



440 EZ
 ★★ ★
MADE IN USA
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WEDGE

400/750 HP Potential

A - BODY SOLUTION FOR TIGHT EXHAUST HEADER CLEARANCE

The EZ heads are designed for A body cars. They have stock low exhaust port location and bolt patterns. Most all standard exhaust headers will work. This also means that if you want Indy power and want to use your existing stock exhaust headers, this is your head. Like all Indy heads, the EZ head features the long valve design and cast aluminum valley plate. More intake volume (270cc 440 SEZ) equals more power. There are four types of EZ heads to choose from.

440 SEZ

- Long valve design (270ccI/N)
- Stock exhaust port location
- Stock intake opening
- Stock pushrod location
- Stock rocker arms
- Stock rocker shaft oiling
- 2.19 x 1.81 valves
- 75cc closed or 80cc open chamber

440 EZ-1

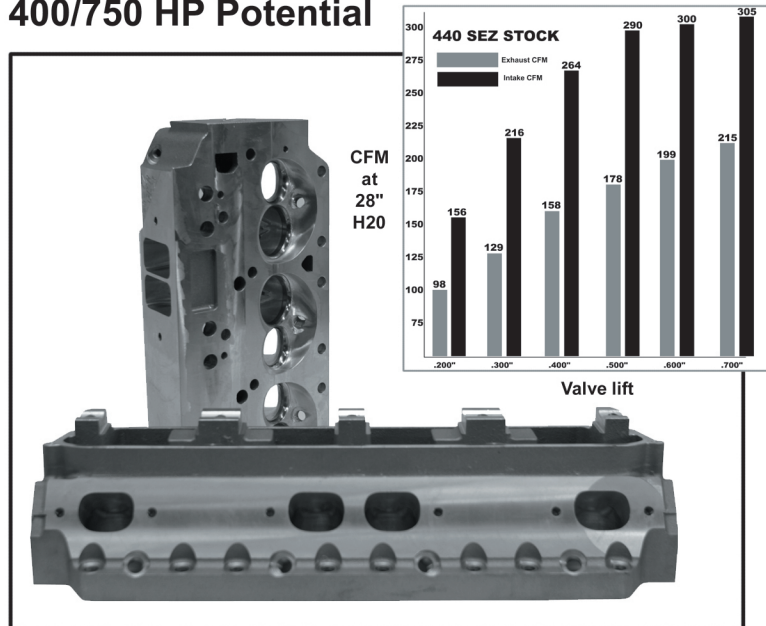
- Long valve design (275ccI/N)
- Stock exhaust port location
- Stock rocker arms
- Stock pushrod location
- Stock rocker shaft oiling
- 2.19 x 1.81 valves
- 75cc closed or 80cc open chamber
- CNC Max intake and bowl porting

440 EZ-295 CNC "Little Easy"

- Long valve design
- Stock exhaust port location
- Full CNC port 295cc intake
- Stock pushrod location
- Uses 440-1 shaft oiling
- Max Wedge intake opening
- 78cc closed or 82cc open chamber
- 2.19 x 1.81 valve 355CFM

440 EZ-325 CNC "Big Easy"

- Long valve design
- Stock exhaust port location
- Full CNC port 325cc intake
- Offset intake rockers needed
- Uses 440-1 shaft oiling
- 78cc closed or 82cc open chamber
- 2.19 x 1.81 valve 370CFM
- For big cubes in A-body

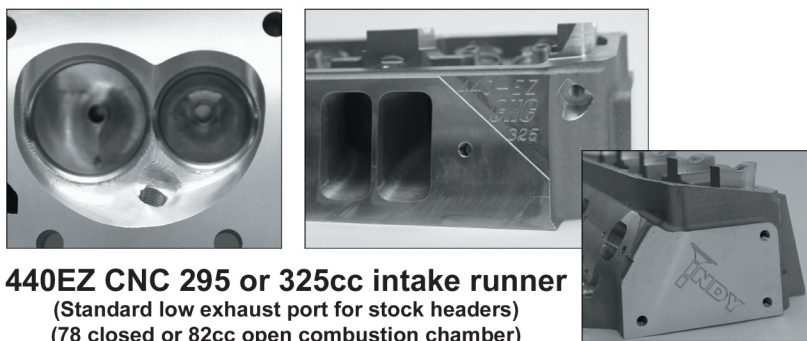


The as cast **440 SEZ** Indy head incorporates the original design raised intake runner and Indy aluminum valley plate. Stock 906 paper intake gaskets, stock exhaust gaskets and stock rocker arms are used. Angle spark plugs with standard low exhaust port and bolt pattern. **This is a cure for the common clearance problem!**

The **440 EZ-1** is the same as cast head as outlined above with the intake opening machined to the Max Wedge size and CNC bowls. This allows all Indy manifolds to be used or all after market Max Wedge x-rams. Both SEZ and EZ-1 use standard Chrysler rocker shaft oiling. Standard low exhaust port.

The nick-named **Little Easy** head is the same cast aluminum head as above with full internal CNC porting with a high torque 295cc Max intake runner and high velocity low exhaust port. Must use 440-1 external shaft oiling. Take the iron 906 combo off and pick up 100 horsepower. **An A body miracle!**

The **Big Easy** 325cc head is an expanded version of the **Little Easy**. The main difference is the volume of the intake runner, offset intake rockers are required with external shaft oiling. The **Big Easy** is a must for racers that want a 540 cubic inch combo in their A-body with low exhaust ports. **Feel The Power!**



440EZ CNC 295 or 325cc intake runner
 (Standard low exhaust port for stock headers)
 (78 closed or 82cc open combustion chamber)

