



# Chrysler 360 LA & Magnum

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**Reconditioned**

Designed for 1967-1985 Chrysler 318-340-360 c.i.d. engines. These reconditioned heads come assembled with a "like new" appearance and quality with all new Aeromaxx parts installed and a milled deck surface. These heads have outstanding features that include premium one-piece, stainless steel, high flow 2.02 X 1.60 intake and exhaust valves. Heat treated, machined steel retainers and valve locks along with heavy duty valve springs are good for .509" lift cams. The 915/587 castings have a larger intake port volume than the standard castings for \$599.00.

**Specs:**  
Chamber Volume: 67-70 cc  
Port Volume: 160 cc  
Accepts all stock equipment ie. intake manifolds, exhaust headers and manifolds, valve train, valve covers, and accessory bolt holes.



## 340 / 360 Chrysler

Assembled with:

- 3 Angled Valve Job
- 2.02 X 1.60 or 1.88 X 1.60 Stainless Valves
- .509" Lift Valve Springs

**Umbrella Seals**

- 7 Degree Locks
- Chrome Moly Retainers
- Bronze Guides

**ARO-CY-SB340**

Pair/Assembled

**Upgrade Options**

- 915/587 J Head Castings
- Dual Solid or Roller Springs
- Hard Exhaust Seats
- Teflon Seals
- 10 Degree Locks
- Titanium Retainers
- 11/32 Stem Valve
- Mill, CC, & Correct Chamber

**Port & Polish**

- Stage I: Bowls & Openings
- Stage II: Chambers, Bowls, & Openings
- Stage III: Full Port & Polish



**Indy LA-X**

Designed for 1967 to 1991 318-340-360 cid engines. These are brand new castings with the 62cc closed chamber. Dual exhaust bolt pattern to use standard or W-2 headers. Assembled with premium 1 piece stainless steel valves and premium components. Intake runner is 179cc compared to the J or X head 180cc stock shaft mounting to use OEM or adjustable valve train.

**Specs:**  
Combustion Chamber Volume: 62 cc  
Intake Port Volume: 179 cc

Accepts all stock equipment ie. intake manifolds, exhaust headers and manifolds, valve train, valve covers, and accessory bolt holes.

**NEW**  
**2.055 x 1.600 Long Valve Upgrade**  
Allows 1.900 Installed Height, 5/16 Stem SS Valves, 10" Locks & Retainers, Springs up to .850 lift, Roller or Flat Tappet  
Must use adjustable roller rocker assemblies



## 360 Performer RPM

Assembled with:

- 3 Angled Valve Job
- 2.02 X 1.60 Stainless Valves
- .575" Lift Valve Springs
- Umbrella Seals
- 7 Degree Locks
- Chrome Moly Retainers
- Bronze Guides

**EDE-H1-360AS**

**Upgrade Options**

- #90179 Open Chamber
- Dual Solid or Roller Springs
- K-Motion Roller Springs
- Teflon Seals
- 10 Degree Locks
- Titanium Retainers
- ARP Head Bolts
- ARP Head Studs

**Port & Polish**

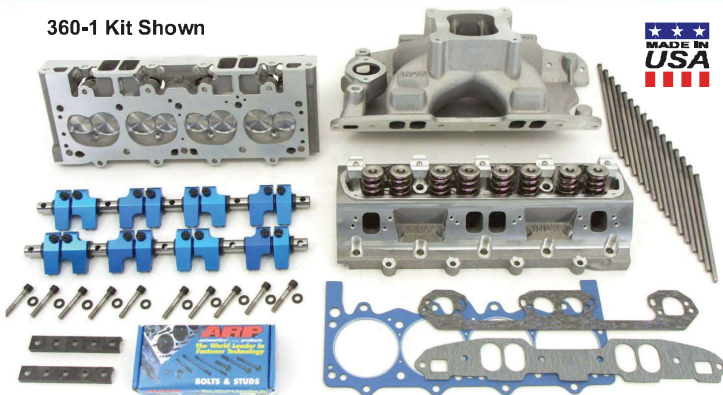
- Stage I: Bowls & Openings
- Stage II: Chambers, Bowls, & Openings
- Stage III: Full Port & Polish

• #60779 Closed Chamber Design  
• #80179 Open Chamber Design  
(for early high-compression 340 eng.)  
Designed for non-emissions 1967-1985 Chrysler 318-340-360 c.i.d. engines, these heads have outstanding features that include phosphor-bronze valve guides, interlocking, ductile iron valve seats and premium one-piece, stainless steel, high flow 2.02 X 1.60 intake and exhaust valves. Heat treated, machined steel retainers and valve locks along with heavy duty valve springs are good for .575" lift cams. The special valve train in the 1970 340 T/A is not compatible with either of these cylinder heads.

**Specs:**  
Chamber Volume: #60779 63cc  
#80179 65cc  
Ex. Port Volume: 77cc  
Int. Port Volume: 171cc

Accepts all stock equipment ie. intake manifolds, exhaust headers and manifolds, valve train, valve covers, and accessory bolt holes.

## 360-1 Kit Shown



## 360-1 Kit (Rectangle Port) or 360-2 Kit (Oval Port)

Complete kit includes heads assembled with: 360-4 Rocker Assembly 1.5 or 1.6, 360-9K Push Rod Kit, 360-14 Rocker Shafts, 360-11 Rocker Studs, 360-3 Intake, 360-16 Head Bolts, Head Gaskets, Intake and Exhaust Gaskets. For CNC Porting see page 19.

**Kit Upgrade 360-1 / 360-2 Kit to 48 Degree Block**

## Mopar Resto & R3 A Engine Blocks

- 9.200 Water 4 Bolt Main**  
59° 3.990 Rough Bore, 340 Mains
- 9.560 Water 4 Bolt Main**  
59° 3.990 Rough Bore, 340 M
- 9.200 Siamese 4 Bolt Main**  
48° 3.900 Rough Bore, 340 Mai
- 9.560 Water 4 Bolt Main**  
48° 3.900 Rough Bore, 340 Ma
- 9.560 Water 4 Bolt Main**  
59° 4.040 Finish Bore, 340 Main
- 9.560 Siamese 4 Bolt Main**  
59° 4.040 Finish Bore, 340 Mains

Prices subject to Mopar surcharge.

## Mopar Cast Iron Small Block Labor

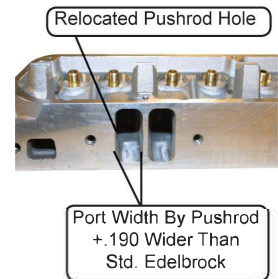
- Bore and Plate Home \$300.00
- Cut for Stroke Clearance \$250.00
- Square Deck with BHJ Plate \$150.00
- Machine for Roller Lifters \$250.00

## Indy - TA Hi Flow RPM Series

340-360 1967-1985 Small Block Chryslers  
Original Chrysler T/A Style 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
- 2.05 X 1.60 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

Port Width By Pushrod  
+.190 Wider Than Std. Edelbrock



EOE D

Package Price Per/Pair



### Upgrade Options:

- Port and Polish  
Stage II: SMP&P (Chambers, Bowls, & Openings)  
Stage III: Full Port & Polish (2.05 X 1.60 Valves, 300CFM)
- Viton Seals
- Chrome Moly Steel and 10 Degree Locks
- Titanium Retainers and 10 Degree Locks
- K-Motion Roller Valve Springs
- 65cc Open Combustion Chamber for 340 stock style pistons
- ARP Head Bolts (Specific to Edelbrock Heads)
- ARP Head Stud Kit