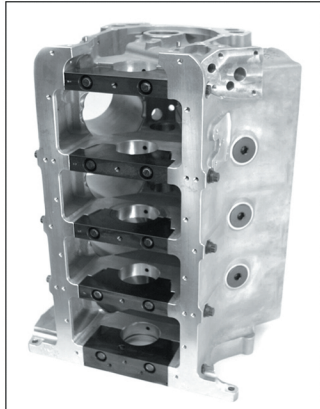


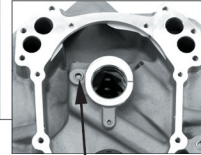
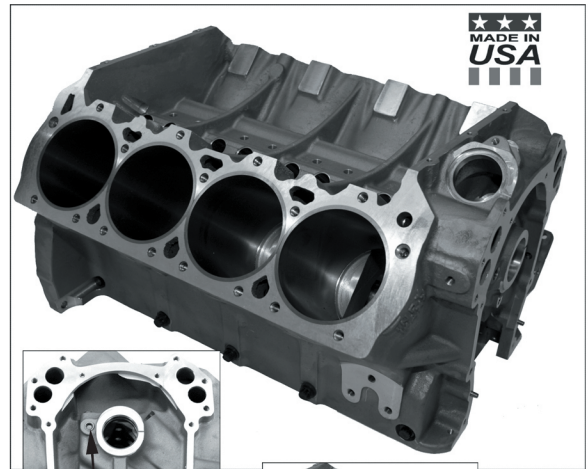
The Indy Maxx Aluminum Block is the finest water jacketed block in the industry. It easily withstands today's high horsepower loads with unsurpassed reliability. All 5 mains are cross bolted with 1/2 - 20 cap screws utilizing steel billet main caps. Siamese dry sleeve construction is an amazing .300" thick between cylinders at 4.500" finish bore. Dyno testing at Indy shows no horsepower loss compared to cast iron blocks. This block finds it's home on the street and at the race track.

The main advantage is weight. What racer wouldn't want to lose 110 lbs off the nose of his race car! Strength, reliability, superior oil system, versatility and equal cooling, ALL THE WHILE LOWERING YOUR ET!

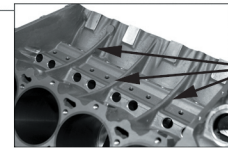
A 4.500" bore Aluminum block weighs only 133 lbs with steel billet caps.



Maxx aluminum water block showing steel billet main caps with all 5 caps cross bolted with 1/2-20 cap screws



Isolated main oil gallery prevents oil pressure leakage around lifters



3 Rib Valley For Added Strength

Indy Maxx Aluminum Water Block

The Indy Maxx aluminum water block comes fully machined for either Wedge or Hemi bolt patterns. It is available in deck heights from 9.98 to 10.720 with standard or raised cam versions.

Indy Maxx bare water block includes:

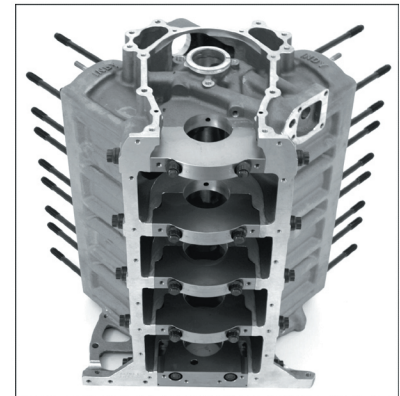
- Rough bore cylinders.
- Cam bearings and core plugs installed.
- Dowels and oil gallery plugs supplied.
- Steel billet main caps.
- All 5 main caps are cross bolted.
- Siamese dry sleeve construction.
- .300" between cyl at 4.500" bore.
- Finished line hone.
- Finished lifter bores.
- Standard oil pan bolt pattern.
- Wide oil pan bolt pattern available.
- 4.500" machined alum block 133 Lbs.

Indy Maxx Aluminum Solid Block

The Indy Maxx aluminum solid block comes fully machined for a Wedge or Hemi. It is available in deck heights from 9.98 to 10.820 with standard or raised cam versions.

Solid block sold fully machined only and includes:

- Finished bored and honed cylinders.
- 9/16" main studs.
- All 5 main caps cross bolted (1/2-13).
- Huge billet main caps 7075 material.
- Finished line hone.
- Cam bearings installed.
- Head studs NOT included.
- Deck set and reciever grooved.
- Stroke clearanced.
- Finished lifter bores.
- Extra strength added to deck & valley.
- Features superior valley drain backs.
- Use for 1500 HP and beyond.
- Machined alum block weight 155 lbs.
- Dowels and oil gallery plugs supplied.



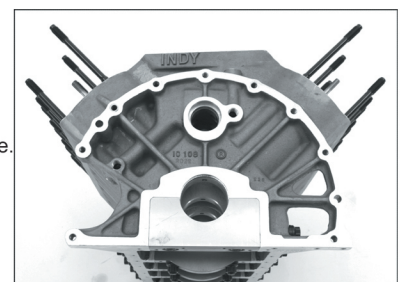
Maxx aluminum solid block showing huge billet aluminum caps (7075 material)

Siamese Bore Cast Iron Mopar World Block

When Indy Cylinder Head builds a race engine or short block, we will not 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 invest money 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 (located off deck dowels).
- Square deck with BHJ fixture.
- Aluminum main caps available for Wedge and Hemi (weight savings 7.5 lbs).
- Standard CNC lightened block has motor mounts removed (can be left on).
- Torque plate honed.
- Finished honed any size.
- Line hone finished.
- vs 290 lbs.
- CNC stroke clearanced for 4.625" stroke.
- CNC lightened outside of block.
- CNC 4.500" Wedge weight 245 lbs



Reinforced bellhousing area Maxx aluminum solid block

MP A-Engine Block R3 / Resto Block

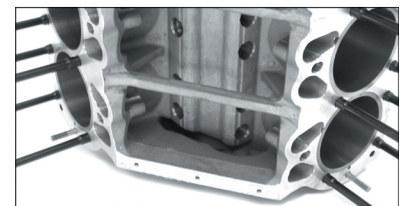
New 340 blocks for Indy 360-1, 360-2, LAX and all A engine replacements

- Used in stroker engines up to 472 ci.
- Thick pan rail webbing.
- Bushed lifter bores available.
- R3 resto blocks can be bored and torque plate honed, square deck with BHJ fixture stroke clearance cut, cam bearings and plugs installed at your request.
- Bare machined blocks available in both Resto and R3.
- High nickel cast iron.
- Four bolt main caps uses 340 main bearings.
- Standard A engine camshaft.
- Accepts all A engine accessories.

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 lack of cylinder wall and main webbing thickness (which promotes block flexing) and small main caps. Installation of aluminum main caps helps extend block life by acting as a shock absorber.

- Oven baked and shot blasted.
- Line honed with new ARP main bolts.
- Cam bearings and plugs installed.
- Square deck with BHJ fixture.
- Magnafluxed and pressure tested.
- Bored and torque plate honed on Sunnen CK616.



Maxx block has extra strength added to deck valley area and features superior rear valley backs