

Indy Cylinder Head now offers our complete line of cylinder heads (Wedge, Hemi, Small Block Chrysler, and AMC) 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!

| CNC # | Engine | Int Vol | Ex Vol | Chamber cc | Flow | C.I.D. | Chrysler Applications | Racer |
|--------------------|------------------------------|---------|--------|----------------------------|--------------|------------|---|---------|
| 440-EZ CNC-295 | Wedge Big Block | 295cc | 79cc | 78cc s/s Int s/s Ex | 355cfm @ 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. | \$1,100 |
| 440-EZ CNC-325 | Wedge Big Block | 325cc | 79cc | 78cc s/s Int s/s Ex | 370cfm @ 700 | 440"-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 offset intake push rod location for larger volume intake runner. Offset intake rocker arms needed. | \$1,100 |
| 440-SR CNC-295 | Wedge Big Block | 295cc | 122cc | 78cc s/s Int s/s Ex | 355cfm @ 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 10:1 compression and up engines. Solid or Roller Cam combinations. Huge improvement for any basic bracket engine. 2.19 x 1.81 valve size. | \$1,100 |
| 440-1 CNC-325 | Wedge Big Block | 325cc | 122cc | 78cc s/s Int s/s Ex | 370cfm @ 700 | 470"-500" | Great head for Pro Street to Drag Race, Pro Street solid combinations and Drag Race Roller combinations. Works well with 12.5 to 1 compressions and up. 850HP potential. 2.19 x 1.81 valve size. | \$1,100 |
| 440-1 CNC-345 | Wedge Big Block | 345cc | 122cc | 78cc s/s Int s/s Ex | 380cfm @ 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. | \$1,300 |
| 572-13 CNC-365 | Wedge Big Block | 365cc | 135cc | 78cc s/s Int s/s Ex | 395cfm @ 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. | \$1,300 |
| 572-13 CNC-385 | Wedge Big Block | 385cc | 135cc | 79cc s/s Int s/s Ex | 410cfm @ 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. | \$1,300 |
| 600-13X CNC-460 | Wedge Big Block | 460cc | 142cc | 70cc Tit Int Tit Ex | 500cfm @ 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 | \$1,600 |
| PRED CNC-420 | Hemi / Wedge Big Block | 420cc | 168cc | 84cc Tit Int Tit Ex | 500cfm @ 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. | \$1,600 |
| PRED CNC-460 | Hemi / Wedge Big Block | 460cc | 168cc | 84cc Tit Int Tit Ex | 540cfm @ 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. | \$1,600 |
| 426SR CNC-265 | OEM Hemi | 265cc | 126cc | 170cc s/s Int s/s Ex | 430cfm @ 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 | \$1,100 |
| 426-1 CNC-285 | Legend Hemi | 285cc | 123cc | 166cc s/s Int s/s Ex | 440cfm @ 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 street 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. | \$1,100 |
| 4261RA CNC-295 | Legend Hemi | 295cc | 144cc | 167cc s/s Int s/s Ex | 510cfm @ 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. | \$1,300 |
| 4261RA6 CNC-325 | Legend Hemi | 325cc | 151cc | 167cc s/s Int s/s Ex | 535cfm @ 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. | \$1,300 |
| 360-2 CNC-230 | Oval Port Small Block | 230cc | 99cc | 65cc s/s Int s/s Ex | 315cfm @ 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. | \$1,100 |
| 360-1 CNC-245 | Rect. Port Small Block | 245cc | 95cc | 65cc s/s Int s/s Ex | 330cfm @ 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. | \$1,100 |
| 401-1 CNC-275 | AMC | 275cc | 125cc | 69cc s/s Int s/s Ex | 360cfm @ 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. | \$1,100 |
| 401-1 CNC-300 | AMC | 300cc | 134cc | 69cc s/s Int s/s Ex | 390cfm @ 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. | \$1,300 |
| 5.7 CNC-184 | 5.7 Hemi | 184cc | 57cc | 86cc st Int st Ex | 327cfm @ 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. | \$1,000 |
| 6.1 CNC-216 | 6.1 Hemi | 216cc | 65cc | 73cc st Int st Ex | 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. | \$1,000 |

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