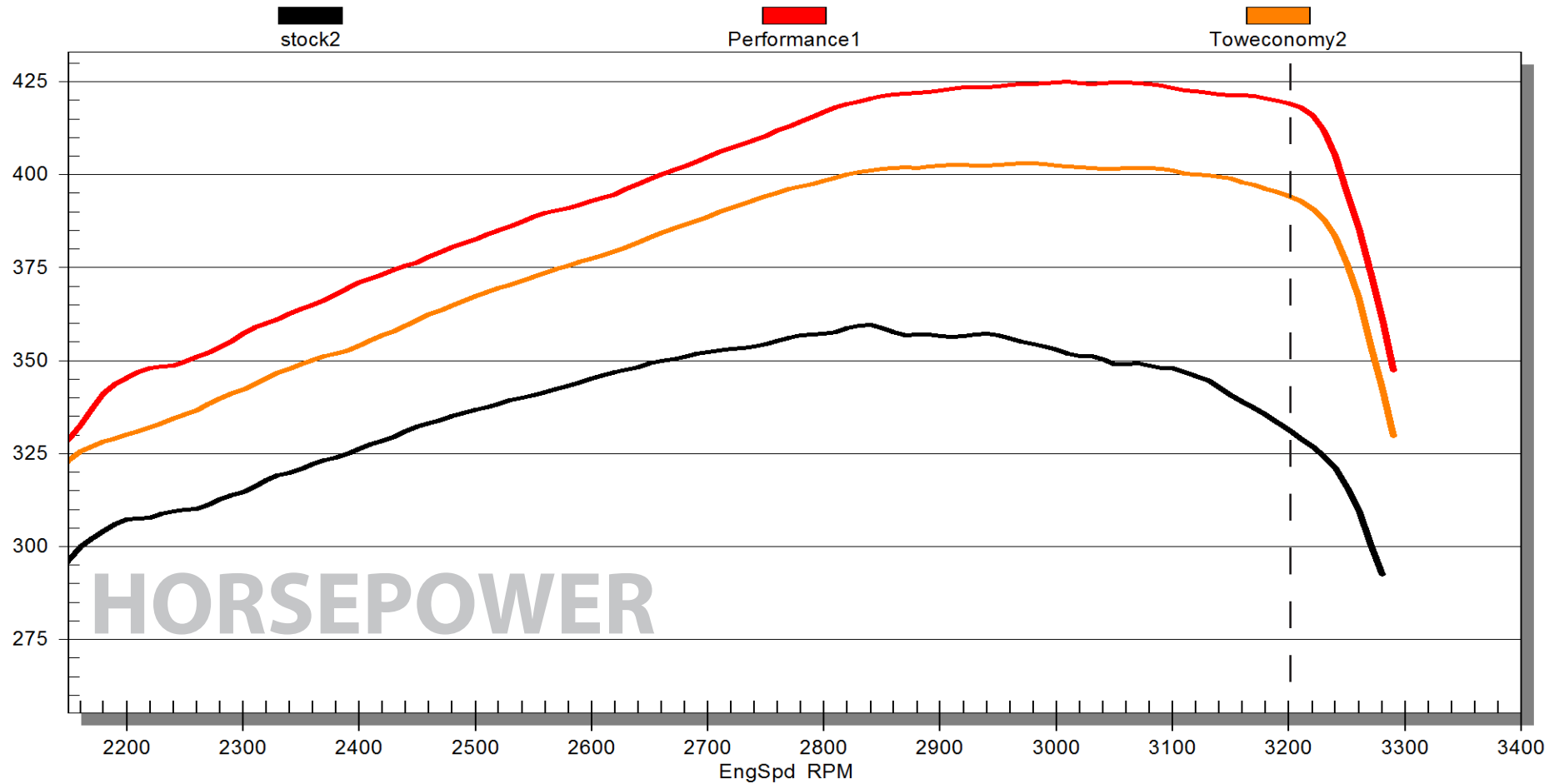


SAE Corrected Wheel Power vs. RPM

stock2, Performance1, Toweconomy2,



GM 6.6L Duramax LML w/ GT Diesel
SuperFlow WinDyn™ V

01/12/11

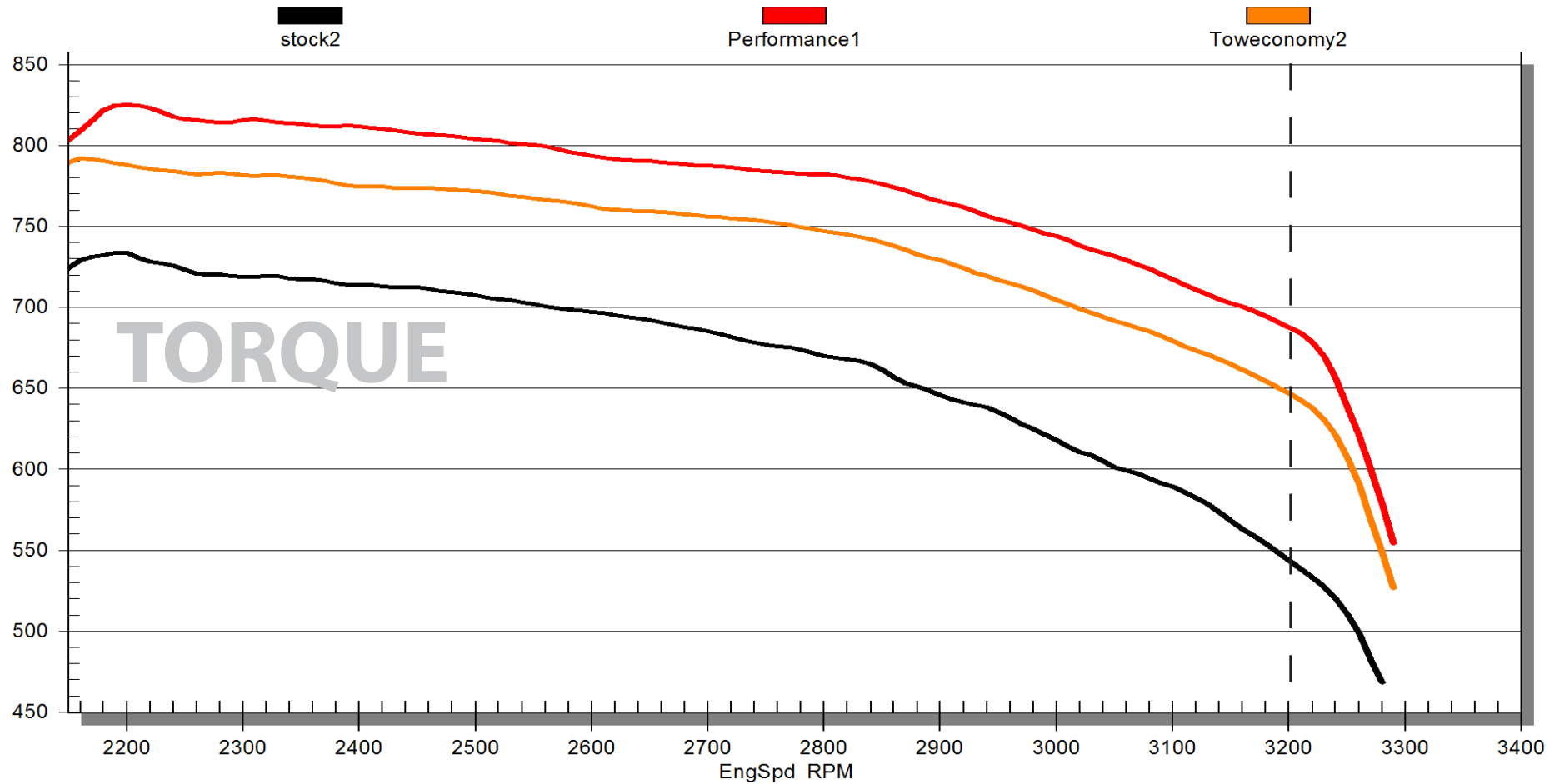
17:46:20

GT Diesel TQ results

	Stock (bone stock) ■	Performance ■	Tow ■
Peak HP	359.6 @ 2840 rpm	425.0 @ 3010 rpm	403.0 @ 2980 rpm
Peak to peak HP gain over stock	-N/A-	65.4	43.4
HP at largest gain over stock (dotted line)	331.5 @ 3200 rpm	419.1 @ 3200 rpm	394.2 @ 3200 rpm
Largest HP gain over stock (dotted line)	0.00	87.6	62.7

SAE Corrected Wheel Power vs. RPM

stock2, Performance1, Toweconomy2,



GM 6.6L Duramax LML w/ GT Diesel
SuperFlow WinDyn™ V

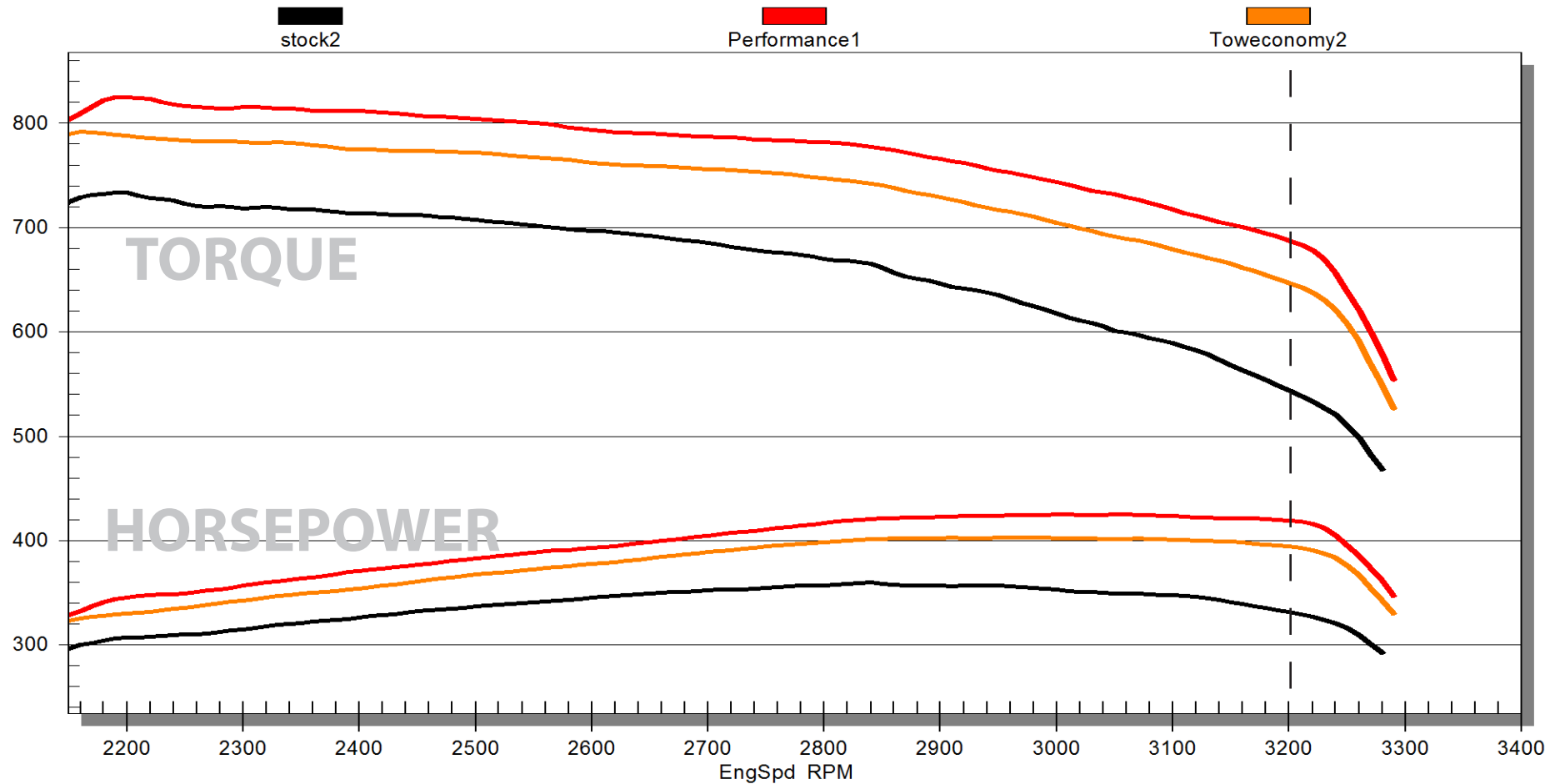
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GT Diesel TQ results			
	Stock (bone stock) ■	Performance ■	Tow ■
Peak TQ	733.8 @ 2190 rpm	824.8 @ 2200 rpm	791.7 @ 2160 rpm
Peak to peak TQ gain over stock	-N/A-	91	57.9
TQ at largest gain over stock (dotted line)	544.1 @ 3200 rpm	687.9 @ 3200 rpm	647 @ 3200 rpm
Largest TQ gain over stock (dotted line)	0.00	143.8	102.9

SAE Corrected Wheel Power vs. RPM

stock2, Performance1, Toweconomy2,



GM 6.6L Duramax LML w/ GT Diesel
SuperFlow WinDyn™ V

01/12/11

17:36:32

GT Diesel HP and TQ results			
	Stock (bone stock) ■	Performance ■	Tow ■
Peak HP	359.6 @ 2840 rpm	425.0 @ 3010 rpm	403.0 @ 2980 rpm
Peak to peak HP gain over stock	-N/A-	65.4	43.4
Peak TQ	733.8 @ 2190 rpm	824.8 @ 2200 rpm	791.7 @ 2160 rpm
Peak to peak TQ gain over stock	-N/A-	91	57.9