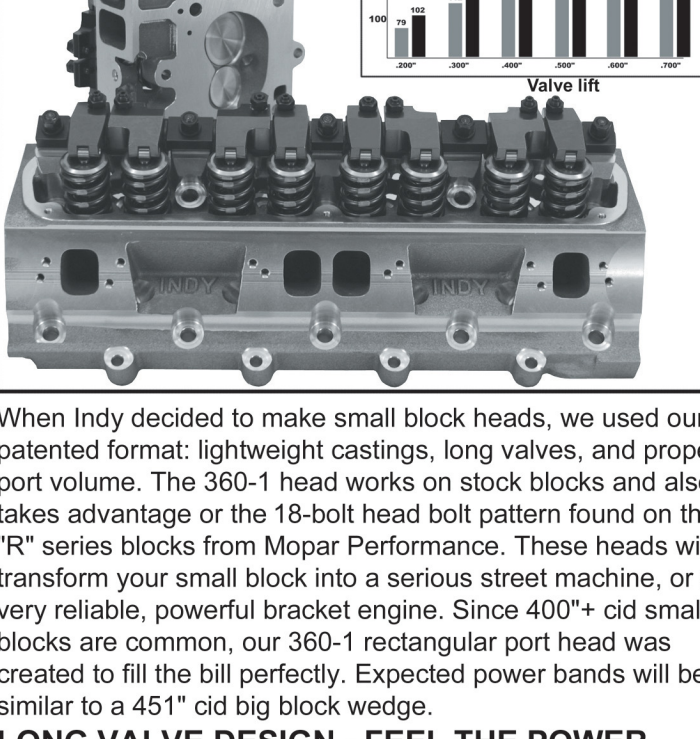


# SMALL BLOCK

# 360-1



800 HP Potential



## ANSWERS TO BIG SMALL BLOCK QUESTIONS

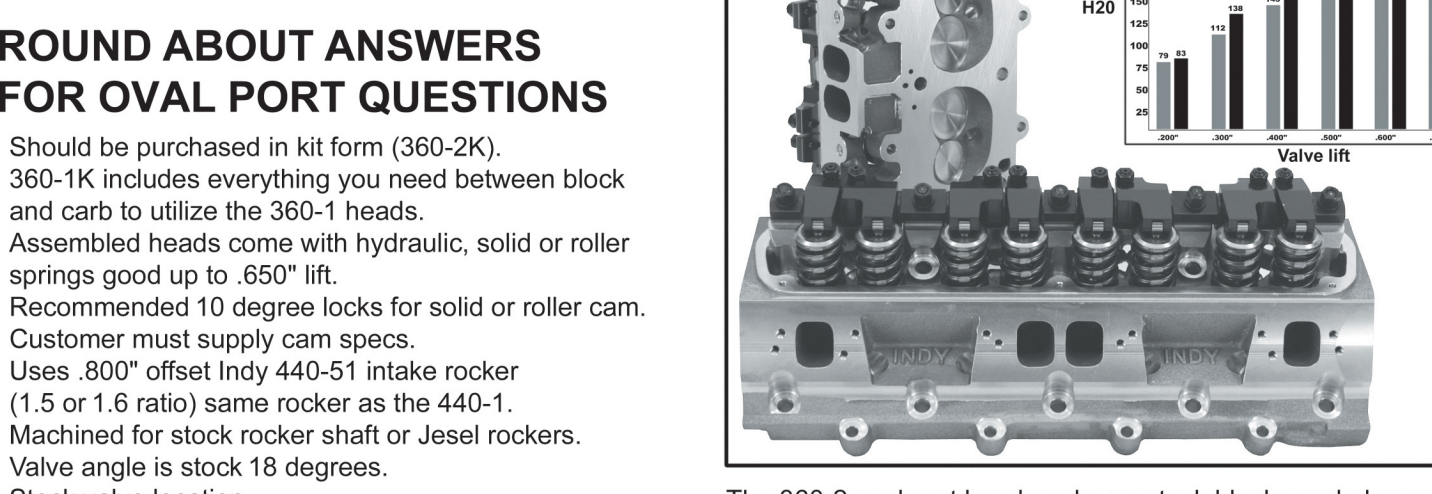
- Should be purchased in kit form (360-1K).
- 360-11K includes everything you need between block and carb to utilize the 360-1 head.
- Assembled heads come with hydraulic, solid or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller cam.
- Customer must supply cam specs.
- Uses .800" offset Indy 440-51 intake rocker (1.5 or 1.6 ratio) same rocker as the 440-1.
- Machined for stock rocker shaft or Jesel rockers.
- Valve angle is stock 18 degrees.
- Valve lift location.
- Both stock 360 and W-2 exhaust bolt pattern.
- Extra heavy duty rocker pedestals.
- Intake port volume 2100cc.
- Intake port volume is 86cc bigger than stock head.
- Exhaust port volume 85cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve dia. 1.650" - 5.370" overall length.
- 63cc combustion chamber volume (heart shaped).
- Can be milled to 53cc.
- 2" spring height, spring seats 1.550".
- Head bolt pattern std. 10 bolt or aftermarket 18 bolt.
- Head gasket: Fel-Pro #1008.
- Intake gasket: Indy #276.
- Exhaust header gasket: Indy #282.
- Head bolts: ARP #360-16.
- Head studs: ARP #360-17.
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- Accepts 360-1 Indy oval or any W-2 aftermarket intake.
- Head bolt torque 95 ft lbs.

When Indy decided to make small block heads, we used our patented form: lightweight castings, long valves, and proper port volume. The 360-1 head works on stock blocks and also takes advantage of the 18-bolt head bolt pattern found on the "R" series blocks from Mopar Performance. These heads will transfer your small block into a serious street machine, or a very reliable, powerful bracket engine. Since 400+ cid small blocks are common, our 360-1 rectangular port head was created to fit the perfectly. Expected power bands will be similar to a 451" cid big block wedge.

### LONG VALVE DESIGN - FEEL THE POWER

- 48 Degree Available.
- Rocker shafts 25-30 ft. lbs.
- 7/16-14 Jesel rocker bolts 50 ft. lbs.
- 360-1 heads with Indy valves, no block or head milling, use the following push rod lengths:
  - solid lifter 7.190" -hydraulic lifter 7.660"
- Roller cam push rod length must be checked!
- Best engine range 360 cid to 426 cid.
- CNC 245 Windjammer porting available.

### BAR FLOW CHART CFM NUMBERS

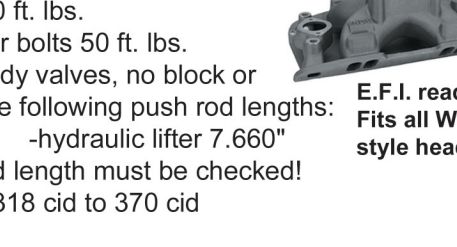


Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 360-2



750 HP Potential



## ROUND ABOUT ANSWERS FOR OVAL PORT QUESTIONS

- Should be purchased in kit form (360-2K).
- 360-1K includes everything you need between block and carb to utilize the 360-1 head.
- Assembled heads come with hydraulic, solid or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller cam.
- Customer must supply cam specs.
- Uses .800" offset Indy 440-51 intake rocker (1.5 or 1.6 ratio) same rocker as the 440-1.
- Machined for stock rocker shaft or Jesel rockers.
- Valve angle is stock 18 degrees.
- Stock valve location.
- Both stock 360 and W-2 exhaust bolt pattern.
- Extra heavy duty rocker pedestals.
- Intake port volume 1800cc.
- Intake port volume is 16cc bigger than stock head.
- Exhaust port volume 85cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve dia. 1.650" - 5.370" overall length.
- 63cc combustion chamber volume (heart shaped).
- Can be milled to 53cc.
- 2" spring height, spring seats 1.550".
- Head bolt pattern std. 10 bolt or aftermarket 18 bolt.
- Head gasket: Fel-Pro #1008.
- Intake gasket: Indy #276.
- Exhaust header gasket: Indy #282.
- Head bolts: ARP #360-16.
- Head studs: ARP #360-17.
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- Accepts 360-1 Indy oval or any W-2 aftermarket intake.
- Head bolt torque 95 ft lbs.

### LONG VALVE DESIGN - FEEL THE POWER!

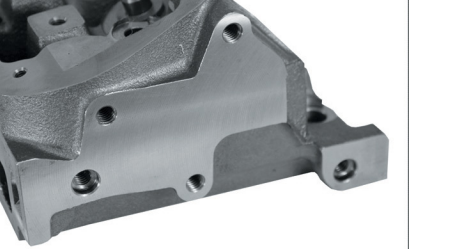
- Rocker shafts 25-30 ft. lbs.
- 7/16-14 Jesel rocker bolts 50 ft. lbs.
- 360-2 heads with Indy valves, no block or head milling, use the following push rod lengths:
  - solid lifter 7.190" -hydraulic lifter 7.660"
- Roller cam push rod length must be checked!
- Best engine range 318 cid to 370 cid

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

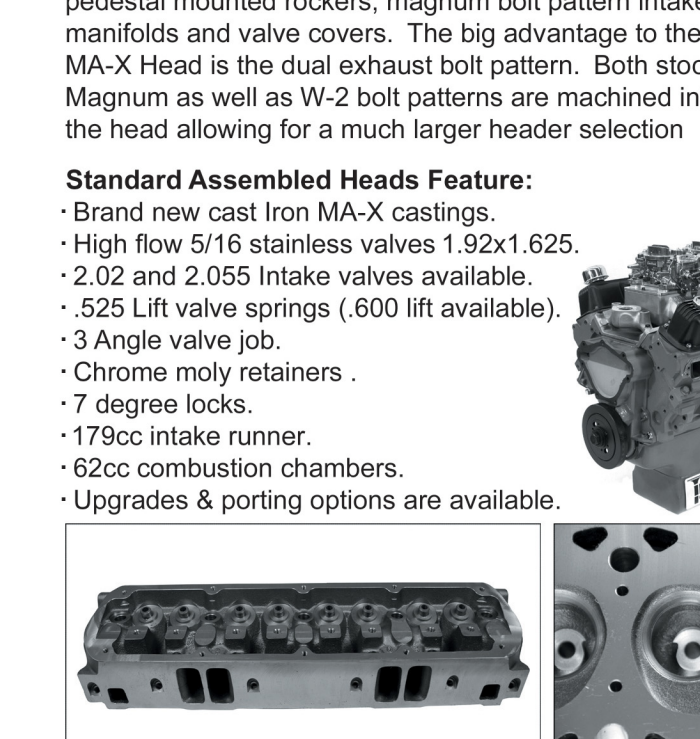
Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 360 LA-X



800 HP Potential



## THE 360 LA-X HEADS FROM INDY ARE A TRUE LA-X HEAD.

The 360 LA-X Heads From Indy are a true LA-X head. The LA-X utilizes 100% LA-X style parts including shaft mounted rockers, LA bolt pattern intake manifolds, and valve covers. The big advantage to the LA-X head is the dual exhaust bolt pattern. Both stock LA as well as W-2 bolt patterns are machined into the head allowing for a much larger header selection.

### Standard Assembled Heads Feature:

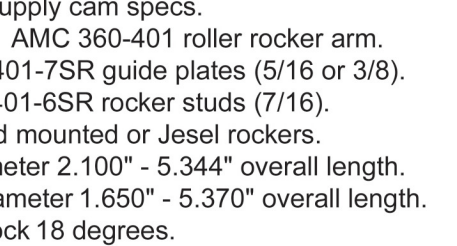
- Brand new cast iron LA-X castings.
- High flow 5/16 stainless valves 1.92x1.625.
- 2.02 and 2.055 intake valves available.
- .525 lift valve springs (600 lift available).
- 3 Angle valve job.
- Chrome moly retainers.
- 7 degree locks.
- 179cc intake runner.
- 62cc combustion chambers.
- Upgrades and porting are available.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# INDY T/A HEADS

# 340-360 1967-1992 Small Block Chrysler T/A Style Aluminum Head



Assembled with:

- 7 Degree locks
- 3 Angle valve job
- 175cc Intake volume
- .650 Lift valve springs
- Chrome moly retainers
- Thick wall rocker shafts
- 3/8" Rocker shaft stud kit
- Billet steel shaft clamp kit
- 63cc Combustion chambers
- Bowl porting and gasket match
- 2.055 x 1.625 Stainless steel valves
- Roller rocker arms (1.5 or 1.6 ratio)
- Billet aluminum fully adjustable offset
- With head bolts and push rods

## Relocated Pushrod Hole

The intake runner is never any better than its smallest cross-sectional area, usually right beside the pushrod. The relocated push rod hole needs offset rockers to complete the wide intake port.

The rocker shaft is moved and 440 rockers are used to relocate the pushrod.

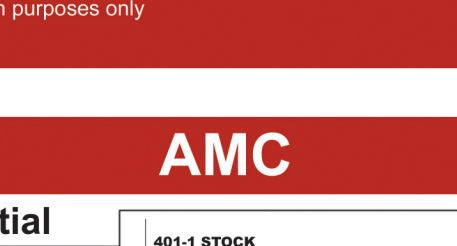
An age old problem with small block Chrysler engines is that the rocker arms are too close to the valve spring. 440 rockers fit into the valve valve spring clearance.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

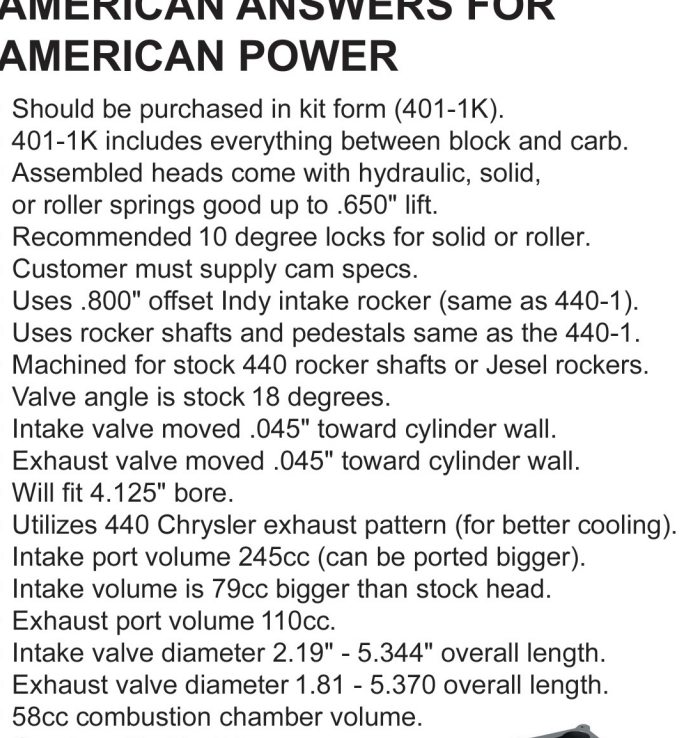
Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 360 MA-X



800 HP Potential



## The 360 MA-X heads from Indy are true Magnus heads.

The MA-X utilizes 100% Magnus style parts including pedestal mounted rockers, magnum bolt pattern intake manifolds and valve covers. The big advantage to the MA-X Head is the dual exhaust bolt pattern. Both stock Magnus as well as W-2 bolt patterns are machined into the head allowing for a much larger header selection

### Standard Assembled Heads Feature:

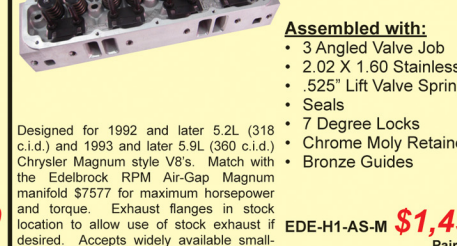
- Brand new cast iron MA-X castings.
- High flow 5/16 stainless valves 1.92x1.625.
- 2.02 and 2.055 intake valves available.
- .525 lift valve springs (600 lift available).
- 3 Angle valve job.
- Chrome moly retainers.
- 7 degree locks.
- 179cc intake runner.
- 62cc combustion chambers.
- Upgrades & porting options are available.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-SR



650 HP Potential



## THE AMC QUESTION FINALLY ANSWERED

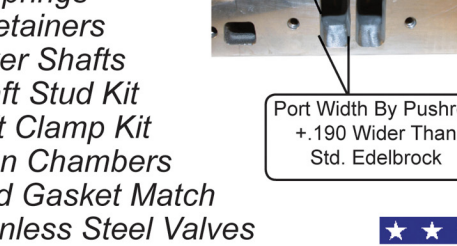
- Can be purchased in kit form (401-SRK).
- Assembled heads come with hydraulic, solid or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses aftermarket AMC 360-401 roller rocker arm.
- Uses Indy part #401-7SR guide plates (5/16" or 3/8").
- Uses Indy part #401-6SR rocker studs (7/16").
- Machined for stud mounted or Jesel rockers.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.650" - 5.370" overall length.
- Valve angle is stock 18 degrees.
- Stock valve location.
- Indy roller rocker 401-4SR (1.6 ratio).
- Assembly holes in stock pattern.
- Accepts AMC exhaust bolt location and port location.
- Intake port volume 235cc.
- Exhaust port volume 105cc.
- 61cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- Accepts stock AMC aftermarket intakes.
- Best performance single plane intake: Indy 401-3.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

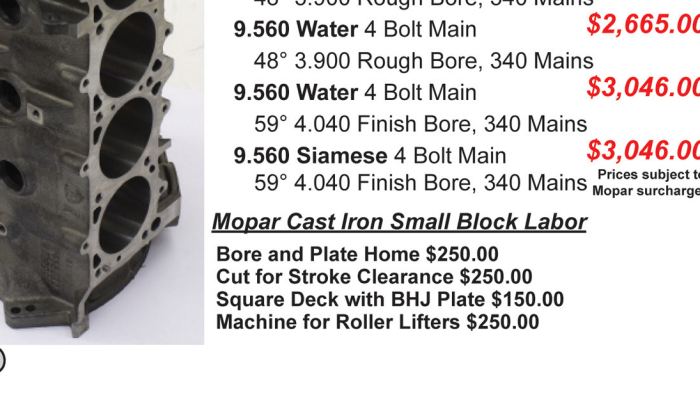
Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-1



850 HP Potential



## AMERICAN ANSWERS FOR AMERICAN POWER

- Should be purchased in kit form (401-1K).
- 401-1K includes everything between block and carb.
- Assembled heads come with hydraulic, solid, or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses .800" offset Indy intake rocker (same as 440-1).
- Rocker shafts and pedestals same as the 440-1.
- Machined for stock 440 roller shafts or Jesel rockers.
- Valve angle is stock 18 degrees.
- Intake valve moved .045" toward cylinder wall.
- Exhaust valve moved .045" toward cylinder wall.
- Will fit 4.125" bore.
- Utilizes 440-1440 bore pattern (for better cooling).
- Intake port volume 245cc (can be ported bigger).
- Intake volume is 79cc bigger than stock head.
- Exhaust port volume 210cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.81 - 5.370 overall length.
- 58cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550". can cut 1.625".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- 401-2 Intake best complements 401-1 heads.
- Uses 401-3 sheet metal valve covers.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-1



850 HP Potential



## AMERICAN ANSWERS FOR AMERICAN POWER

- Should be purchased in kit form (401-1K).
- 401-1K includes everything between block and carb.
- Assembled heads come with hydraulic, solid, or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses .800" offset Indy intake rocker (same as 440-1).
- Rocker shafts and pedestals same as the 440-1.
- Machined for stock 440 roller shafts or Jesel rockers.
- Valve angle is stock 18 degrees.
- Intake valve moved .045" toward cylinder wall.
- Exhaust valve moved .045" toward cylinder wall.
- Will fit 4.125" bore.
- Utilizes 440-1440 bore pattern (for better cooling).
- Intake port volume 245cc (can be ported bigger).
- Intake volume is 79cc bigger than stock head.
- Exhaust port volume 210cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.81 - 5.370 overall length.
- 58cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550". can cut 1.625".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- 401-2 Intake best complements 401-1 heads.
- Uses 401-3 sheet metal valve covers.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-1



850 HP Potential



## AMERICAN ANSWERS FOR AMERICAN POWER

- Should be purchased in kit form (401-1K).
- 401-1K includes everything between block and carb.
- Assembled heads come with hydraulic, solid, or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses .800" offset Indy intake rocker (same as 440-1).
- Rocker shafts and pedestals same as the 440-1.
- Machined for stock 440 roller shafts or Jesel rockers.
- Valve angle is stock 18 degrees.
- Intake valve moved .045" toward cylinder wall.
- Exhaust valve moved .045" toward cylinder wall.
- Will fit 4.125" bore.
- Utilizes 440-1440 bore pattern (for better cooling).
- Intake port volume 245cc (can be ported bigger).
- Intake volume is 79cc bigger than stock head.
- Exhaust port volume 210cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.81 - 5.370 overall length.
- 58cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550". can cut 1.625".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- 401-2 Intake best complements 401-1 heads.
- Uses 401-3 sheet metal valve covers.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-1



850 HP Potential



## AMERICAN ANSWERS FOR AMERICAN POWER

- Should be purchased in kit form (401-1K).
- 401-1K includes everything between block and carb.
- Assembled heads come with hydraulic, solid, or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses .800" offset Indy intake rocker (same as 440-1).
- Rocker shafts and pedestals same as the 440-1.
- Machined for stock 440 roller shafts or Jesel rockers.
- Valve angle is stock 18 degrees.
- Intake valve moved .045" toward cylinder wall.
- Exhaust valve moved .045" toward cylinder wall.
- Will fit 4.125" bore.
- Utilizes 440-1440 bore pattern (for better cooling).
- Intake port volume 245cc (can be ported bigger).
- Intake volume is 79cc bigger than stock head.
- Exhaust port volume 210cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.81 - 5.370 overall length.
- 58cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550". can cut 1.625".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- 401-2 Intake best complements 401-1 heads.
- Uses 401-3 sheet metal valve covers.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

Hemi is a trademark of the Chrysler Corporation and is used for identification purposes only. Not legal for use or sale on pollution controlled vehicles.

# SMALL BLOCK

# 401-1



850 HP Potential



## AMERICAN ANSWERS FOR AMERICAN POWER

- Should be purchased in kit form (401-1K).
- 401-1K includes everything between block and carb.
- Assembled heads come with hydraulic, solid, or roller springs good up to .650" lift.
- Recommended 10 degree locks for solid or roller.
- Customer must supply cam specs.
- Uses .800" offset Indy intake rocker (same as 440-1).
- Rocker shafts and pedestals same as the 440-1.
- Machined for stock 440 roller shafts or Jesel rockers.
- Valve angle is stock 18 degrees.
- Intake valve moved .045" toward cylinder wall.
- Exhaust valve moved .045" toward cylinder wall.
- Will fit 4.125" bore.
- Utilizes 440-1440 bore pattern (for better cooling).
- Intake port volume 245cc (can be ported bigger).
- Intake volume is 79cc bigger than stock head.
- Exhaust port volume 210cc.
- Intake valve diameter 2.100" - 5.344" overall length.
- Exhaust valve diameter 1.81 - 5.370 overall length.
- 58cc combustion chamber volume.
- Can be milled to 51cc.
- 2" spring height, spring seats 1.550". can cut 1.625".
- Head gasket: Indy #290.
- Intake gasket: Indy #295.
- Exhaust header gasket: Indy #221.
- Head bolts: ARP #401-18 (1/2").
- Head studs: ARP #401-18 (1/2").
- Valve guides 11/32 solid bronze.
- 3/4 reach gasket seat spark plugs.
- Champion C57CX (cold) to C63CX (hot).
- 401-2 Intake best complements 401-1 heads.
- Uses 401-3 sheet metal valve covers.

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com