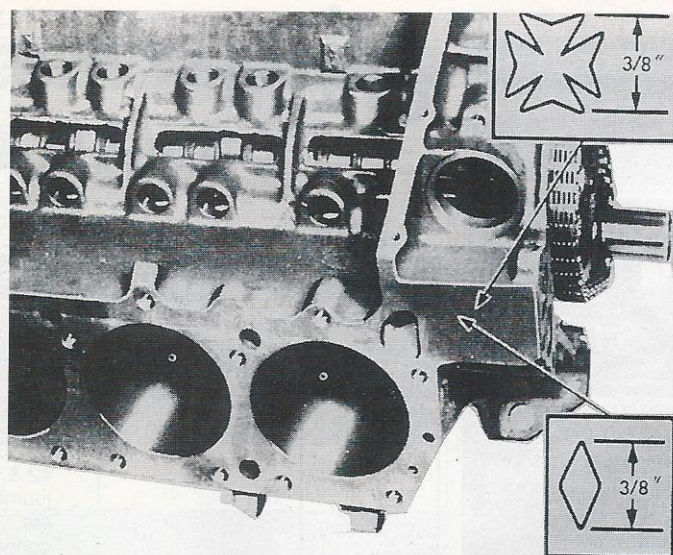
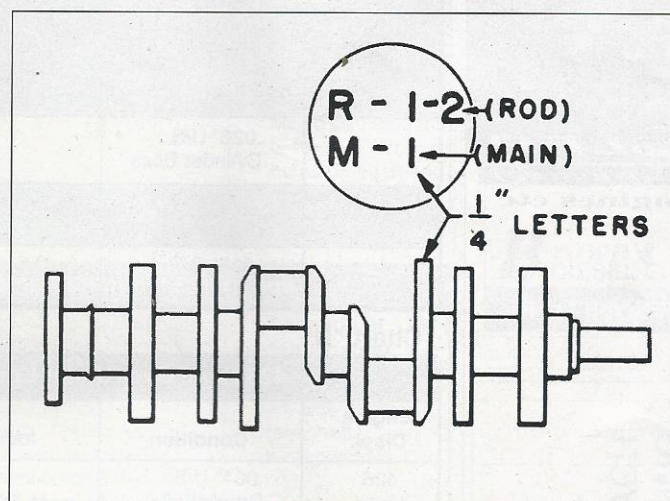


The 361, 383 and 400 low, big-blocks have their I.D. Boss pad located to the right of the distributor mounting hole. If you refer to "Chart B", the G383 stamped on the boss indicates it is a 1971 block. The alphabet markings were used on Chrysler's last cid casting (400 block), until the big block was discontinued in 1978.



This illustration indicates the position of the over/under sized engine markings (Chart C) for big blocks. The illustration is for 383 and 400 blocks, and indicates the boss locating on these blocks.



The rods and mains over/undersized engine markings for the big block V8 (383-400-440) are located on the third counterweight of the crankshaft.

Chart "B"

I.D. Boss Year Identification For Chrysler Big Block V8 Engine Codes

Displ.	'66	'67	'68	'69	'70	'71	'72	'73	'74	'76	'77	'78
383	B	C	D	E	F	G						
400							H	I	J	K	L	M
440	B	C	D	E	F	G	H	I	J	K	L	M
440HP		C	D	E	F	G	H	I	J	K	L	M
426 Hemi			D	E	F	G						

Chart "B": The 383 and 440 big blocks were introduced in 1966, while the first high performance 440 was introduced in 1967. The 426 Hemi V8 letter codes for 1966 and 1967 are questionable, therefore they are not listed. However, because of Chrysler's standard alphabet use, they should be consistent with all other big blocks introduction coding. In 1970 426 Hemi blocks came one of two ways; standard street Hemi before 1-17-70 and blown fuel Hemi blocks after this date.

guishing mark which identify's a six pack block. This is wrong! The "maltese cross", like other symbols used by Chrysler on the 440's I.D. Boss, and other engines, indicates information relating to internal engine parts (see Chart C) changes that were either over or under sized.

These marks were used on the 413 and 426 Wedge blocks too. The low deck (361, 383,400) blocks use the same symbols as the 440 RB, but the low deck blocks don't have an I.D. Boss like the raised block has. Low deck, big blocks over/under engine size markings are found on the pad to the

right of the distributor hole. 426 Hemi V8 engines have similar over/under sized marks that the raised blocks use.

Small blocks (318-340-360) over/under engine size markings (see Chart E) are located on the crankshaft's number eight (#8) counterweight. These markings will be quarter-inch letters, for either the rods or mains. For other over-sized markings, look for an "A" following the engine's serial number; on each tappet bore and the tapped holes on each end of the cylinder heads. Trans Am 340 blocks, used in Challenger T/A and AAR/Cuda, will have the letters

"T/A" stamped on the side of the block, right after the 340 (340T/A).

For the over/under sized engine markings on the 426 Hemi engine(see Chart D). Check the same location that you would for a raised deck (440) big block. The crankshaft counterweights will also let you know if the rods and mains are oversized or undersized.

Even though the Slant Six engines were never used in any muscle car application during this period, there are quite a few installed in Chrysler cars for daily transportation that will need to be rebuilt too. Slant Sixes had their oversized and under-sized markings located at the top of the front pad, on the right side of the block (see Chart F).

With the correct engine displacement made through the VIN's use, and the naked eye for year and possible CID underneath the hood made, there is still the engine's serial number to determine if it is a numbers matching car. The engine itself can be identified by the engine serial number: Slant Six engines have their engine serial number stamped on the joint face of the block, just behind the ignition coil. Small block V8's