



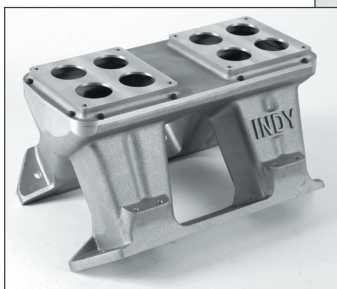
MANIFOLDS

WEDGE

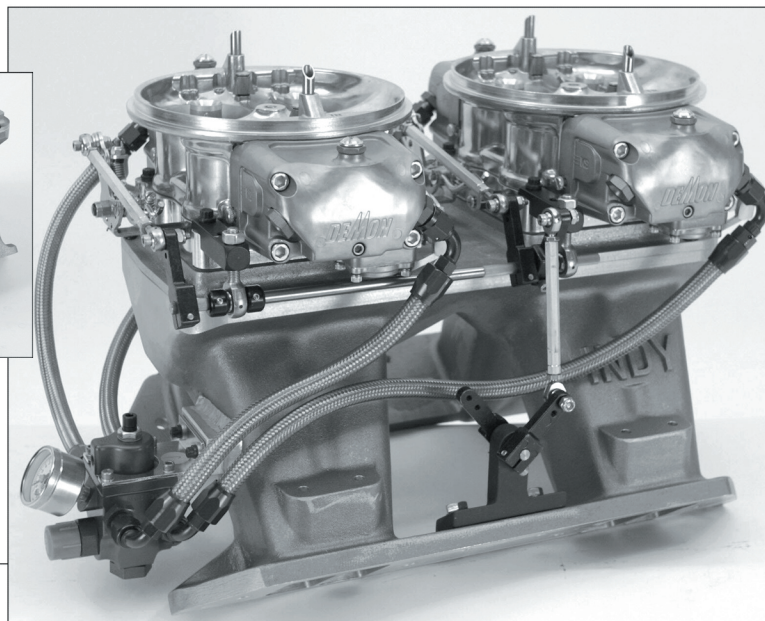
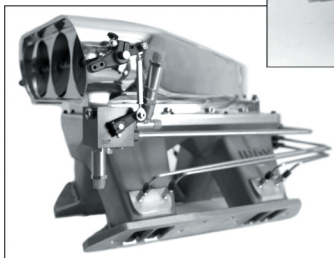


TUNNEL RAM, DUAL PLANE, BLOWER AND CROSS RAM MANIFOLDS

When airflow demands exceed a single four barrel intake manifold, the logical choice for the Indy Wedge engine is a 440-15 or 400-15 Tunnel Ram intake manifold. This manifold was designed after sheet metal manifolds (in the racing industry it is a well known fact that sheet

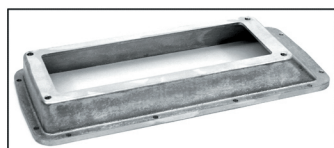


metal manifolds generally produce the most available horse power for high airflow engines). The 440-15 and 400-15 are sold with a bolt on removable top, with your choice of 2 - 4150's, 2 - 4500's, or a new Enderle fuel injection riser. In most cases dyno testing indicates a **50 to 60** horsepower gain over a single four manifold. Evenly matched spark plug readings make it evident to the tuner that the runners are located in a straight shot to the intake valve. This is accomplished by locating the runner entrances directly under each barrel of the carburetor, the most efficient way to use 2 four barrel carburetors.

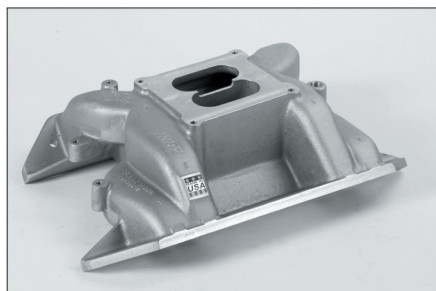
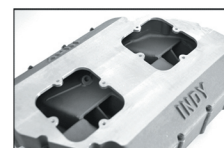


Part # 440-15 Tunnel Ram

- Utilizes Max Wedge 440-1 intake port opening with choice of tops.
- Part # 400-15 available for B engines with same specifications.
- Fuel injection bosses cast into manifold for simple E.F.I. conversions.
- 440-15 is 9.40" from end rails of block to top of carb flange of manifold.
- 400-15 is 10.00" from end rails of block to top of carb flange of manifold.

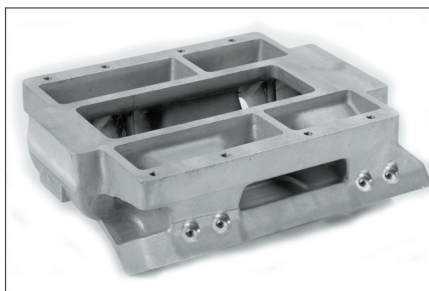


Continuing development is the key to staying on the cutting edge of tech in this industry. Take for example the new 440-15T tunnel ram top. It has a integrated 2 riser designed into the top. Another Indy original. In striving for perfection, Indy has incorporated a unique line up of wedge manifolds. We have a manifold for everybody, from the street driver to the blown alcohol racer. Yet another example of our commitment is evident in our artillery of blower manifolds. They are the only manifold of their kind available for the Chrysler Wedge engine.



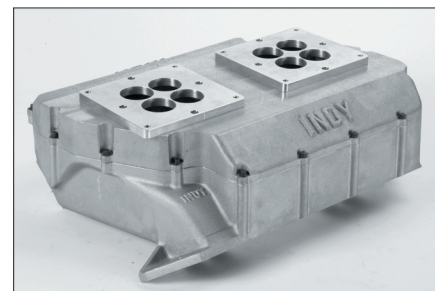
Part # 440-2D RB Intake Pictured

- Utilizes 906 intake port opening with 4150 carb flange.
- Available only for R/B applications. Not available for 400 B block.
- Can be port matched to max wedge port opening for use with Indy heads.
- Best solution for a high, broad torque range for big block Chrysler engines.
- 440-2D measures 5.25" from end rails of block to top of carb flange of manifold.



Part # 440-20 RB Blower Intake

- Utilizes Max Wedge 440-1 intake port opening.
- Part #400-20 available for B engines with same specifications.
- Machining for NHRA certified burst panels available.
- Machined for Injector nozzels.
- 440-20 & 400-20 measures 6.00" from end rails of block to top of carb flange of manifold.



Part # 440-25 RB with 2-4150's

- Utilizes Max Wedge 440-1 intake port opening & 9 1/2" long straighted runners.
- Sold with one removable top, other tops purchased separately. (inline 4500's, inline 4150's, or inline 3 2 barrel available)
- Available for R/B applications only.
- Best manifold available for Nostalgia Super Stock Racing.
- 440-25 measures 7.90" from end rails of block to top of carb flange of manifold.