

Chart "E"

Small Block V8 Over/Under Engine Component Markings			
Engine Displ.	Condition	Identification	Location of Identification
318 340 360	.001" U/S Crankshaft	R or M: M-2-3 etc... (Indicates #2 & #3 main bearing journals) and/or R-1-4 etc... (Indicates #1 & #4 connecting rod journals)	Milled flat on number eight crankshaft counterweights
	.010" U/S Crankshaft	RX or MX MX (indicates .010" U/S all main journals), and/or RX (Indicates .010" U/S all rod journals)	Milled flat on number eight crankshaft counterweights
	.020" O/S Cylinder Bores	A	Following engine serial number
	.008" O/S Tappets	Diamond	3/8" Diamond shaped - stamp Top pad - front of engine and flat ground on outside surface of each O/S tappet bore
	.005" O/S	X	Milled pad adjunct to two 3/8" tapped holes on each end of cylinder head

Chart "F"

Slant Six Over/Under Engine Component Markings			
Engine Displ.	Condition	Identification	Location of Identification
198 225	.001" U/S Crankshaft	Maltese Cross M-2-3 etc... (Indicates #2 & #3 main bearing journals), and/or R-1-4 etc... (Indicates #1 & #4 connecting rod journals)	Top of front pad right side of block Crankshaft counterweights
	.010" U/S Crankshaft	Maltese Cross and X M-10 (Indicates .010" U/S all main journals) and/or R-10 (Indicates .010" U/S all rod journals)	Top of front pad right side of block Crankshaft counterweights
	.020" O/S Cylinder Bores	A	Top of front pad right side of block
	.008 O/S Tappets	Diamond	Top of front pad right side of block

Prior to 1970, the complete VIN or a portion could possibly be stamped at this location. From 1970 on, the last eight (8) digits of the VIN are stamped into the boss.

The engine serial number will consist of fourteen (14) digits which are broken down as follows:

- * 1st & 2nd are the powertrain (Plant Code)
- * 3rd through the 5th are for cubic inches
- * 6th digit is for either low or high compression etc...
- * 7th through 10th digits are the manufacturers date code (Julian Date)
- * 11th through 14th are the production sequence numbers (Daily)

This sequence number should not be con-

fused with a "Broadcast Sheet" sequence number. They are different! The engine serial number's "sequence number" is the daily production number that follows a natural numerical order.

PM	440	P	2187	2327
Engine Plant	CID	Engine Comp.	Julian Date	Daily Seq. #

Chrysler's engine plants during this period were Mount Road (PM) and Trenton (PT). Their codes for the 6th digit are:

- * Regular Fuel..... R
- * Low Compression L
- * Premium (high compression)..... P
- * Special Engine S

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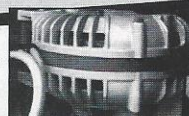
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