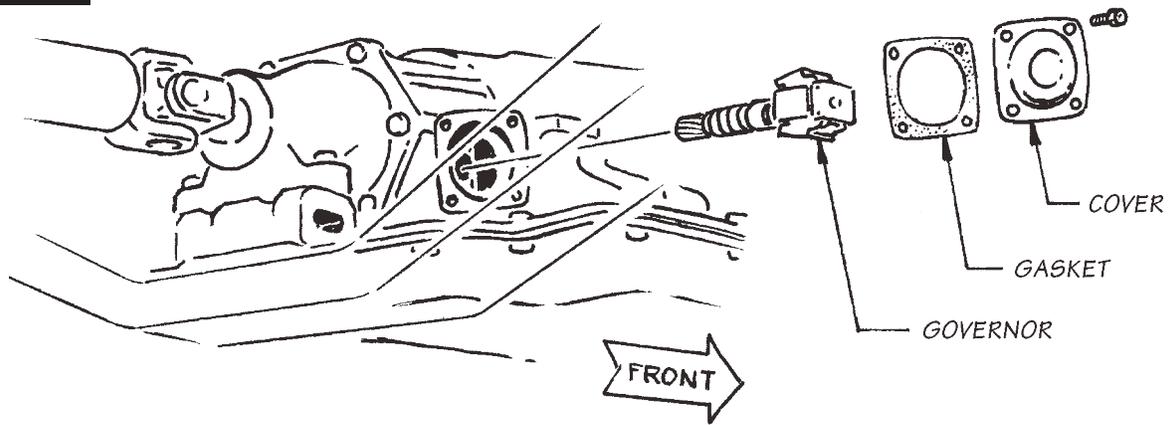
### **36. FOR MOTORHOMES EQUIPPED WITH ELECTRONIC 4-SPEED AUTOMATIC TRANSMISSION ONLY:**

Reconnect the battery cables. Start engine and listen for any exhaust leaks. Tighten bolts or clamps to correct leaks as required. Allow engine to warm up and test drive vehicle. NOTE: Exhaust tubing will smoke for the first 15-20 minutes of operation. This is normal as grease used in the bending process will burn off the pipes.

### **FOR MOTORHOMES EQUIPPED WITH 3-SPEED AUTOMATIC TRANSMISSION ONLY:**

To fully utilize the tuning of the Banks PowerPack, the shift governor in the automatic transmission must be recalibrated to raise the vehicle's shift points in relation to vehicle speed. The shift points are changed by installing lighter springs in the transmission governor. Because there are a

**FIGURE 15**



variety of coach body configurations, and therefore different vehicle weights, some experimentation will most likely have to be done to obtain the desired shift points.

Three different governor springs are provided in the Banks PowerPack. These springs are all lighter in tension than the factory springs, and are color coded orange, yellow, and green, from the lightest to the heaviest respectively. A good starting point for many vehicles is an orange-yellow combination.

If the vehicle has been recently driven, **allow the transmission to cool** before disassembling the governor, as hot transmission fluid can cause serious burns.

**37.** Place a drain pan under the governor cover, located at the rear of the transmission on the right hand side. Remove the four bolts attaching the governor cover and remove cover from transmission. It is normal for some fluid to be lost.

**38.** Remove the governor assembly by pulling it out and twisting it slightly counter clockwise. Keep the governor assembly as clean as possible while working on it. See Figure 15.

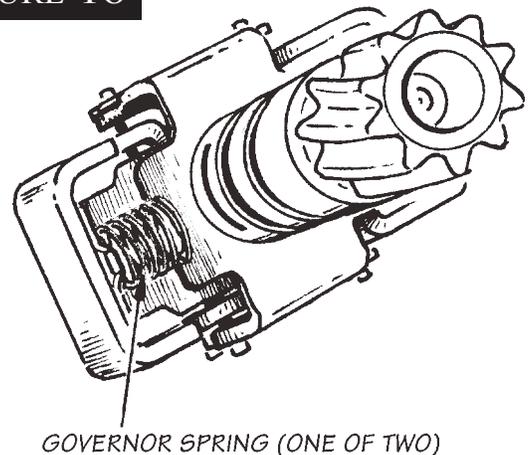
**39.** Using a small screwdriver or needle-nose pliers, slightly compress the two springs under the governor flyweights, and remove them from the governor assembly. See Figure 16.

**40.** Select the desired pair of springs from those provided in the PowerPack kit. Install this pair of springs in the governor assembly. Make sure the ends of the springs pop over the raised buttons in the governor assembly. It does not matter which springs goes on which side.

**41.** Re-install the governor assembly into the transmission case. Use the new gasket supplied when reinstalling the cover. Tighten the cover bolts to approximately 15 ft.-lbs.

Replace any transmission fluid lost during disassembly.

**FIGURE 16**



**43.** Reconnect the battery cables. Start engine and listen for any exhaust leaks. Tighten bolts or clamps to correct leaks as required. Allow engine to warm up and test drive vehicle. NOTE: Exhaust tubing will smoke for the first 15-20 minutes of operation. This is normal as grease used in the bending process will burn off the pipes.

Check the transmission fluid level per instructions in owners manual, and adjust level as required.

#### TUNE-UP INFORMATION:

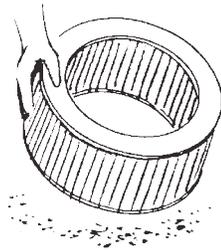
Test drive the vehicle. On a clear section of highway, accelerate at full throttle and note your shift points. In most applications, your 1-2 shift should occur at 32-34 mph. (3900-4100 RPM), and the 2-3 shift at 55-57 mph. (4000-4100 RPM). If your coach has a tachometer, go by the tachometer reading.

It will probably take several tries to find the right combination of governor springs to achieve these shift points. Remember, lighter springs will raise the shift points, while heavier springs will lower them. Keep track of your testing changes. TUNE-UP INFORMATION: Follow all factory tune-up specifications. No special tune-up procedures are required with the Banks PowerPack.

# CLEANING AND OILING THE BANKS RAM-AIR FILTER

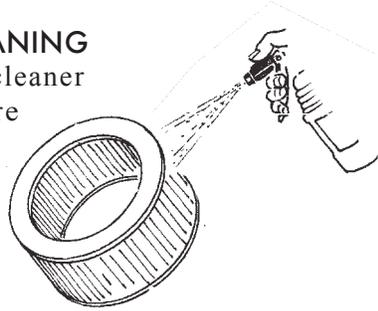
## 1. PRE-CLEANING

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 air-filter cleaner liberally onto the entire element and let soak for 10 minutes.



## PAN CLEANING

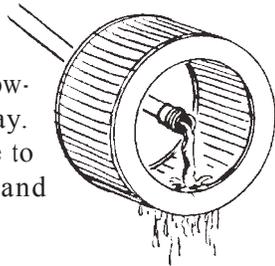
Large air-filter elements can be rolled or soaked in a shallow pan of air-filter cleaner. Remove immediately and let soak for approximately 10 minutes.

## 3. CLEANING HINTS

Use only 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.

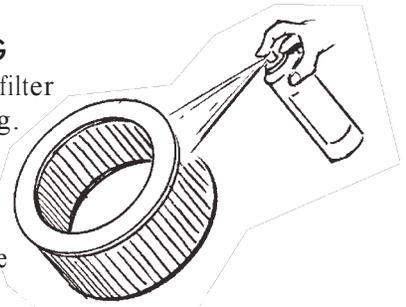


## 5. DRYING HINTS

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 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 air filter oil. 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<sub>2</sub>O.

**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.

# BILL OF MATERIALS

## Chevrolet/GM 454 EFI Class-A Motorhome

FIG.#1 COMPONENT	PART#
<b>8</b> MUFFLER, Dynaflow, Stainless Steel, 2½ x 3"	52404
<b>16</b> PIPE, Chrome Tailpipe Tip	52285
CARD, Product Registration	96392
DECAL, Carb E.O.-D-161-32	96026
<b>6</b> EXTENSION, Tailpipe, 3½ x 37½"	52671
HEATSHIELD, Blanket 6 x 14"	26001
HEATSHIELD, Blanket 7 x 24"	26002
HEATSHIELD, Chrome Tailpipe	26067
<b>3</b> HEAD PIPE, Stainless Steel, Left	52208
<b>4</b> HEAD PIPE, Stainless Steel, Right	52209
KIT, Small Parts	49068
ADAPTER, Extension to Tailpipe	52607
<b>27</b> (3) BOLT, ¾" 16 x 1" Hex	91427
<b>26</b> (4) BOLT, ¾" 16 x 2" Hex	91466
<b>14</b> CLAMP, Exhaust, 2½"	52461
<b>15</b> CLAMP, Exhaust, 3"	52465
<b>40</b> (8) CLAMP, Exhaust, 3½"	52467
<b>92</b> CLAMP, Hanger, 2½" Front	52305
<b>93</b> CLAMP, Hanger, 3" Rear	52306
CLAMP, Hose, #56 with Liner	92857
<b>22</b> (2) CLAMP, Muffler Heat Shield	92870
<b>10</b> FLANGE, Head Pipe	52343
<b>11</b> (2) GASKET, Exhaust Outlet	93161
<b>13</b> (3) HANGER, Exhaust, Universal Style	52193
HEAT SHIELD, Knock Sensor	26065
HEAT SHIELD, Oil Filter	26061
HEAT SHIELD, Starter Motor	26064
KIT, Shift	72150
SPRING, Trans Governor, Orange	72104
SPRING, Trans Governor, Yellow	72105
SPRING, Trans Governor, Green	72106
GASKET, Gov Cvr Plt	93201
LUBRICANT, Anti-Sieze, 1 oz.	90045
<b>24</b> (5) NUT, ¾" 16 Crimp Lock	91416
(2) NUT, ¼" 20 Nylock	91110
(2) RIVET, Pop, ⅛ x ⅛"	91997

FIG.#1 COMPONENT	PART#
(2) WASHER, ¼" USS	91103
<b>30</b> (4) WASHER, ⅜" SAE	91402
<b>25</b> (11) WASHER, ⅜" USS	91403
<b>1</b> MANIFOLD, TorqueTube Exhaust, Left	52222
<b>2</b> MANIFOLD, TorqueTube Exhaust, Right	52223
<b>9</b> MUFFLER, Dynaflow, Stainless	52404
OWNERS MANUAL	96354
<b>8</b> PIPE, Chrome Tailpipe Tip, 4-inch	52281
<b>7</b> PIPE, Monster Tailpipe, 3½" Stainless	52670
(3) PLAQUE, Banks PowerPack	96008
SYSTEM, Ram-Air Intake	49080
<b>18</b> ADAPTOR, Bulkhead, Air Inlet	41152
(4) BOLT, ¼" 20 x 1¼" Hex	91119
CARD, Product Registration	96392
<b>21</b> (3) CLAMP, Hose, #64	92864
COVER, Ram-Air Filter	42515
DECAL, Carb E.O.-D-161-38	96016
<b>19</b> DUCT, Air Inlet, Super-Scoop	42602
(2) FASTENER, Push-In	92015
<b>16</b> FILTER ELEMENT, Banks Ram-Air	41033
<b>20</b> (3) HOSE, Air Duct, 4 x 36"	94100
MATERIAL, Gasket, ⅜" x 4.34 ft	93135
(4) NUT, ¼" 20 Nylock	91110
(4) SCREW, Sheet Metal, #6 x ½"	91838
(4) SCREW, Sheet Metal, #10 x ¾"	91840
SERVICE KIT, Air Filter	90094
(4) STRAP, Mounting	42611
(8) TIE, Cable, 15" Black	62003
(4) WASHER, ¼" USS	91103
WARRANTY STATEMENT	96363

### SYSTEM OPTIONS:

KIT, Extension, Stainless, 178-208" wheelbase	49154
KIT, Extension, Stainless, 209-228" wheelbase	49155
KIT, Extension, Stainless, 229-258" wheelbase	49154+49155
<b>23</b> HEAT SHIELD, Cat. Converter	26094

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