

PRO ACTION™ 360 X CAST IRON CYLINDER HEADS

RHS® and Indy Cylinder Heads teamed up to give Mopar enthusiasts a replacement for small block LA and Magnum applications. that can easily make between 400-550 horsepower. The Pro Action™ 360 X is divided into two sub-series – the LA-X and the MA-X. The LA-X head uses the standard Chrysler LA intake manifold and rocker shaft, is drilled for the proper valve cover and gasket and contains both LA and Magnum accessory holes on both ends of the head. Designed for use with the Magnum intake manifold, rocker arms, gaskets and valve covers, the MA-X head features a pedestal large enough to enable 7/16"-14 drilling and tapping for stud-mounted rocker arms and guide plates.

- Cast iron replacement head designed for use with street/strip Small Block Chrysler LA and Magnum engines
- 179cc intake and 62cc exhaust runners with a 62cc combustion chamber
- Hardened multi-angle intake (1.920") and radiused exhaust (1.625") valve seats for up to 5% more flow out of the box
- Dual pattern exhaust bolts (standard & W2)
- Extra thick deck faces to allow angle milling
- Revised water jacket design for cooler, more efficient engine operations

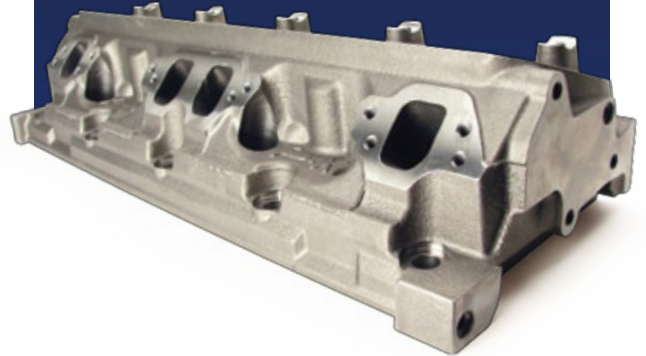
SERIES: PRO ACTION™

DESCRIPTION: 18° Small Block Chrysler Magnum & LA-style Cylinder Heads; Cast Iron; Angle Plug

APPLICATION: 318-415c.i. Recommended Street Performance

VALVE GUIDES: Integral Cast Iron

SPARK PLUGS: 14mm Thread, .750" Reach, Gasketed



Part #	Description	Runner	Chamber	Spark Plug	In.	Valve Size	Ex.	Application
20300	MA-X Small Block Chrysler Magnum	179cc	62cc	Angle	1.920" x 5/16"	1.625" x 5/16"		318-415c.i.
20301	LA-X Small Block Chrysler LA	179cc	62cc	Angle	1.920" x 5/16"	1.625" x 5/16"		318-415c.i.

PRO ELITE™ SMALL BLOCK FORD 20° CNC-PORTED ALUMINUM CYLINDER HEADS

Designed with the Small Block Ford racing enthusiast in mind, these heads give you all of the benefits of professional CNC-porting – straight from the factory. However, the CNC porting is done off of a known port, providing more airflow consistency than hand-porting runners. In addition to the CNC-porting intake and exhaust runners, the combustion chambers are also CNC-porting to moderate valve shrouding and maximize airflow efficiency. Prior to porting, the heads are given a multi-angle Serdi valve job for up to 5% more airflow right from the start.

- Designed for use with Small Block Ford 289, 302 and 351 Windsor drag and circle track racing applications
- CNC-porting 205cc/221cc intake and 79cc exhaust runners
- Unique multi-angle intake and radiused exhaust valve seats for increased airflow volume horsepower potential
- CNC-porting 62cc combustion chamber moderates valve shrouding
- Thick deck surface allows angle milling for compression and increases rigidity; improves head gasket retention

Part #	Description	Runner	Chamber	Spark Plug	In.	Valve Size	Ex.	Application
35020	Pro Elite™ SBF 20° CNC-Ported	205cc	62cc	Angle	2.055" + .100" Long	1.600" + .100" Long		289-351c.i.
35025	Pro Elite™ SBF 20° CNC-Ported	221cc	62cc	Angle	2.080" + .100" Long	1.625" + .100" Long		289-351c.i.

SERIES: PRO ELITE™

DESCRIPTION: 20° CNC-Ported Small Block Ford Cylinder Heads; Aluminum

APPLICATION: 289-351c.i. Recommended Circle Track & Drag Racing

VALVE GUIDES: Premium Bronze Material

SPARK PLUGS: 14mm Thread, .750" Reach, Gasketed

