



Predator

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New Indy Predator Heads and Engines For The Ultimate in Performance

The Indy Predator Head

For the Big block B, RB and Hemi stock bolt patterns



Pro Predator Head Kit
Head Assembly w/ Hemi Pattern
Beryllium Seats Intake & Exhaust
Full CNC Porting 460cc Int Vol
CNC Chambers for 4.560 Bore
2.450 Tit x 1.840 SS Val - 11/32
2..200 Height Roller Springs
Titanium Retainer - 10 deg Locks
Indy Cast Alum Valve Covers
Tunnel Ram Manifold 2x4500 Top
PR Oil Rocker Kit 1.8 x1.8
APR Head Stud Kit
Intake & Exhaust Gaskets
Valve Cover Gaskets
Total price. . . . \$11,537.00



Semi Pro Predator Head Kit
Head Assembly w/ Hemi Pattern
Ductile Moly Seats Int & Exhaust
CNC Bowl port, CNC Port Match
CNC Chambers for 4.500 Bore
2.400 SS x 1.840 SS Val - 11/32
2.200 Height Roller Springs
Tit Retainers - 10 deg Locks
Indy Cast Alum Valve Covers
1x4 Big Volume 4500 Intake
PR Oil Rocker Kit 1.8 x 1.8
ARP Head Stud Kit
Intake & Exhaust Gaskets
Valve Cover Gaskets
Total price. . . . \$9,564.00

Predator Options

Add for 440 bolt pattern. \$160.00
Add for Titanium exhaust valves. . \$742.00
Tunnel ram plenum spacer 1/2". . \$135.00
SV-1 Top Plate. \$200.00
Add for spray bar installed. \$250.00
Add 454 external oil line. \$100.00

Predator Single Four Intake

4500 Carburetor
Cast in valley plate
Square top for Nitrous plates
Weights 24 lbs....\$1195.00

Bosses for EFI or mechanical nozzles
.060" Valve Cover Gaskets
.060" Intake Gaskets
Exhaust Header Gaskets
Intake gaskets. . . \$35.00
Valve cover gaskets. . \$35.00
Header gaskets. . . \$35.00



Predator Tunnel Ram

Built from sheet metal technology
Round tapered runners
Adjustable plenum volume
with 1/2" spacers
Cast in valley plate
Bosses for EFI or mechanical nozzles
Weights 29 lbs less top....\$1295.00

New Cast Predator Valve Covers

Only 5.4 pounds each
1/2" taller than shee metal
\$395.00 set
Spray Bars available
Add \$300.00



We Take Indy Head Engines In On Trade

Indy Maxx Block
55MM Roller cam
Titanium valves
Race oil system-wet sump
Tunnel Ram 2-1250
Indy offset distributor
Dyno tested
Starting at \$42,660.00

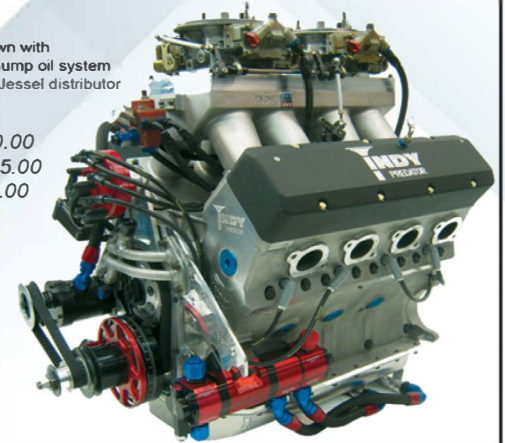
572" Predator Engine 1,000 HP-850 Torque

World Iron block Race oil system
Stainless valves 1150 Carb
Single four Dyno tested
Comp roller cam \$25,400

655" Predator Engine 1350 HP 1075 Torque With Options

Add Jesel belt drive distributor \$730.00
Add 3 stage dry sump system \$1675.00
Add SV-1 Top Plate & Carbs \$1200.00

Shown with dry sump oil system and Jesel distributor



Indy Chrysler Distributors

Dual offset
MSD pickups
Adjustable phasing
(dual ignition box req'd)
\$1195.00



Single 1.750 Offset
MSD pickup
Adjustable phasing
\$795.00



Coming Soon!...Supercharger manifold for Predator heads

Indy Engines Powers Wheatcraft Racing To Many Finals

What an exciting and successful season for Wheatcraft Racing and driver Ron Stayer Jr. The plan for our season was to compete in the Q-16 and Super Pro classes at the Chrysler Classic Events while also attending various local and big money bracket races. The weapon of choice was Chris and Charli Wheatcraft's 2007 Fox Dragster which utilized an Indy Cylinder Head built 6.1L SRT8 based 426 cubic inch engine. Equipped with a FAST EFI system, this combination was fast enough to make the Quick shows and reliable enough to make nearly 300 passes without ever taking off the valve covers – keep in mind it has over 600 passes on it since first being built two seasons ago. Russ Flagle, Ken Lazzeri, and Indy Cylinder Head spent much time and effort to insure this combination was fast, reliable, and ready to go round after round with oil and



filter changes as the only maintenance necessary. Needless to say, this combination produced not only 1, but 2 championships. We captured the championships in both the Q16 and Super Pro and yes, this was with the same car entering it in 2 classes every race. Along the way, we were in 3 finals (2 wins and 1 runner up) out of 4 races at Pittsburgh Raceway Park all in one

"...seriously consider Indy's 426-6.1/5.7 New Legend Hemi."- Ron Stayer, Jr.

weekend and also a runner up finish in the Paul Wilson Memorial Race. Outside of the Chrysler Classic series many rounds were won and we were close to capturing the car's first \$10,000 bracket racing win when we lost in the ¼ finals at Muncie Dragway's Firecracker Nationals. In addition, there was a weekend in

September when 21 passes were made in the car and 16 of them had and ET of 5.26 (1/8th mile) on the time slip. Thanks again to Indy Cylinder Head, and for any of you racers looking for a fast, reliable, consistent, low maintenance racing engine, you need to seriously consider Indy's 426-6.1/5.7 new legend hemi. – Ron Stayer, Jr. & Wheatcraft Racing.