C R G	CRG Reports	Exterior	Engine	1967 Model ID
Numbers Decode	General Info	Interior	Transmission	1968 Model ID
Drivetrain Decode	Options	Underhood	Chassis	1969 Model ID

1967-69 Camaro Drivetrain Decoding

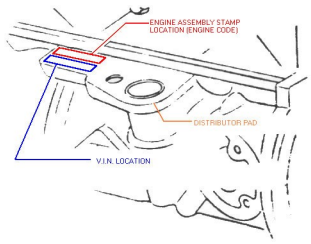
Edited by Kurt Sonen
Version: Thursday, 06-Feb-2020 01:17:41 EST

Engine Pad Stampings

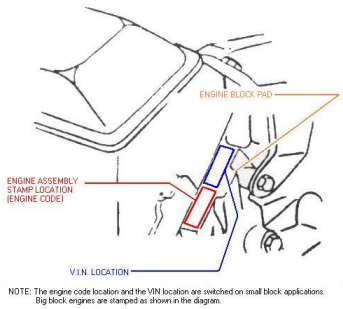
All engine pads were stamped with the engine assembly stamp (aka, "engine code"). The location of the engine code and the location of the partial VIN stamps are shown in the drawings below. The partial VIN stamps are also discussed in detail at the bottom of this page.

Engine Stamp Locations
(click on an image to expand)

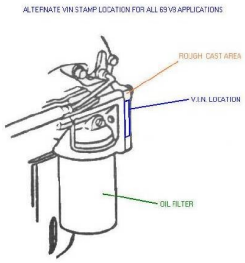
1967-69 L6 Engine Stamp Location



1967-69 V8 Engine Stamp Location



Alternate 1969 V8 VIN location



The engine assembly stamp (aka, "engine code") identifies the engine assembly plant, assembly date, and engine application suffix code and was stamped by the engine plant. It is located on a machined pad on the engine block. For V8's the pad is a forward extension of the passenger-side engine block at the bottom of the forward end of the head. For L6 6-cylinder engines the pad is located on the passenger side of the block, near the forward end, and close to the distributor.

Typical Small Block Engine Pad Stamp

Notes: The I and 1 characters were used interchangeably in the engine code.
The engine code and the partial VIN locations are reversed on big block applications.

The format of the engine code is shown in the table below. Note that this only applies to engines intended for vehicle assembly plant use. Warranty replacement engines used a different stamping format (e.g. CE900175), as noted in the Replacement Engines info. The engine pad of a block may be blank or only partially legible if the block was decked (machined to ensure the block deck is square) when the motor was rebuilt. If minimal material was removed when the block was decked, applying an acid solution may make the pad stampings more visible. Another description of the acid process is available here.

Engine Code Interpretation

```
Engine Code Format:  fmmddaa

   where f  = engine factory code
              F for Flint (MI) Motor Facility (L6 engines)
              V for Flint (MI) Engine Plant (V8 engines)
              T for Tonawanda (NY) Engine Plant
         mm = numeric month of year
         dd = numeric day of month
         aa = engine application suffix code (see tables
              below)

Example: V1012FL
         This is interpreted as a Camaro 327ci-210HP engine with
         the TH350 transmission assembled on October 12th (1968)
         at the Flint, MI engine assembly plant for a 1969 model.
```

All 67-69 Camaro engine codes are documented in the following tables. The source for these codes were the Chevrolet Dealer Service Information Bulletins for the given year.
All engine codes for 1955-1991 Chevrolet Engines (including truck and marine) are listed in The Lime Book pdf, courtesy of Edward McComas.

1967 Camaro Engine Application Suffix Codes

	Automatic Transmission		3- or 4-speed Transmission	
	no-A/C	A/C	no-A/C	A/C
without K19 (smog)				
230ci/140HP base L6	LE	LF	LA	LB
250ci/155HP L22 L6	FM	FR	LN	LO
with K19 (smog)				
230ci/140HP base L6	LG	LH	LC	LD
250ci/155HP L22 L6	GP	GQ	LP	LQ

	Automatic	Manual
without K19 (smog)		
283ci/195HP Swiss *	MJ	MD
302ci/290HP Z28	--	MO
327ci/210HP base V8	ME	MA
327ci/275HP L30	MM	MK
350ci/295HP L48	MU	MS
396ci/325HP L35	MY	MW
396ci/375HP L78	--	MQ
with K19 (smog)		
302ci/290HP Z28	--	MP
327ci/210HP base V8	MF	MB
327ci/275HP L30	MN	ML
350ci/295HP L48	MV	MT
396ci/325HP L35	MZ	MX
396ci/375HP L78	--	MR

* only used in Camaros built at the GM Suisse plant and sold in Switzerland.

1968 Camaro Engine Application Suffix Codes

	Automatic Transmission		3- or 4-speed Transmission	
	no-A/C	A/C	no-A/C	A/C
230ci/140HP base L6	BF	BH	BA	BD
250ci/155HP L22 L6	CQ	CR	CM	CN

	Automatic	Manual
302ci/290HP Z28	--	MO
327ci/210HP base V8	ME	MA
327ci/275HP L30	EE & EN*	EA
350ci/295HP L48	MU	MS

396ci/325HP L35	MY	MW
396ci/350HP L34	MR	MX
396ci/375HP L78	--	MQ
396ci/375HP L89	--	MT

* Engine code for L30 with TH350, used in late-year 1968 TH350 test fleet

1969 Camaro Engine Application Suffix Codes

	PowerGlide/TD		TH350		3- or 4-speed	
	no-A/C	A/C	no-A/C	A/C	no-A/C	A/C
230ci/140HP base L6	AN	AQ	AO	AR	AM	AP
230ci Export	AT	AV	--	--	AS	AU
250ci/155HP L22 L6	BB	BC	BD	BH	BE	BF

	PowerGlide	TH350	3-spd	4-spd
307ci/200HP base V8	DC	DD	DA	DE
327ci/210HP base V8	FK	FL	FJ	FZ
327ci Export	FT	--	FS	
350ci/250HP L65	HF	HD	HC	
350ci/255HP LM1	HR	HS	HQ	
350ci/300HP L48	HE	HB	HA	
302ci/290HP Z28	--	--	DZ	

	TH400	Manual
396ci/325HP L35	JG / CJG	JB / CJB
396ci/350HP L34	JI / CJI	JF / CJF
396ci/375HP L78	JL / CJL	JH / CJH
396ci L78 w/ L89 Al heads	JM / CJM	JJ / CJJ

	TH400	4-spd
427ci/425HP L72 COPO 9561	MO	MN
427ci/430HP ZL1 COPO 9560	MM	ML

Engine Codes Reserved for Use With MA6 Heavy-Duty Clutch
(none known to have been produced):
L48 - HP, L35 - JU, L34 - KA, L78 - KC, L89 - KE

In 1970, engine application codes changed from a 2 digit to a 3 digit code by adding a prefix letter to the code. The prefix letter for passenger cars was C and the prefix letter for trucks was T. For example, the 1969 JF engine code became CJF in 1970. This change did affect late 1969 SS396 Camaros (but no other 69 Camaro model). Per the Sep-Oct 1969 Chevrolet Service News, these big-blocks with the 1970-style engine codes actually are 402 cubic inch engines. This was simply a .030 overbore of the 396 block. All advertising and sales literature still referred to the 402 engine as the 396.

Block Casting Numbers

Engine blocks had part numbers cast into them to help identify them during the manufacturing process. The casting number was cast into the right side of L6 blocks and on the rear left side (near the bellhousing flange) of V8 blocks. The same block could be machined in both 2 and 4 bolt main configurations, dependent on the requirements of the intended engine application. A casting number could be used in multiple engine applications, including different engine displacements. The displacement could be changed by using different crankshaft strokes. There are many examples of this -- the 1969 302, 327, and 350 motors all used the same blocks with a 4" bore, just with three different crankshafts. The castings below are listed in general order of use, though sometimes multiple block castings were in production at the same time.

All 67 small blocks, with the notable exception of the SS350 block, were machined with 2.30 inch main journals. The 67 SS350 block and all 68 and later small blocks had 2.45 inch main journals. The blocks used for the 67 SS350 engine were also machined for clearance of the longer stroke of the 350 crankshaft.

Block Casting Numbers

	Bore	1967	1968	1969
L6	3.875"	3877178 3921968 *	3921968	3921968
307	3.875"	-	-	3932371 3932373

				3956632 3970024
327	4.0"	3903352 3892657	3914660 3914678	3932386 3932388 3956618 3970010 3970014 *
302 & 350	4.0"	3892657	3914678	
396	4.094"	3902406 3916323	3916323 3935440	3935440 3955272 3969854
427	4.251"	-	-	3963512
				* - see note below

- The 1968 3921968 L6 block was also used in late production 67 cars.
- The 3932388 block is sometimes noted as being 'rare', but it actually was commonly used in mid-69 production. It was cast and used mainly at Tonawanda. The 3956618 block was also used in mid-69 production.
- The 3970010 casting was only used during the latter half of 69 Camaro production (for 302 and 350 applications), but the block continued to be produced throughout the 1970's for 2-bolt and 4-bolt 350 applications. It is one of the most common Chevrolet engine blocks.
- The 3970014 block had late production 69 usage in 350 engines. (It was also used in 1972-1973 applications.)
- The 3959512 SB casting (not to be confused with the 3963512 427 casting) was mainly used for warranty / service blocks, though it did have very limited production usage in 69 engines. It is a 4" bore block, thus could have 302, 327, or 350 applications.

Dates

The date that the block was made is cast into the rear of the block (where the bellhousing bolts up), right behind the distributor boss. Some big blocks will have the cast date next to the engine mounts, near the freeze plugs, on the passenger (RH) side of the block.

The block casting date must always be before the engine assembly date and it is usually very close to engine assembly date. Blocks have been found that have been cast and assembled in the same day, but that is not normative. There are also blocks that have been cast and then assembled months later; again, that is not normative.

The engine assembly date must always be before the vehicle (not body) assembly date. The engine assembly date almost always is before the Fisher Body cowl tag date. In the unusual case it is later (since the Fisher Body calendar does not always line up with the normal calendar), it should be within a week of the body. Most engine assembly dates are less than 30 days before the vehicle build. Some engine assembly dates can be 30-90 days before vehicle build with the odd exception being >90 days.

"M"-Coded Blocks

There is one exception to the normal block casting date convention that has been observed: some blocks have been seen with "M" cast codes. Research by the Saginaw Metal Casting Operations of GM Powertrain Division has found that these "M" codes are not date codes, but actually a foundry code used to indentify parts that were made to evaluate a casting process change. After evaluating the parts, the blocks would either be destroyed or released into production. There is no way to determine the date an "M"-coded block was poured.

Transmission Numbers

The transmission assembly date code was stamped by the transmission assembly plant and is also stamped on the protect-o-plate. It contains the plant / transmission model code and the date. This date needs to precede the vehicle assembly date. All transmissions, except for the Borg-Warner H-D manual 3-speed and the TH400, follow the same transmission code format.

The VIN was stamped on the transmission by the vehicle assembly plant and is discussed in detail at the bottom of this page.

Note that the format types shown below only apply to transmissions intended for vehicle assembly plant use. Service replacement transmissions used a different stamping format, as noted in the Replacement Transmissions FAQ.

1967-1969 Camaro Transmission Code Format
(except TH400 and B-W 3-speed)

```
Trans Code Format:  tymdds

       where:
  t  = transmission type

    MANUAL                          AUTOMATIC
```

```
S = Saginaw 3-speed            A = 68/69 L6 Torque-Drive
K = McKinnon 3-speed           C = Cleveland Powerglide
H = 69 Muncie HD 3-speed       T = Toledo Powerglide
R = 4-speed Saginaw            B = Cleveland TH350
P = 4-speed Muncie             X = Cleveland TH350
                               Y = Toledo TH350

  y  = model year (not calendar year)
  m  = month
       Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
       --- --- --- --- --- --- --- --- --- --- --- ---
        A   B   C   D   E   H   K   M   P   R   S   T

  dd = day of month
  s  = suffix
      PowerGlide and TH350 (not used on all):
         D = day shift
         N = night shift
      1969 Muncie 3-speed
         B = 2.42 first gear ratio
      1969 Muncie 4-speed only:
         A = M20
         B = M21     Use of the Muncie type suffix
         C = M22     began with 21 Oct 68 production.

  Examples:

    R7S21  Saginaw 4-speed, Nov 21, 1966
    P8R01  Muncie M2x 4-speed, Oct 01, 1967
    P9T11B Muncie M21 4-speed, Dec 11, 1968
    C9D14N PowerGlide M35 2-speed auto,
           Apr 14, 1969, night shift
```

1967-1968 Borg-Warner H-D Manual 3-speed Stamp Format

```
     Wmmdd

     W = B-W HD 3-speed (67/8)
    mm = month
    dd = day

  Example:
  W0224   B-W HD 3-speed, Feb 24
```

Manual transmissions have the transmission code stamped on the maincase, but the location varies with the model of transmission. Automatic transmissions (Powerglide and TH350) were stamped on the transmission oil pan. If the transmission oil pan was damaged and replaced, the new oil pan would be unstamped.

Some late 69 cars that were built in the extended 69 model year could have received transmissions that were dated for the 1970 model year (i.e. the model year in the transmission code would be a 0 instead of a 9).

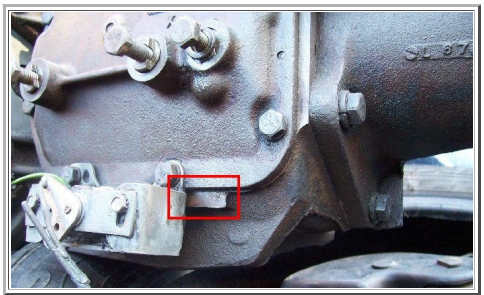
PowerGlide and TH350 Transmission Code Location

Powerglide and TH350 transmissions were stamped on the passenger side of the transmission oil pan. The front of the car is toward photo right.

Muncie 4-speed Transmission Code Location

Muncie 4-speed transmissions were stamped on the rear edge of the passenger side of the transmission maincase.

Saginaw 3- and 4-speed Transmission Code Location



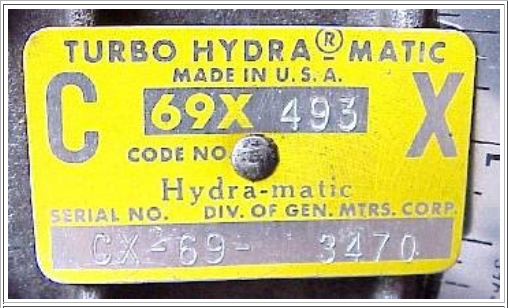
The Saginaw transmissions were stamped on the driver's side of the case, on a pad right below the side cover on the machined surface.

Muncie 3-speed Transmission Code Location

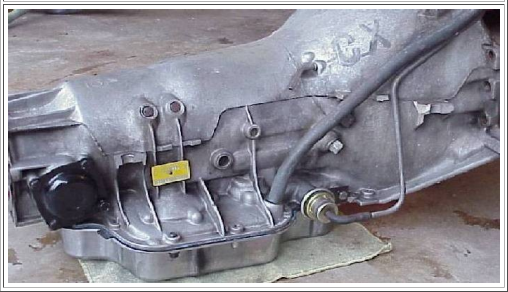
The 69 H-D Muncie 3-speed manual transmission was stamped on the driver's side, right below the side cover on the machined surface.

For TH400 transmissions, a different format was used. The transmission tag was stamped with the date code, the unit's serial number, and, in large letters, the broadcast code. The date code was also stamped on the protect-o-plate at the assembly plant.

1967-1969 Camaro TH400 Transmission Tag Format



The TH400 transmission code was stamped on a metal ID plate located on the passenger side vertical surface of the transmission case. Note the CX stamp on the trans case.



```
TH400 Code Format:  yyaddd

where:
  yy = last two digits of the model year
   a = transmission application
       C = L35 engine
       E = L34 engine
       X = L78/L72/ZL1 engine
 ddd = Julian day of model year
       such that Jan 1 is day 366 (or 367)

69X493 = Day 127 or May 7, 1969
         for L78/L72/ZL1 Camaro


SERIAL NUMBER

          Ca-69-nnnn
     e.g. CX-69-3470

where:
   C = Chevrolet
   X = L78/L72/ZL1 engine
  69 = model year
nnnn = 4-digit production sequence number
```

Manual Tranmission Castings

Manual transmission cases can be identified by the casting numbers and casting dates. The table below summarizes the transmission maincase casting numbers for 67-69 Camaro applications. More manual transmission information, including gear ratio and ID information, is located on the transmission page.

1967-1969 Camaro Manual Transmission Castings

Transmission	Case Info	1967	1968	1969
Saginaw 3-speed	material: cast iron 7-bolt side cover	3859986	3925647	
H-D 3-Speed	material: cast iron 9-bolt side cover (B-W) 7-bolt side cover (MC1)	Borg-Warner M13 T16-1		Muncie MC1 # 3911982 3911940
Saginaw 4-speed	material: cast iron 7-bolt side cover	3915032	3925656	
Muncie 4-speed	material: aluminum 7-bolt side cover	3885010	3925660 *	

MC1 transmissions used either maincase - castings are listed in order of use.
* Some late-production 69 Camaros came with Muncie 3925661 maincases.

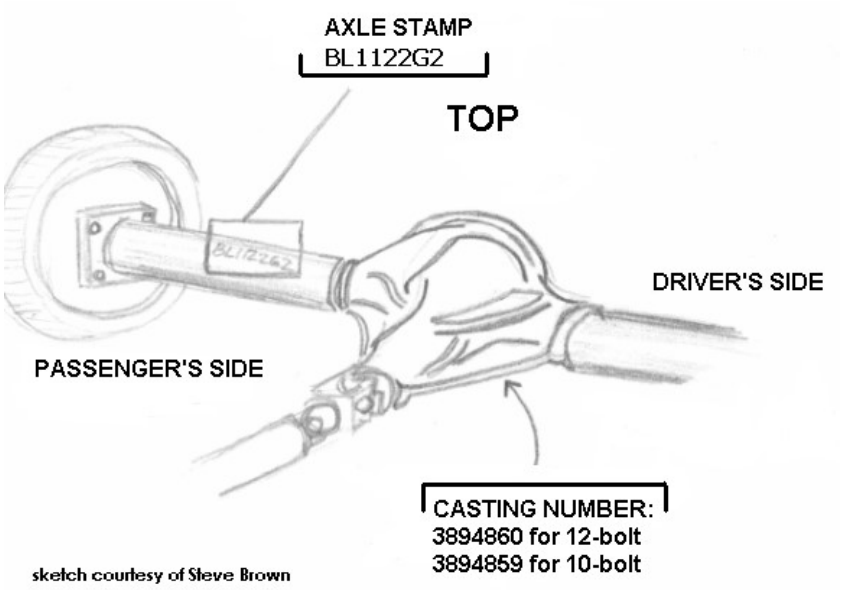
Rear Axle Numbers

The third major drivetrain component, the rear axle/differential, like the engine and transmission, was also marked for identification. The major marks are the axle assembly stamp and the carrier casting number and casting date code.

The axle assembly stamp (a.k.a. the axle code) is located on the forward face of the passenger-side axle tube, midway the length. This stamp can be difficult to locate on an 45+ year old axle due to layers of paint, undercoating, rust, and dirt. It may be necessary to partially clean the middle third of the forward face of the passenger side axle in order to locate and discern the characters. But once you find part of the stamp, you'll know where to concentrate your efforts. A wire brush can be very helpful in the search, as can a putty knife and lacquer thinner. The approximate location is same for both 10-bolt and 12-bolt axles.

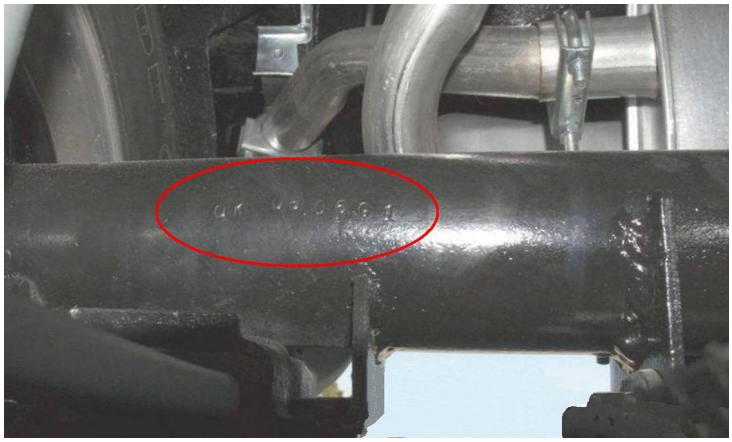
The stamp location is illustrated in the sketch below. The photo of a 1969 10-bolt axle stamp (PG0424G1) is taken from below the driveshaft, looking toward the passenger-side leaf spring. For 67 12-bolts, the radius rod bracket shifts the axle stamp outboard a little, as shown in the other picture.

1967-69 Camaro Rear Axle Code Location



67-69 Rear Axle Code Location

67 12-bolt Code Location



The format of the axle code is shown below:

67-69 Camaro Axle Code Format

```
Axle Code Format:  aa mmdd fs
                          p
     where:
       aa = application code - two alphabetic characters
       mm = two-digit numeric month (01-12)
       dd = two-digit numeric day of month (01-31)
        f = factory plant code
            G - Detroit Gear & Axle plant
        s = shift code (1 or 2)

        p = a positraction manufacturer code, when applicable,
```

```
          is added on a second line.  The posi manufacturer
          codes are D for Dana, E for Eaton, and W for
          Warner.

Example: BL 1122 G2
          For a 68 or 69 model, this is interpreted as a
          3.07:1 axle ratio, non-posi, 12-bolt rear
          axle assembled on November 22, 67 or 68 by the
          Detroit Gear & Axle plant, second shift.
```

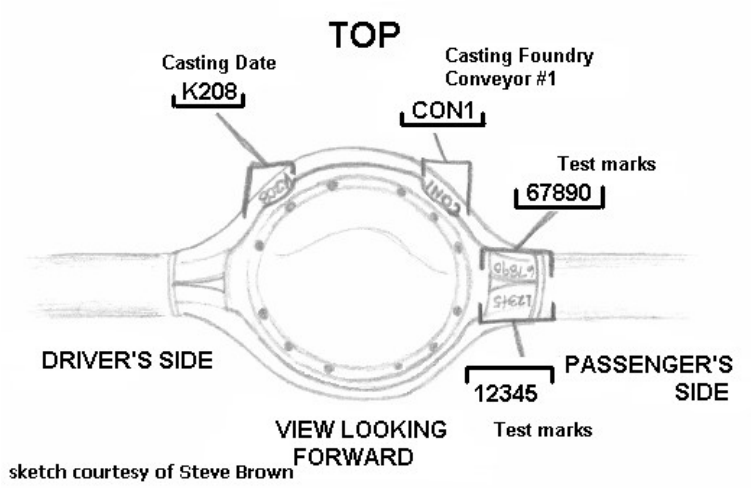
After much research, CRG is pleased to publish a comprehensive list of 67-69 Camaro axle codes. The CRG has researched a number of axle codes that were not documented, along with better descriptions of the axle applications and compiled the information in this listing.

There were four axle center section casting numbers used for 67-69 Camaros (also used in 68-70 Novas). 67, 68, and most 69 cars received either the 10-bolt 3894859 housing or 12-bolt 3894860 housing and had a two letter axle code.

Most later 69 (after 08A) cars have the 10-bolt 3969340 or 12-bolt 3969341 housings that were introduced for the 1970 model year. Late 69 axles built after August 69 (10 or 12 bolt) were also stamped using the 1970-style code which had a C (for car) prefix added to the axle code, e.g. CBT instead of just BT.

Notice that there is no specific year included in the axle assembly code. While some axles can be traced to a specific year solely on the basis of a rarely used application code, there are other axles stamped with a code that was used for multiple years. In order to trace an axle to a specific year, it is advisable to also check the carrier casting number and casting date code. The casting date is normally located on upper portion of the center section casting, as illustrated in the sketch below:

1967-69 Camaro Rear Axle Casting Date



The casting date format is normally of the following format:

Axle Casting Date Interpretation

```
            mddy
where:
  m = month (A-L month format, see below)
 dd = 1- or 2-digit numeric day of month (1-31)
  y = last digit of calendar year

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
 A   B   C   D   E   F   G   H   I   J   K   L
```

Rear Axle Codes

The following is a complete listing of all axle codes used on 1967-69 Camaros. This list was compiled from multiple GM references and from actual vehicle data.
Some combinations of features have multiple axle codes, e.g. there are four 12-bolt 3.07 non-posi axles codes listed for 1968. Some axle codes in this list were generated by Chevrolet but were not used in production (only two of those four 1968 3.07 codes (BL and PP) have been observed in vehicles).

	1967	1968	1969 *

Code	Ratio	Size	Type	Brake	Ratio	Size	Type	Brake	Ratio	Size	Type	Brake
BA					2.56	10	N		2.56	10	N	
BB					2.56	10	P		2.56	10	P	
BC					3.36	10	N		3.36	10	N	
BD					3.36	10	P		3.36	10	P	
BE					2.56	12	N		4.10	12	P	
BF					2.56	?	N					
BG					2.56	12	P					
BH					2.56	?	P					
BI					2.73	12	N		2.73	12	N	
BJ	3.07	12	N	STD	3.07	12	N					
BK	2.73	10	N	STD	2.73	10	N					
BL					3.07	12	N		3.07	12	N	
BM					3.31	12	N		3.31	12	N	
BN					3.55	12	N		3.55	12	N	
BO					3.73	12	N		3.73	12	N	
BP	3.08	10	N	STD	2.73	10	N		2.73	10	N	
BQ					2.73	12	P		2.73	12	P	
BR					3.07	12	P		3.07	12	P	
BS					3.31	12	P		3.31	12	P	
BT					3.55	12	P		3.55	12	P	
BU					3.73	12	P		3.73	12	P	
BV					4.10	12	P		4.10	12	P	
BW					4.56	12	P		4.56	12	P	
BX					4.88	12	P		4.88	12	P	
BY					2.73	12	P					
BZ					2.73	12	N					
PA	3.08	10	N	STD	3.08	10	N		3.08	10	N	
PB	3.36	10	N	STD	3.31	12	N		2.56	10	N	
PC	3.31	12	N	STD	3.31	12	N		2.56	10	P	
PD	3.07	12	P	STD	3.31	12	P		2.73	10	N	
PE	3.08	10	P	STD	3.08	10	P		3.08	10	P	
PF	3.31	12	P	STD	3.31	12	P		2.73	10	P	
PG	3.36	10	P	STD	3.07	12	P		3.08	10	N	
PH	3.55	10	P	STD	3.55	10	P		3.55	?	N	
PI	3.55	12	P	STD	3.55	12	P		2.56	10	N	
PJ	3.73	12	P	STD	3.73	12	P		2.56	10	P	
PK [1]	3.55	10	N	STD	3.55	10	N		3.55	?	N	
PL	3.55	12	N	STD	3.55	10	N		2.73	10	N	
PM	3.73	12	N	STD	3.73	12	N		2.73	10	P	
PN	3.07	12	N	MET	2.56	12	N		3.08	10	P	
PO	3.07	12	P	MET	2.56	12	P	MET	3.08	10	N	
PP	3.31	12	N	MET	3.07	12	N		3.36	10	N	
PQ	3.55	12	N	MET								
PR	3.31	12	P	MET	3.31	12	P		3.08	10	P	

PS	3.55	12	P	MET	3.55	12	P		3.36	10	P	
PT	3.73	12	N	MET	3.73	12	N		3.36	10	N	
PU	3.73	12	P	MET	3.73	12	P		3.36	10	P	
PV	3.07	12	N	STD								
PW	2.73	10	N	STD								
PX	2.73	10	P	STD	2.73	10	P		2.73	10	P	
PY	2.73	12	P	STD	2.56	12	N		2.56	12	N	
PZ	2.73	?	N	STD	2.56	12	P		2.56	12	P	
QA	4.10	12	P	STD	4.10	12	P					
QB	4.56	12	P	STD	4.56	12	P					
QC	4.88	12	P	STD	4.88	12	P					
QD	2.73	10	N	MET	4.10	12	P					
QE	2.73	10	P	MET	3.55	?	?					
QF	4.10	12	P	MET	4.10	12	P					
QG	4.56	12	P	MET	4.56	12	P					
QH	4.88	12	P	MET	4.88	12	P					
QI	2.73	12	P	STD	2.73	12	P					
QJ	3.07	12	P	STD	3.07	12	P					
QK	3.31	12	P	STD	3.31	12	P					
QL	3.31	12	N	STD	3.31	12	N					
QM	2.73	12	P	MET	4.88	12	P					
QN	2.73	12	N	MET	4.88	12	P	4WD	4.88	12	P	4WD
QO	3.07	12	N	MET	3.07	12	N					
QP	3.07	12	P	MET	3.07	12	P					
QQ	3.31	12	N	MET	3.31	12	N					
QR	3.31	12	P	MET	3.31	12	P					
QS	3.07	12	N	STD	2.56	?	P	4WD	2.56	12	P	4WD
QT [2]	2.73	12	N	STD	2.73	10	N	4WD	2.73	12	P	4WD
QU	2.73	12	P	STD	3.07	12	P	4WD	3.07	12	P	4WD
QV	2.73	10	N	MET	3.31	12	N	4WD	3.31	12	P	4WD
QW	3.07	12	P	STD	3.55	12	P	4WD	3.55	12	P	4WD
QX	2.73	?	P	MET	3.73	12	N	4WD	3.73	12	P	4WD
QY	3.07	12	N	MET	4.10	12	P	4WD	4.10	12	P	4WD
QZ	3.07	12	P	MET	4.56	12	P	4WD	4.56	12	P	4WD

Axle codes Q2 through Q9 also appear in some documentation for 1968 usage. These Q2-Q9 codes have not been observed in any vehicles but are mentioned for completeness.

Table Key

* - late 69 axles may be stamped with the 1970 style C prefix (e.g. CBT instead of just BT).
10 - 10 bolt axle, 8.125 in. diameter ring gear.
12 - 12 bolt axle, 8.875 in. diameter ring gear.
P - Positraction.
N - Non-Positraction.
STD - Standard brakes.
MET - Metallic brakes.
4WD - 4-wheel disc brakes (1968 4WD axles were service parts).
? - no data available

Table Footnotes

[1] Vehicle data shows axle is a 10 bolt, GM references indicate 12 bolt.
[2] Vehicle data shows axle is a 12 bolt, GM references indicate 10 bolt.

Drivetrain Partial VIN's

The partial VIN, e.g. 19N512345, was stamped by the vehicle assembly plant on the engine and on the transmission on the engine dress line.

Engines

For most Chevrolets, the partial VIN was stamped on the engine pad near the engine assembly code.

On 1967 Camaros, generally only the Z28 and SS engines had the partial VIN's stamped. In 1967, this code consists of the sixth through the thirteen characters of the full VIN, e.g. 7N123456.

For 1968 and on, the drivetrain partial VIN's became a federal requirement and all engines were stamped with the partial VIN. The format of the VIN code was changed to add the first digit of the full VIN, e.g. 19N512345, per the federal law.

In the 1969 model year, the partial VIN for V8 engines was stamped in either of two locations: on the engine pad or near the oil filter. The alternator was moved to the passenger side in 1969 which covered the engine stamp pad and caused the VIN stamp to be relocated by the oil filter. The block in this area is raw unmachined casting which makes this stamp difficult to see. Generally, the Norwood plant stamped the VIN on the engine pad on early cars and moved the stamp by the oil filter in the December 68 timeframe (there are a few known exceptions). Los Angeles was not as consistent and the VIN stamp location varied during the year.

Transmissions

The transmission was also stamped with a partial VIN. Like the engines, generally only the 67 SS (and even then not all automatics) and Z28 transmissions had the partial VIN stamped on them. All 68-69 transmissions should have the partial VIN on them. The partial VIN location varied depending on transmission type and the vehicle assembly plant. Several examples are shown below.

Powerglides and TH350's are usually VIN-stamped at the transmission mounting flange (near the engine block casting number) on Norwood-produced cars, and Los Angeles cars are usually VIN-stamped on a pad on the passenger side of the transmission. But either location could be used by either plant.

Muncie 4-speed transmissions had the VIN stamped next to the transmission code or on top of the transmission. Some Muncies have been observed stamped in both locations, or with multiple stamps in either location.

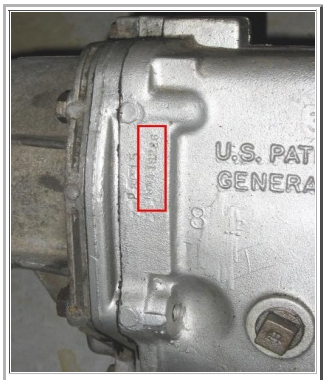
Powerglide and TH350 VIN Locations

Powerglide (left) and TH350 (right) transmissions were VIN-stamped either on the forward edge of the bellhousing on the driver side or on a pad on the passenger side.

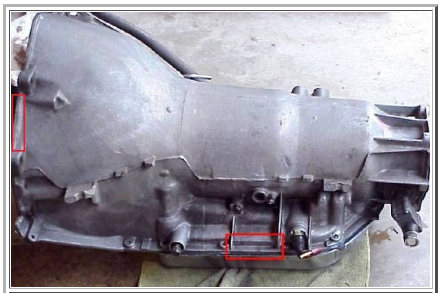
Saginaw Transmission VIN Location

The Saginaw transmissions and the Muncie 3-speed had a pad on the passenger side of the maincase where the partial VIN was stamped. A Saginaw 4-speed transmission is shown.

Muncie VIN Location



TH400 VIN Locations



TH400 transmissions were VIN stamped either above the pan rail on the driver's side (very difficult to see with the exhaust system installed) or on the driver's side of the bellhousing (as

Muncie transmission with the VIN next to the trans code (the VIN is sometimes stamped on top of the trans).	indicated in the picture).

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