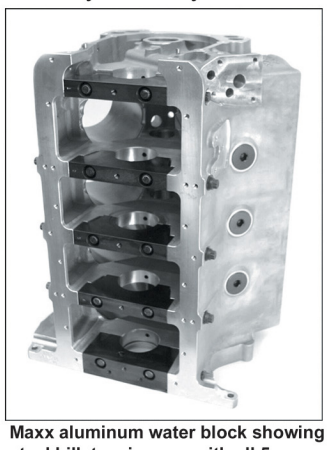
BLOCKS CHRYSLER BLOCKS

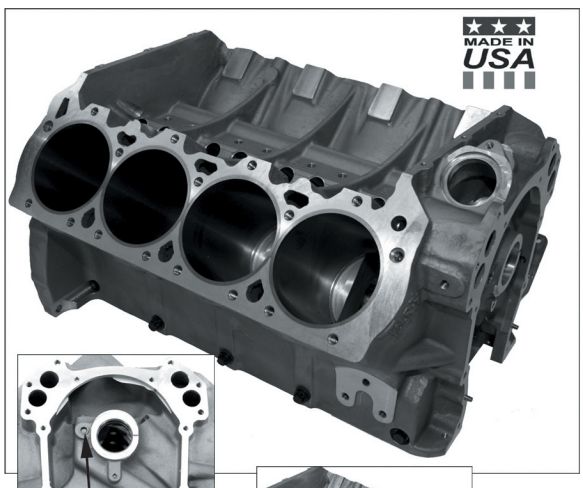
The Indy Maxx Aluminum Block is the finest water jacketed block in the industry. It easily withstands today's high horsepower loads with unsurpassed reliability. All 5 mains are cross bolted with 1/2 - 20 cap screws utilizing steel billet main caps. Siamese dry sleeve construction is an amazing .300" 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!

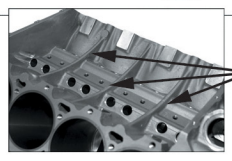
A 4.500" bore Aluminum block weighs only 133 lbs with steel billet caps.



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:

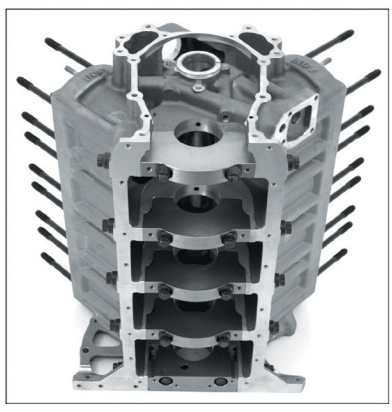
- Rough bore cylinders.
- Cam bearings and core plugs installed.
- Dowels and oil gallery plugs supplied.
- Steel billet main caps.
- All 5 main caps are cross bolted.
- Siamese dry sleeve construction.
- .300" between cyl at 4.500" bore.
- Finished line hone.
- Finished lifter bores.
- Standard oil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



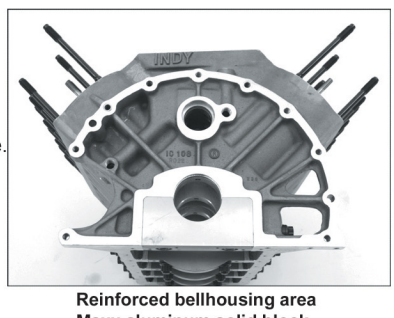
Maxx aluminum solid block showing huge billet aluminum caps (7075 material)

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. Todays 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.
- Torque plate honed.
- Finished honed any size.
- Line hone finished.
- CNC stroke clearanced for 4.625" stroke.
- CNC lightened outside of block.
- CNC 4.500" Wedge weight 245 lbs vs 290 lbs.
- 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).

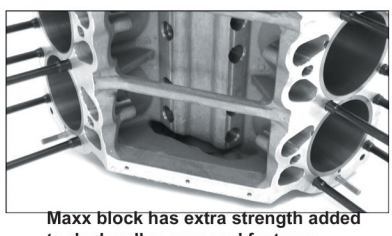


Reinforced bellhousing area Maxx aluminum solid block

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.



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

Street Wedge Block (Used reconditioned factory blocks)

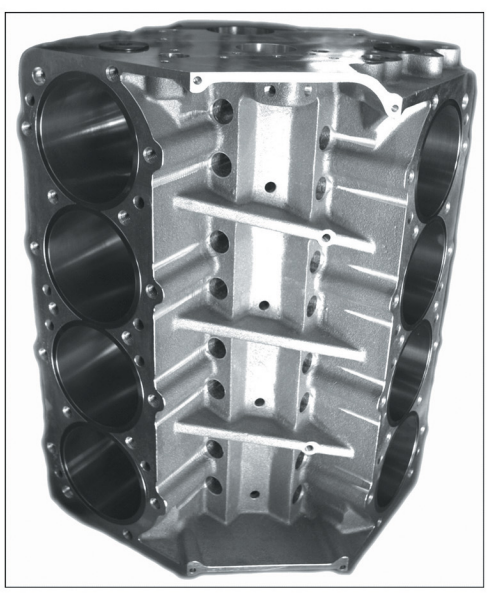
These blocks are used in some Indy street wedge engines, but that is as far as we go. They have many limitations such as the lack of cylinder wall and main webbing thickness (which promotes block flexing) and small main caps. Installation of aluminum main caps helps extend block life by acting as a shock 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.

AMC BLOCK BLOCKS

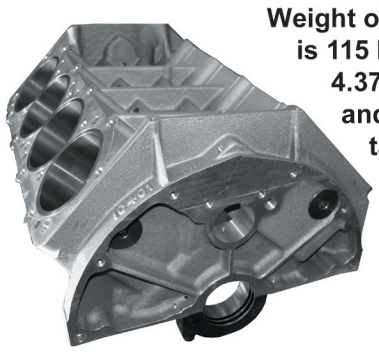
INDY CYLINDER HEAD — MADE IN USA

IC 401 Aluminum AMC Block Strength In Numbers



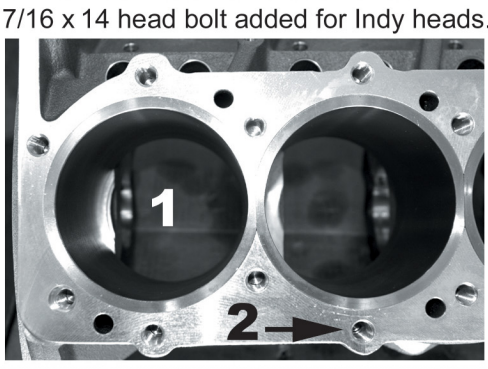
IC-401. Indy Cylinder Head has made numerous changes in this block (vs. a stock block) to increase strength and stability. Billet steel splayed bolt main caps, valley cross braces, improved head bolt clamping, interlocking hi nickel ductile dry sleeve construction and improved oiling. When you add up the number of changes that ICH has made to the **NEW 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 be 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" bore and 9.400" tall deck

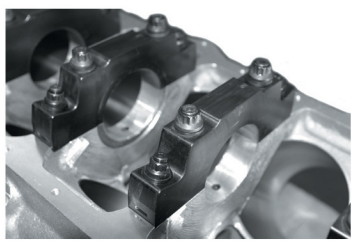
(1) Big bore standard (4.375") with interlocking hi nickel ductile iron sleeves.
(2) Five 1/2 x 13 head bolts per cylinder, five standard ans one lower outside 7/16 x 14 head bolt added for Indy heads.



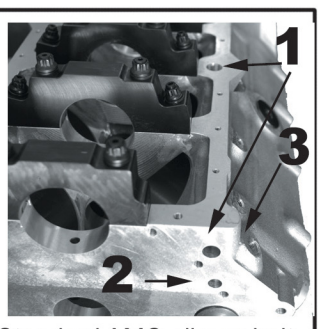
IC-401. The number every AMC fan will soon be talking about. From 360" stock head engines to 500" **A**luminum **M**onster **C**ubes

Billet steel splayed bolt center main caps, ARP 1/2" main studs with 7/16" outside splayed studs and 12 pt nuts.

All main caps are doweled to the block.



IC 401 Aluminum AMC Block Improved Oiling

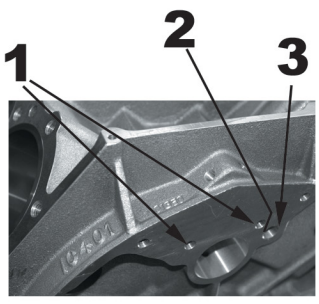


Standard AMC oil pan bolt pattern. (1) AMC standard oil pump pick up and supply hole to oil pump. (2) Standard location oil pressure port to engine. (3) External oil supply port for use with aftermarket external oil pump.

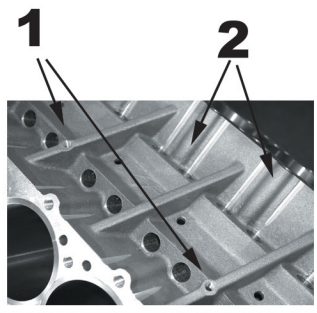
(1) Two oil feed holes to lifters.

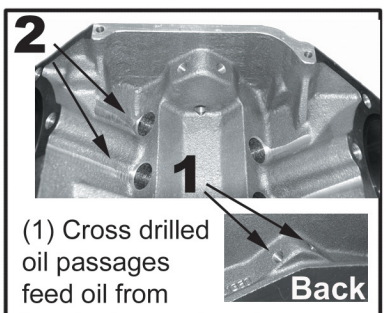
(2) Orifice at each end.

(3) Isolated main oil galley feeds 95% of the oil to the crankshaft first.



(1) Internal oil pressure ports with orifice to feed Indy 401-1 head with shaft rockers. Internal stainless braided line must be used.
(2) Head bolt bosses cast all the way to the lifter bulkhead for strength.





(1) Cross drilled oil passages feed oil from isolated main oil galley front and back of block. One main orifice at each end of main oil galley is all the oil allowed to reach the lifters. All remaining oil must go to the crankshaft.

(2) Standard .904" lifter diameter and location. Ample room for roller lifters.