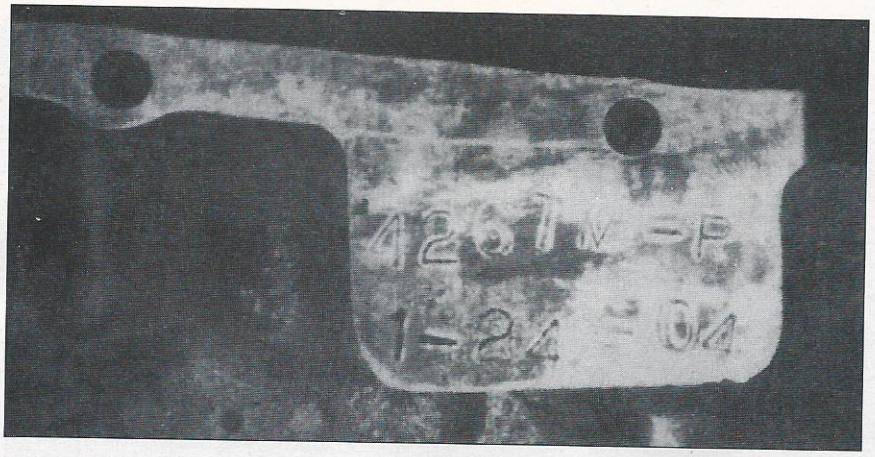

The "boss pad" on this particular RB block belongs to a 1963 426 Max Wedge V8 engine. Notice the "MP" letters stamped next to the 426. If you refer to the "I.D. Boss Special Letter Identification Chart" below, the "MP" designation reference is listed as Maximum performance, which all Max Wedge V8 engines are. The other marking can be identified by using the charts supplied in both Part One and Part Two of this I.D. Engine Block article.

Big Block & Hemi I.D. Letter Designation Chart

Alphabet Designation	Year	Alphabet Designation	Year	Alphabet Designation	Year
P	1960 Passenger Car (PT - Truck)	B	1966 Car	H	1972 Car
R	1961 Car	C	1967 Car	J	1973 Car
S	1962 Car	D	1968 Car	K	1974 Car
T	1963 Car	E	1969 Car	L	1975 Car
V	1964 Car (VH - 1964 Hemi car)	F	1970 Car	M	1976 Car
A	1965 Car	G	1971 Car	N	1977 Car

The first letter, or set of letters, "P" or "PT", designates the year of the engine and/or if its a car or truck engine. The Chart lists 1960 through 1977 engines. a 1978 big block is identified with a "P". Chrysler skipped "O" for obvious reasons.

I.D. Boss Special Letter Identification Chart

Alphabet/Numercial Identification	Designation
T	**Trucks, most years**
R	Regular Fuel
P	**Premium engine**
LC	Low compression
HP	**High performance**
2	Special high performance B or RB (Usually a block w 6 Pack internals - or 6 Pack engine
3	**Special high performance Small Block**
MP	Maximum performance (Used with the Max Wedge engines, such as TMP. Also used on the 1967 RO and WO Street Hemi engines.)
H	**Hemi engine**
HC	High compression (Such as V, H, HC or TMP HC)
E	**Cast crankshaft**
L	Low block (B) engine
SP	**Special Police (Used mainly in the early '60s)**
300	1963-64 and '65 Chrysler 300 engines
HD	**Larger optional clutch (Usually on the trucks)**
A	After 1965 - .020" oversized cylinder bores
X	**Special applications**
"X" w/Malt. Cr.	"X" with Maltese Cross indicates .010" undersized mains or rod journals

The Big Block & Hemi I.D. Letter Designation Chart (above) lists the codes from 1960 to 1977. Missing is the 1978 "P" code. The first year for a Big block wedge V8 was 1966 and the 426 Hemi was 1964. If a "T" follows the year/letter designation (ex: "PT") it represents a truck engine. Starting in 1964, with the introduction of the 426 Hemi a "H" follows the year/letter code then the cubic inch size.

The I.D. Boss Special Identification Chart provides the codes usually stamped after the year code (first digit) and others used for proper identification of Chrysler engines.

the place, but still within production tolerances. Obviously, a block cast and machined at the beginning of a production run would have closer tolerances (casting and machined).

The first two digits of the stamped number by the water pump pad could revel a blocks position in the production run. The "old time" racers looked for a 1-1, 1-2, 2-1 or a 2-2 block. These numbers signify a block machined during the initial weeks of the machine setup:

* (1-1) - or the first week, and
  (1-2) - the second machine setup.
* (2-1) - the second week, first setup and
  (2-2) - the second week, second setup.

These blocks were obviously more accurately machined, than those later in the run.

Although not associated completely, this is one of the reasons why oil consumption on '50s engines was greater than their '60s counterparts.

The early Polyspheres' numbers were stamped on the driver's side front timing chain pad below the left cylinder head. This is, also, where the engine I.D. is stamped. The only *"real"* high performance polys are the Fury engines. This engine had an "F" stamped infront of the model number. For instance, the difference between a 1957 Belvedere and Fury engines designation stampings are:

* '57 Belvedere was stamped P31-1001,
* '57 Fury was stamped FP31-1001.

Plymouth was the only Chrysler division which didn't have a Hemi V8 engine in the '50s. The distinction for creating the modern wedge V8 engines used in the '60s muscle car era belongs to Plymouth. The "Commando" term was is use long before