WIND JAMMER CNC PORTING

INDY CYLINDER HEAD

CNC PORTING

CNC Porting Indy Cylinder Head now offers our complete line of cylinder heads (Wedge, Legend, Small Block Chrysler, and AMC) fully 100% CNC Ported. CNC Porting allows ICH to take its years of porting development and replicate ports and chambers from one head to another. The result: More horsepower from cylinder heads that have matching port volumes and flow numbers every time. Don't settle for second best. Demand quality from your racing products and Indy Cylinder Head will deliver.

Indy Cylinder Head utilizes cutting edge technology in the CNC process to provide our customers with the best possible CNC Port available. Just look!

PORT VOLUME is the key. ICH has not only created the highest quality CNC heads available but we have now developed heads with a wide range of port volumes. Different size engines need different size ports. Larger cubic inch engines need larger volume ports. The chart below expands on this concept and details which Indy head will compliment your engine combination.

Buy Direct, Best Applications, Tech Advice, & Faster Shipping!

Part #	Engine	Int Vol	Ex Vol	Chamb cc	Flow	C.I.D.	Chrysler Applications
440-EZ CNC-295	Wedge Big Block	**295 CC**	79cc	78cc s/s int s/s exh	355 cfm @ 700	383"-500"	Little Easy head is designed for A body cars with stock exhaust port location and bolt pattern. Most all standard exhaust headers will work, also stock push rod location with Maxx Wedge Intake size opening.
440-EZ CNC-325	Wedge Big Block	**325 CC**	79cc	78cc s/s int s/s exh	370 cfm @ 700	400"-540"	Big Easy head is designed for A body cars with bigger cubic inch. Wedge engines with stock exhaust port location and bolt pattern. Most all standard exhaust headers will work with off set intake push rod location for larger volume intake runner. Off set intake rocker arms needed.
440-SR CNC-295	Wedge Big Block	**295 CC**	122cc	78cc s/s int s/s exh	355 cfm @ 700	383"-500"	Any street or bracket race combo, cylinder head has Maxx Wedge port opening to utilize Indy Maxx Wedge manifolds. Perfect head for 10 to1 compression and up engines. Solid or Roller Cam combinations. Huge improvement for any basic bracket engine. 2.19 x 1.81 valve size.
440-1 CNC-325	Wedge Big Block	**325 CC**	122cc	78cc s/s int s/s exh	370 cfm @ 700	470"-500"	Great head for Pro Street to Drag Race, Pro Street solid combinations and Drag Race Roller combos. Works well with 12.5 to 1 compressions and up. 850HP potential. 2.19 x 1.81 valve size.
440-1 CNC-345	Wedge Big Block	**345 CC**	122cc	78cc s/s int s/s exh	380 cfm @ 700	500"-540"	Recommended 4.375 bore, drag race application. Roller cam combinations preferred. Works well with 12.5 to 1 compression and up. Perfect head for pro street supercharger applications. 900HP potential. 2.25 x 1.81 valve size.
572-13 CNC-365	Wedge Big Block	**365 CC**	135cc	78cc s/s int s/s exh	395 cfm @ 700	528"-572"	4.375 bore minimum, drag race applications. Roller cam combinations preferred. Works well with 13.5 to 1 compression and up. Must use Jesel rocker arm system on head. Perfect head for any 528 4.500 bore wedge engine, 2.300 x 1.88 valve size.
572-13 CNC-385	Wedge Big Block	**385 CC**	135cc	79cc s/s int s/s exh	410 cfm @ 700	572"-605"	Recommended 4.500 bore minimum, drag race applications. Works well with 13.5 to 1 compression and up. Must use Jesel rocker arm system 2.350 x 1.88 valve size.
600-13X CNC-460	Wedge Big Block	**460 CC**	142cc	70cc tit int tit exh	500 cfm @ 800	605"-655"	Required 4.840 bore center block (Indy Maxx Block), race. Good for 655" Works well with 14.5 to 1 compression and up. Must use Jesel rocker arm system on head 2.450 x 1.810 valve size. 1200 HP.
Pre CNC-420	Hemi/Wedge Big Block	**420 CC**	168cc	84cc tit int tit exh	500 cfm @ 900	Under 600"	Recommended minimum 4.500 bore, must use Indy intake or sheet metal, and Predator exhaust flanges. Serious pro street and drag race applications, large lift roller cam preferred. 2.400 x 1.840 valve size.
Pre CNC-460	Hemi/Wedge Big Block	**460 CC**	168cc	84cc tit int tit exh	540 cfm @ 950	Over 600"	Recommended minimum 4.500 bore, must use Indy intake or sheet metal, and Predator exhaust flanges. Serious pro street and drag race applications, large lift roller cam preferred. 2.450 x 1.840 valve size .
426SR CNC-225	OEM Hemi	**225 CC**	125cc	170cc s/s int s/s exh	430 cfm @ 800	426"-605"	Any Street or Bracket Race combo, 16-bolt intake pattern. Works well with 10.00 to 1 and up compression. Good head for small displacement race engines and larger street engines. Perfect head for the 572 street engines. 850hp potential. 2.250 x 1.94 valve size.
426 HPO CNC-275	OEM Hemi	**275 CC**	121cc	172cc s/s int s/s exh	480 cfm @800	526"-605"	Pro Street or Bracket Race combos, 10 bolt and 16 bolt intake pattern. Works well with 10.75 to 1 and up compression. Preferred head on larger CID street and race engines. 1000hp Potential. 2.400 x 1.94 valve size.
426-1 CNC-285	Legend Hemi	**285 CC**	123cc	166cc s/s int s/s exh	440 cfm @700	426"-528"	Any Street or Bracket Race combo, 16 bolt intake pattern with raised exhaust ports. Works well with 10.75 to 1 and up compression. Preferred head on smaller CID race engines and larger CID engines. Perfect head for the 605 street engines. Good head for supercharged pro street combinations. Headers are available. 2.250 x 1.94 valve size.
426-1RA CNC-295	Legend Hemi	**295 CC**	144cc	167cc s/s int s/s exh	510 cfm @700	528"-605"	Any street or bracket race combo, 16-bolt pattern with raised exhaust ports. Works well with 10.75 to 1 and up compression. Preferred head on smaller CID race engines and larger CID street engines. Perfect head for the 605 street engines. Good head for supercharged pro street combinations. Headers are available. 2.400 x 1.94 valve size.
426-1RA6 CNC-325	Legend Hemi	**325 CC**	151cc	167cc s/s int s/s exh	535 cfm @800	572"-636"	Great head for drag race applications with large lift roller cam combinations. 10-bolt intake bolt pattern with raised exhaust ports. Works well with 14.5 to 1 compression. 1200HP potential cylinder head. Indy Tunnel Ram manifold (426-5) preferred manifold. 2.400 x 1.94 valve size.
360X-CNC	LAX MAX Small block	**175 CC**	78cc	67cc s/s int s/s exh	292 cfm @600	318"-440"	Great cast iron head for street or bracket race applications. LA and Magnum intake bolt patterns available. Works well with 9.5:1 compression. Preferred head for hot street engines. 600Hp potential. 2.055 x 1.625
360-2 CNC-230	Oval Port Small block	**230 CC**	99cc	65cc s/s int s/s exh	315 cfm @700	370"-426"	Any pro street or drag race combination, cylinder head has W-2 style intake flange, W-2 standard exhaust flange, and utilizes Indy rocker arms. Works well with 10.0 to 1 compression and up. Preferred head for street or race stroker engines. 650+HP potential. 2.100 x 1.65 valve size.
360-1 CNC-245	Rect Port Small block	**245 CC**	95cc	65cc s/s int s/s exh	330 cfm @700	390"-440"	Any street or bracket race combinations. Cylinder head has W-2 style intake flange, W-2 or standard exhaust flange, and utilizes Indy rocker arms. Works well with 11 to 1 and up compression and pump or race gas. Preferred head for large CID race engines, and large CID street engines. 2.140 x 1.650 valve size.
401-1 CNC-275	AMC	**275 CC**	125cc	69cc s/s int s/s exh	360 cfm @700	401"-500"	Recommended 4.200 bore minimum, must use Indy intake or sheet metal, and 440 exhaust flanges. Has additional 7/16 head bolt holes to utilize Indy IC-401 aluminum block. Pro street and drag race applications, roller cam preferred. 2.190 x 1.81 valve size. Works on Stock 401 Block.
401-1 CNC-300	AMC	**300 CC**	134cc	69cc s/s int s/s exh	390 cfm @700	443"-500"	Recommended 4.375 bore minimum, must use Indy intake or sheet metal, and 440 exhaust flanges. Has additional 7/16 head bolt holes to utilize Indy IC-401 aluminum block. Pro street and drag race applications, large lift roller cam preferred. 2.250 x 1.81 valve size.
5.7 CNC-184	5.7 Hemi	**184 CC**	57cc	86cc s/s int s/s exh	327 cfm @700	345"-426"	Just by CNC porting your 5.7 heads, you can see gains of 55 HP and 45 ft lbs of torque. Put this head on a 392" Engine and make 500 HP. Minimal change in gas mileage.
6.1 CNC-216	6.1 Hemi	**216 CC**	65cc	73cc s/s int s/s exh	370cfm @700	370"-426"	Just by CNC porting your 6.1 heads, you can see gains of 55 HP and 45 ft lbs of torque. Put this head on a 426" Engine and make 600 HP and 600 torque. Minimal change in gas mileage.