



AMC BLOCK

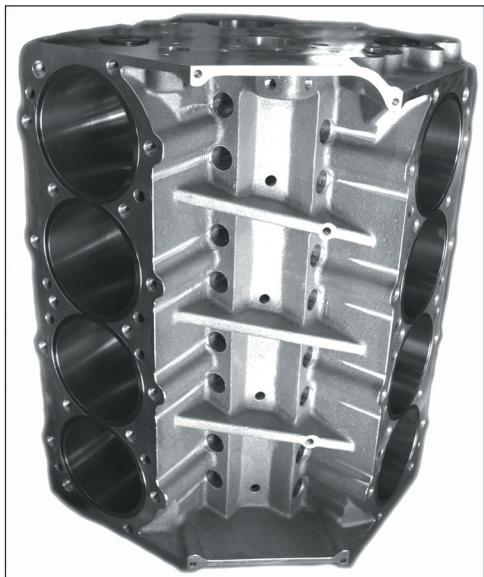
BLOCKS

INDY

CYLINDER HEAD



IC 401 Aluminum AMC Block Strength In Numbers



IC-401. Indy Cylinder Head has made numerous changes in this block (vs. a stock block) to increase strength and stability. Billet steel splayed bolt main caps, valley cross braces, improved head bolt clamping, interlocking hi nickel ductile dry sleeve construction and improved oiling. When you add up the number of changes that ICH has made to the **NEW IC 401** block over a stock block you will find Strength In Numbers.

All of these improvements yields a block that is capable of supporting huge horsepower numbers for racing applications and be user friendly enough to be used as a replacement block for those hard to find stock 401 blocks.

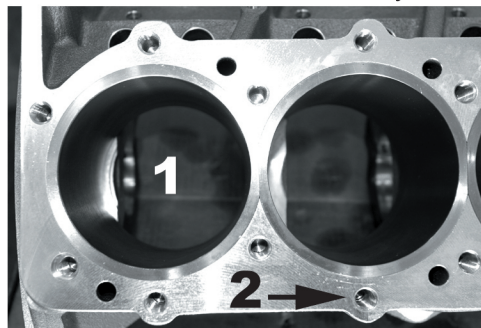


IC-401. The number every AMC fan will soon be talking about. From 360" stock head engines to 500" Aluminum Monster Cubes

Weight of IC-401 is 115 lbs with 4.375" bore and 9.400" tall deck

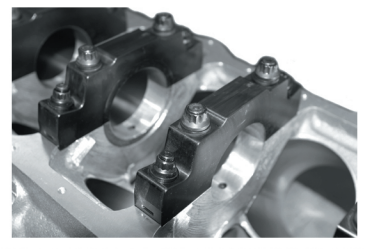


- (1) Big bore standard (4.375") with interlocking hi nickel ductile iron sleeves.
- (2) Five 1/2 x 13 head bolts per cylinder, five standard ans one lower outside 7/16 x 14 head bolt added for Indy heads.

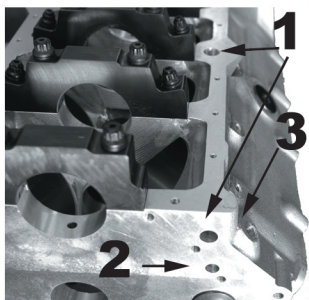


Billet steel splayed bolt center main caps, ARP 1/2" main studs with 7/16" outside splayed studs and 12 pt nuts.

All main caps are doweled to the block.

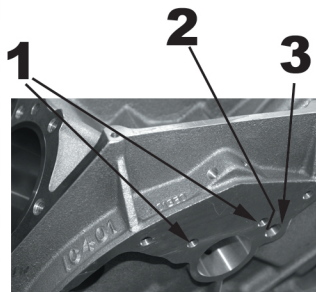


IC 401 Aluminum AMC Block Improved Oiling

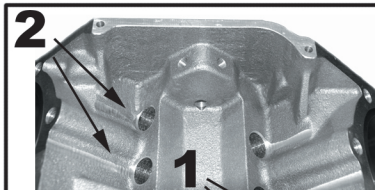
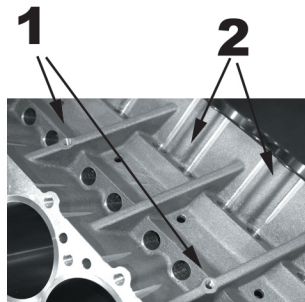


Standard AMC oil pan bolt pattern. (1) AMC standard oil pump pick up and supply hole to oil pump. (2) Standard location oil pressure port to engine. (3) External oil supply port for use with aftermarket external oil pump.

- (1) Two oil feed holes to lifters.
- (2) Orifice at each end.
- (3) Isolated main oil galley feeds 95% of the oil to the crankshaft first.



- (1) Internal oil pressure ports with orifice to feed Indy 401-1 head with shaft rockers. Internal stainless braided line must be used.
- (2) Head bolt bosses cast all the way to the lifter bulkhead for strength.



(1) Cross drilled oil passages feed oil from isolated main oil galley front and back of block. One main orifice at each end of main oil galley is all the oil allowed to reach the lifters. All remaining oil must go to the crankshaft.

(2) Standard .904" lifter diameter and location. Ample room for roller lifters.