CHRYSLER BLOCKS

The Indy Max aluminum Block is the finest water jacketed block in the industry. It easily withstands today’s high horsepower loads with unsurpassed reliability. All 5 fins are bored with 1/2 - 20 cap screws utilizing steel billet main caps. Siamese dry sleeve construction is an amazing .302" thick between cylinders at 4,500" finish bore. Dyno testing at Indy showed this oiling system more closely resembles aircraft oilers to cast iron blocks. This block fits on the street and at the race track. The main advantage is weight. What racer wouldn’t want to keep 110 lbs off the nose of his race car? Strength, reliability, superior oil system, versatility and equal cooling, ALL THE WHILE LOWERING YOUR E.R. A 4,500° bore Aluminum block weighs only 135 lbs with oil billet caps.

Indy Max Aluminum Water Block

The Indy Max aluminum water block comes fully machined for either Wedge or Hemi bolt patterns. It is available in deck heights from 9 3/8 to 9 49/64 with standard or raised cam versions. Sold block solid fully machined only and includes:

-Heads included
-Stepped front deck height
-Big bullet main caps 7070 material
-Feather finished bore

MP A-Engine Block R3 / Resto Block

New 348 blocks for Indy M-601, 302-1, LAX and all A engine replacements are now available in both 4 bolt and 1 piece racing with 2.020" valves. 
-Standard oil pan gasket
-Backed after blocks are finished. 
-Standard deck height and torque plate torched, square pack with 9/16" future clearance out, cam bearings and plugs installed. 
-Big bullet main caps 7070 material. 
-Accepts all A engine accessories.

Siamese Bos Cast Iron Mopar World Block

When Indy Cylinder Head fits to a new or used engine, use a 30 year old junk yard block. Today's best value is the Mopar World siamese bore cast iron block. Indy Cylinder Head offers this block bare or fully CNC machined ready for assembly. Don't throw money away to modify a stock block, spend your money wisely on the Mopar siamese cast iron block.

Indy offers this block fully machined and includes:

- Cam bearings, dowels and plugs installed
- CNC bored (stock deck height)
- Square deck with 9/16" future clearance out, cam bearings and plugs installed. 
-Line bore finished

Street Wedge Block (Used reconditioned factory blocks) 

These blocks are used in some Indy street wedge engines, but that is as far as we go. They have many limitations such as the blocks with 302-1 man ways will not pass through the stroke gauge (which promotes block flexing) and small main cap. Installation of aluminum main caps helps extend block life by acting as a summer tire.

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IC 401 Aluminum AMC Block Improved Oiling

IC-401. Indy Cylinder Head has made numerous changes in this block (vs. a stock block) to increase strength and stability. Billet steel spooled bolt main caps, valley cross braces, improved head bolt clamping force, honing in nickel dioxide dry sleeve construction and improved oiling. When you add up the number of changes GTO has made to the IC 401 block over a stock block you will find Strength in Numbers.

All of these improvements yields a block that is capable of supporting huge horsepower numbers for racing applications and is user friendly enough to be used as a replacement block for those hard to find stock 401 blocks.

Weight of IC-401 is 115 lbs with 4.375" deck and 9.400"Viol deck

IC-401. The number every AMC fan will soon be talking about. From 360° stock head engines to 500° Aluminum Monster Cubes.

Billet steel spooled bolt center main caps, ARP 7/16" main studs with 7/16" outside spooled studs and 12 pt nuts.

All main caps are dowel to the block.

Call: 317-382-3724 Fax: 317-382-6300 Web: indyheads.com Email: techline@indyheads.com
Here’s a reminder of the Chrysler Corporation’s quest for performance. Specifications only.