

FUEL INJECTION FUEL MANAGEMENT

"FEEL THE POWER"



CONSTANT FLOW MECHANICAL



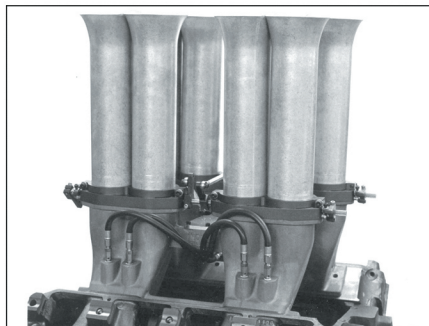
Tunnel Ram Injector

The good look of a polished Enderle Blower injector mounted on an Indy tunnel ram manifold with NEW 2" riser as shown, all stainless lines, fuel return, pump, fuel shut off, flowed pill set, pill box and instructions are furnished. Injector can be calibrated for gas or alcohol.

Complete Wedge #440-21 E

Belt pump drive #440-21 B

Complete Hemi #426-19

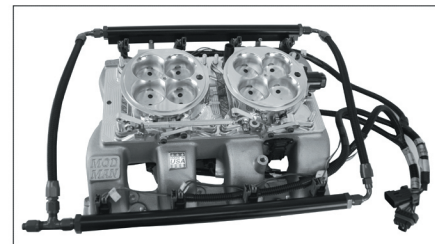


Eight Stack Injector

A modern A/FX style injector features 2 7/8 billet throttle bodies mounted on a magnesium cast Max Wedge size manifold calibrated for gas or alcohol. Complete unit as shown comes with pump, fuel shut off, idle bypass, pill boxes and flowed pill set, the ultimate AFX nostalgia injector.

Complete system #440-21

Belt pump drive #440-21 B

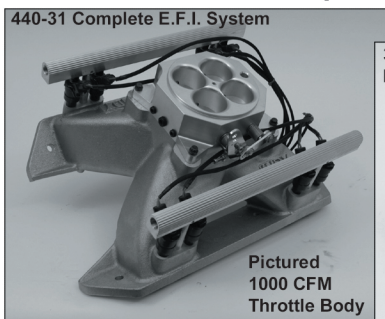


Mod Man with dual throttle bodies. Indy Cylinder Head offers every variation of Mod Man intakes ready for E.F.I.. Shown above with injectors installed and (2) 4150 throttle bodies installed and fuel crossover lines.



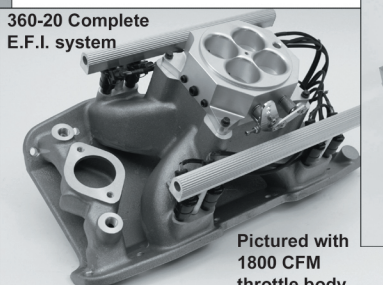
6.1 / 5.7 Mod Man with fuel rails installed

ELECTRONIC (EFI)



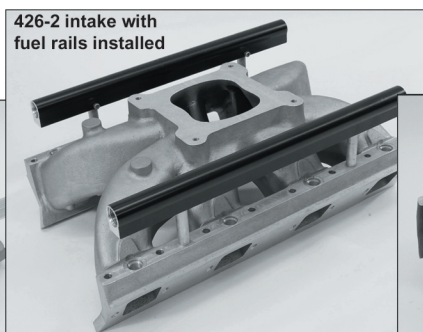
440-31 Complete E.F.I. System

Pictured 1000 CFM Throttle Body

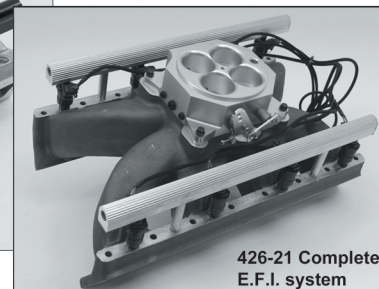


360-20 Complete E.F.I. system

Pictured with 1800 CFM throttle body



426-2 intake with fuel rails installed



426-21 Complete E.F.I. system

The arrival of fuel injection on performance cars in the mid 80's not only spawned the renaissance of the muscle car, but created a whole new segment of the industry...programmable ECU. FAST Fuel Injection is one of the most prolific and popular aftermarket upgrades. Now Mopar users don't have to be left out. At Indy we offer these systems on our street and street/strip engines. One of the problems with EFI systems is the intake manifold. EFI ready manifolds should have bosses so when it's time to convert to EFI, simply machine the bosses for the injectors and mount the rails. At Indy we have EFI ready manifolds for the 440, 400, 401 AMC, 360 LA and Magnum as well as Gen II and Gen III Hemi's.

Multiport EFI fuel injection puts fuel in each cylinder individually, and since each cylinder has it's own fuel supply, the fuel is atomized by the injector. Dry air usually from a 1000 to 1800 CFM billet throttle body along with well placed injectors eliminates fuel distribution problems. Fuel control is handled by the opening and closing of each injector. This time segment is called pulse width. With inputs and information from several sensors, Map, Throttle Position, O2, RPM, Air Inlet

NOTE: We can custom build E.F.I. tunnel rams and stack injectors.

and Water Temp are collected in the ECU (brain), then processed to make the engine run. And all this is programmable by you. All of the adjustments are made electrically instead of with a screwdriver. Once tuning software is installed in your PC, it now becomes a tuning machine. NOTE! EFI users should be established performance machine shops, aftermarket installers, or individuals accustomed on working with programmable EFI systems. We sell complete systems (less plumbing) or intakes machined for injectors and rails.

Hemi EFI intake with fuel rail	#426-20
440 Wedge EFI intake with fuel rail	#440-30
400 Wedge EFI intake with fuel rail	#400-30
Complete system Hemi	#426-21
Complete system Wedge RB	#440-31
Complete system Wedge B	#400-3
Complete system for Wedge 360	#360-20
Complete system for 401 AMC	#401-20

Call: 317-862-3724 Fax: 317-862-6300 Web: indyheads.com Email: techline@indyheads.com

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