

## Large Order or Crate Engine Payments

**Initial Deposit:** An initial deposit of \$1,000.00 maybe required to hold a block. This can be put on a credit card (MC, Visa and Discover are accepted). When using a credit card the correct billing name (name as it appears on the credit card) and billing address (the address that is associated with the credit card) must accompany credit card deposits.

**2<sup>nd</sup> Deposit:** A second deposit of ½ of the cost of the engine must be sent to Indy Cylinder Head before any parts can be pulled. Indy Cylinder Head cannot accept credit cards for this payment of two reasons. First: Credit card fraud. Prevalent fraud throughout the credit card industry has forced ICH to set stipulations on the amount of money that can be put on a credit card transaction toward the purchase of a crate engine. Second: Due to ICH's minimum price margin on the Crate Engine Program the additional percentages taken by the credit card companies would not sustain the low price margin. The funds can be sent in by:

1. Certified bank check (which must be accompanied by the issuing banks full physical address, telephone number, and bank contact person).
2. United States Postal Money Orders.
3. Personal or company checks (ICH must wait a minimum of 10 days from the deposit date of the check for funds to clear).
4. Wire transfer of funds (due to bank charges an additional \$25.00 fee will accompany any wire transfer transaction)

If mailing in a check or money order be sure to include your contact information, sales order number and sales person's name to insure prompt posting of your payment.

**Final Payment:** The final payment is due upon **completion** of the engine and can be paid with a certified bank check, United States Postal Money Orders or by wire transfer. This amount is due on completion of the engine, if payment is not made with in 1 week of completion there maybe storage fees added to invoice.

**Dyno Test and Tune:** The customer can request to observe the Dyno Test and Tune. This request must be made at the time of order. Indy Cylinder Head will do our best to notify the customer in time to make travel arrangements and work with them to set up a time, but if no reasonable time frame can be set Indy Cylinder Head reserves the right to Dyno Test and Tune without the customer present.

## Crating and Shipping Policies

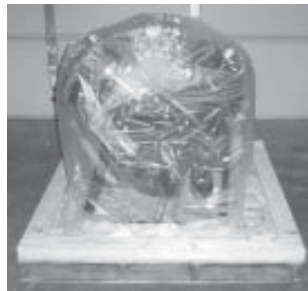
**Crating:** Customer must purchase shipping crate for \$375.00. This includes a reusable shipping stand. If the customer is picking up the crate engine at Indy Cylinder Head, they can purchase just the stand for \$225.00.

**Shipping:** Indy Cylinder Head encourage customers to arrange their own shipping with a local carrier in their area whenever possible. This way the customer can supply the truck line with the correct information such as residential delivery, lift gate needed and desired insurance amounts. Indy Cylinder Head can supply the customer with estimated weights and dimensions.

If Indy Cylinder Head is to make the shipping arrangements there may be additional fees for residential delivery, lift gate and insurance.



Engine on stand  
bolted to crate  
skid



Engine covered  
by plastic bag



External view of  
1/2" plywood  
crate. 2 X 4  
reinforced

**Inspection upon delivery:** It is the customer's responsibility to thoroughly inspect the crate for damages before signing for the product. Damaged goods claims must be filed immediately with freight carrier upon receipt of any order that may appear to be damaged. Please notify Indy Cylinder Head Inc. Customer Service Department if any claims are filed.

## Wedge Technical Information

**Installing Valley Cover Plate:** Make sure all lifters are installed in block properly, well lubricated, and no foreign material is left in valley area. Before installing heads you must bolt valley cover to block with 6 (1/4-20) bolts. Seal with RTV silicone rubber between plate and end rail of block. Place both heads on block with head gaskets to check and make sure there is clearance between head and 45° angle of valley cover plate. If interference occurs, the heads will not torque properly. Remove heads, remove any oil from 45° angle side of valley cover plate. Run a bead of RTV silicone rubber along 45° angle of plate. You are now ready to place head gaskets and heads on block, torque to stock specs (70 ft. lbs.).

All Indy wedge heads are designed to use the Indy aluminum valley cover plate, including the 440-SR & 440-EZ. Although these heads (440-SR & 440-EZ) can be used with the stock sheet metal valley pan. When using an intake manifold with a heat crossover (6 pack, etc.). The sheet metal pan must be used for clearance. End rail spacers (.500 square) are used with this application, part # 440-26 and # 400-26. For ease of cam changing and trackside lifter inspection, we offer the 440-6R and 400-6R windowed valley plate which offers access to the lifter valley without having to remove the head.

**Installing External Oil Lines (440-10):** Before block is cleaned and prepped for final assembly, remove pipe plugs and clean both tapped oil sending unit holes in the top of the back of the block. After heads are torqued on in final assembly, you are ready to install the external oil kit (pictured). All fittings and lines are furnished including a tee for sending unit and two 1/8 pipe plugs which seal front oil holes in head. Most engines carry approx. 70 lbs. of oil pressure after warm up, an oil line orifice kit can be purchased from Indy Cylinder Head to raise the pressure and slow oil volume to rocker shaft. This explains the oiling for the stock shaft 440-4 rocker assembly. If using a Jesel Rocker System, a spray bar oiling system must be installed in valve covers. In most cases, valve covers are ordered from Indy Cylinder Head with oiling system installed



**Oil Additive:** The zinc content in most motor oils has been removed. Zinc (ZDDP) has anti-wear / anti-scuff characteristics that are important for flat tappet cams, thrust bearings, and piston skirts. Indy Cylinder Head crate engines come with Comp Cams #159 added to the oil. We also recommend it at every oil change. Available from Indy Cylinder Head Part # 395.



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Not legal for sale or use on pollution controlled motor vehicles. Effective Date 01/01/08. Prices subject to change without notice.