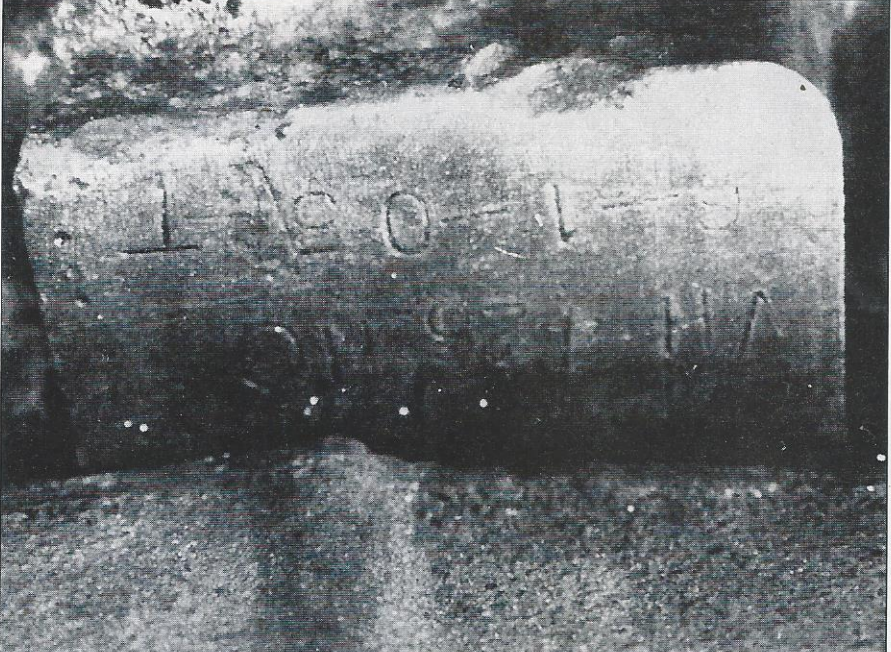


# i.d. engine

BBBBLL000CCCKKSSS

PART TWO

## big blocks and hemis



This I.D. Boss belongs to a very rare 1964 race 426 Hemi with "high compression". Notice the "VH 426 HC" stamped on the pad. The "V" indicates it is a 1964 block, the "H" means Hemi, "426" cubic-inches (CID) and the "HC" represents high compression. Once again, use the charts provided in both Part and Part Two to unlock any remaining mystery you might have.

Dodge used "Magnum" as the postscript for a high performance wedge V8 in 1967. The modern, coherent, system of engine I.D. began in the 1958 to 1960 period. There were three sets of digits. The first designated series or year started with "P" for 1960 and ended with "V". Beginning in 1965, the alphabet/letter system started over with "A" representing that year.

The second set designated the cubic-inch displacement (CID) of an engine, such as 38 would I.D. the block as a 383. The third series of numbers designated the serial number for the 318s. The big-block V8s would have something like "8-3", which would signify being built on August 3rd.

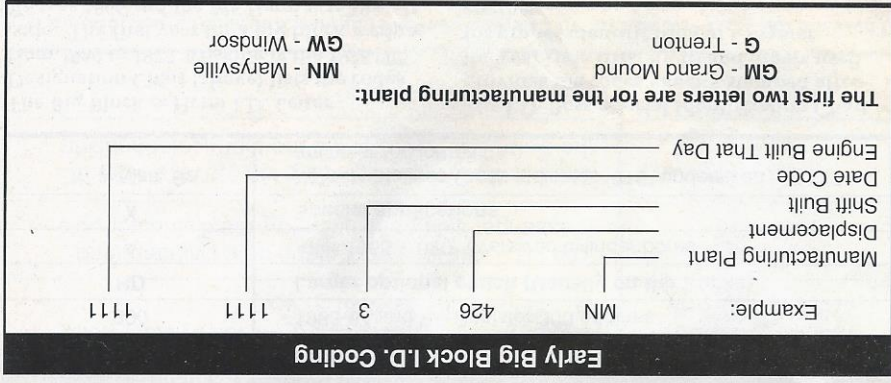
Then there were the extra numbers or letters that would show if the engine was something special. Such as "VMP" for the 1964 Max Wedge engines. The charts provided will explain these codes while placing them in their proper order.

When the factory dropped the "1001" code" on big-blocks, in the early '60s, and they started stamping the underside of the oil pan rail in the bellhousing area, with a production sequence code. This set of numbers will actually tell you what day and shift the engine was built on, as well as the plant. The small blocks kept using the 1001 series of numbers, but added the four digit date code in the '60s.

Beginning in 1967, the VIN was also stamped on a pad by the oil pan rail. So, as you can see, there are all kinds of ways to tell if your muscle car has the correct engine. You can even find out if a particular engine has any parts that you might need or want. *ccc*

Early V8 Engine Identification	
Code	Engine Displacement
27	273 cubic inches
318	318 cid
36	361 cid
361	361 cid (starting in 1965)
38	383 cid
383	383 cid (starting in 1965)
41	413 cid
413	413 cid (starting in 1965)
426	426 cid

These engine codes were later changed to the V8 engine I.D. codes which were discussed in "Part One" of this two part article. As you can see, the more modern "Engine I.D." code system, that is still in use, for Chrysler built V8s is a more superior system than the one it replaced.



The last set of numbers designate the month and year built. Chrysler's literature always used "8-3" as an example (August 3). Some of the early 1960 "B" and "RB" engines used the serial sequence system starting with 1001. The small blocks stayed with the "1001" system and later added a four digit code (date code). On the big-block engine block pan rail, the engine serial number would appear.