

cast. These numbers were cast in a variety of locations. The date codes used on blocks, intakes, and exhaust manifolds were fairly easy to decipher. As an example, 11-22-70 decodes to November 22, 1970.

The engine ID code on the LA series varied quite a bit from 1964 to 1975. Initially, the code consisted of a single letter code indicating model year, followed by an engine displacement code and a date code. From 1964 to 1967, the year letter codes were as follows: V is 1964, A is 1965, B is 1966, and C is 1967.

The engine displacement code for 1964 was 27 for 273-cid. The engine displacement codes for 1965–1967 were 273 for 273-cid and 318 for 318-cid.

The last three digits in the ID code were three numbers indicating month and date. An example for a 1964 engine would be V 27-4-26. It decodes to a 273-cid engine assembled on April 26, 1964. C 318-3-18 decodes to a 318-cubic-inch engine assembled on March 18, 1967.

The code could be found on the left front side of the engine block below the cylinder head.

Besides the ID code, there were additional numbers and letters used to indicate the characteristics of a particular engine:

- A: 0.020-inch oversize cylinder bores
- B: 0.010-inch undersize main and rod bearings
- E: cast crankshaft
- H: standard 4V V-8
- hp: high performance
- LC: low compression
- O.S.: 0.005-inch oversize valve stems
- P: premium fuel recommended
- R: regular fuel may be used
- S: special engine (warranty replacement engines)
- SP: special engine
- WT: water test
- TW: water test
- X: oversize valve guides
- 2: second shift
- Diamond symbol: 0.008-inch oversize tappets (lifters)
- Maltese cross symbol: 0.001-inch undersize crankshaft
- Maltese cross and X: 0.010-inch undersize crankshaft

From 1968 to 1971, a different ID code system was used. A typical ID code might read as follows: PM31825920022.

The first two letters indicate the engine plant where the engine was assembled. They are as follows: PT for the Trenton plant, which built 361-, 383-, 400-, 413-, 426-, and 440-cid engines; PM, GM, and HM for the Mound Road plant, which built 318-, 340-, and 360-cid engines; and MV and MN for the Marysville plant, which built the 426 Hemi.

The next three digits indicate engine displacement, which in this case is 318-cid. This is followed by a four-digit code that indicates the build date. This particular code, 2592, stands for September 1, 1969, and can be found in the 10,000-day calendar in the Chrysler service books. The date can usually be found next to or near the ID code, stamped in the conventional manner, 09-01-69. The last four numbers indicate what number the engine was in the sequence of engines built that day (Daily Sequence Number), in this case the 22nd.

The plant codes were also shortened in 1973. The letter P was dropped from the Trenton and Mound Road engine plant codes.

## VIN IDENTIFICATION CODES

In spite of having fairly thorough engine identification codes, there is no way to match a particular engine with a specific car. Neither the car's VIN, nor any portion of it, was stamped on the engine itself. By 1967, though, Chrysler began including a letter code in the VIN for engines.

From 1981, Chrysler, and the rest of the automobile industry, were mandated by the government to use a 17-digit number visible through the windshield on the driver's side of the dash. This number contains the vehicle and engine identification codes. The tenth digit indicates the model year, and the eighth digit indicates engine code.

### 1967–1969

D: 273-cid  
E: 273-cid-hp  
F: 318-cid  
P: 340-cid

### 1970–1990

G: 318-cid	1970–1980
H: 318-cid	1981 TO 4V
K: 318-cid	1981–1982 2V
M: 318-cid	1981–1982 TO 4V
J: 318-cid	1981–1982 EFI
P: 318-cid	1983–1990 2V
R: 318-cid	1983–1987 4V
S: 318-cid	1983–1990 4V HD
4: 318-cid	1988–1990 4V
H: 340-cid	1970–1973
J: 340-cid	1970 3x2V
K: 360-cid	1974–1980 2V
J: 360-cid	1974–1979 4V
L: 360-cid	1974–1980 -hp



The LA-series heads are of an inline valve configuration actuated through rocker shafts. This head, number 3671587, is made for the 1973 340-cid and 1974 360-cid engines.

## ENGINE SPECIFICATIONS

	Displacement	Carburetor	Horsepower	Torque	Compression Ratio	Notes
<b>1964</b>						
	273	2V	180@4,200	260@1,600	8.8	Barracuda, Valiant, Dart
<b>1965</b>						
	273	2V	180@4,200	260@1,600	8.8	Barracuda, Valiant, Belvedere, Satellite, Dart, Coronet
	273	4V	200@5,200	280@4,000	10.5	Barracuda, Valiant, Dart
<b>1966</b>						
	273	2V	180@4,200	260@1,600	8.8	Barracuda, Valiant, Belvedere, Satellite, Dart, Coronet
	273	4V	200@5,200	280@4,000	10.5	Barracuda, Valiant, Dart
<b>1967</b>						
	273	2V	180@4,200	260@1,600	8.8	Barracuda, Valiant, Belvedere, Satellite, Dart,
	273	4V	200@5,200	280@4,000	10.5	Barracuda, Valiant, Dart
	318	2V	230@4,400	340@2,400	9.2	Belvedere, Satellite, Fury, Coronet, Polara, Charger
<b>1968</b>						
	273	2V	190@4,400	260@2,000	9.0	Valiant, Belvedere, Satellite, Dart, Coronet
	318	2V	230@4,400	340@2,400	9.2	Barracuda, Valiant, Belvedere, Satellite, Fury,
						Dart, Coronet, Charger, Polara
	340	4V	275@5,000	340@3,200	10.5	Barracuda, Dart GTS
<b>1969</b>						
	273	2V	190@4,400	260@2,000	9.0	Valiant, Dart
	318	2V	230@4,400	340@2,400	9.2	Barracuda, Belvedere, Satellite, Fury, Dart,
						Coronet, Charger, Polara
	340	4V	275@5,000	340@3,200	10.5	Barracuda, Swinger, Dart GTS
<b>1970</b>						
	318	2V	230@4,400	320@2,400	8.8	Barracuda, Belvedere, Duster, Fury, Satellite,
						Valiant, Challenger, Charger, Coronet, Dart
	340	4V	275@5,000	340@3,200	10.5	'Cuda, Duster, Challenger
	340	3 x 2V	290@5,000	340@3,200	10.5	'Cuda, Challenger
<b>1971</b>						
	318	2V	230@4,400	320@2,400	8.6	Barracuda, Duster, Valiant, Fury, Satellite,
						Challenger, Charger, Dart, Coronet, Polara, Monaco
	340	4V	275@5,000	340@3,200	10.3	Barracuda, Duster, Valiant, Road Runner, Fury,
						Challenger, Dart
	360	2V	255@4,400	360@2,400	8.7	Fury, Satellite, Coronet, Monaco, Polara
<b>1972</b>						
	318	2V	150@4,000	260@1,600	8.6	Barracuda, Duster, Valiant, Fury, Satellite,
						Challenger, Charger, Dart, Coronet, Polara, Monaco
	340	4V	240@4,800	290@3,600	8.5	Barracuda, Duster, Valiant, Road Runner,
						Challenger, Charger, Dart
	360	2V	175@4,000	285@2,400	8.8	Fury, Coronet, Polara, Monaco
<b>1973</b>						
	318	2V	150@4,000	260@1,600	8.6	Barracuda, Duster, Valiant, Fury, Satellite, Road
						Runner, Charger, Coronet, Polara, Dart
	340	4V	240@4,800	295@3,600	8.5	Barracuda, Duster, Valiant, Road Runner,
						Challenger, Charger
	360	2V	170@4,000	285@2,000	8.8	Fury, Coronet, Polara, Monaco
<b>1974</b>						
	318	2V	150@4,000	255@2,000	8.6	'Cuda, Challenger, Duster, Valiant, Satellite,
						Charger, Dart
	318	2V	170@4,000	265@2,600	8.6	Road Runner
	360	2V	180@4,000	290@2,400	8.4	Fury
	360	4V	200@4,000	290@3,200	8.4	Fury, Charger, Newport
	360	4V	245@4,800	320@3,600	8.4	'Cuda, Challenger, Duster, Valiant, Road Runner,
						Charger, Dart
<b>1975</b>						
	318	2V-hp	150@4,000	255@1,600	8.5	Fury, Road Runner, Cordoba, Coronet, Monaco
	318	2V	145@4,000	255@1,600	8.5	Valiant, Duster, Dart
	360	2V	180@4,000	290@2,400	8.4	Fury, Road Runner, Cordoba, Newport, Coronet,
						Monaco
	360	4V	230@4,400	300@3,600	8.4	Dart
	360	4V	190@4,000	270@3,200	8.4	Newport