

MODEL	CHASSIS	ENGINE	BODY	GEARBOX
Standard Swallow				
Wolseley Hornet Swallow				
SS1	Not normally marked on chassis frame Plates: 1932 MY: Upper left-hand of bulkhead 1933 MY: Circular, riveted on oil filler cap 1934 MY: Offside of engine, on a bracket attached to one of the bell housing bolts	Stamped on the cylinder block	Pre 1934: Stamped on the ash frame or marked in chalk on inside of a body panel 1934 onwards: Small tag, riveted to the front face of the bulkhead on the nearside of the car	
SS2	Not normally marked on chassis frame Plates: 1932 MY: Upper left-hand of bulkhead 1933 MY: Circular, riveted on oil filler cap 1934 MY: Offside of engine, on a bracket attached to one of the bell housing bolts	Stamped on the cylinder block	Pre 1934: Stamped on the ash frame or marked in chalk on inside of a body panel 1934 onwards: Small tag, riveted to the front face of the bulkhead on the nearside of the car	
SS Jaguar - saloon	1936-1940: Chassis number not stamped into chassis	1936: stamped into off-side of the block, at the top rear of the engine, by the bulkhead 1937-1940: stamped in a raised boss in the same location as 1936	Small rectangular aluminium plate with large raised reverse-embossed numbers, Off-side of the bulkhead.	
SS Jaguar - DHC	1936-1940: Chassis number not stamped into chassis	1936: stamped into off-side of the block, at the top rear of the engine, by the bulkhead 1937-1940: stamped in a raised boss in the same location as 1936	Small rectangular aluminium plate with large raised reverse-embossed numbers, Off-side of the bulkhead.	
SS Jaguar - tourer	1936 & 1937: chassis number stamped faintly near the sliding trunnion housing on offside vertical face of chassis, just forward of the housing	1936: stamped into off-side of the block, at the top rear of the engine, by the bulkhead 1937-1940: stamped in a raised boss in the same location as 1936	Small rectangular aluminium plate with large raised reverse-embossed numbers, Off-side of the bulkhead.	

SS 100	1936-1940: chassis number stamped faintly near the sliding trunnion housing on offside vertical face of chassis, just to the rear of the housing	1936: stamped into off-side of the block, at the top rear of the engine, by the bulkhead 1937-1940: stamped in a raised boss in the same location as 1936	Small rectangular aluminium plate with large raised reverse-embossed numbers, Off-side of the bulkhead.	
"Mark IV" (1 ½ Litre, 2 ½ Litre, 3 ½ Litre)	Stamped on the vertical face of the nearside dumb-iron.	Stamped in the raised boss cast on the block on the offside, just by the bulkhead	Embossed on a narrow rectangular aluminium plate riveted to the bulkhead on the nearside	
Mark V (1948-1951)	top of left-hand side chassis member adjacent to rear engine mounting	Stamped in the raised boss cast on the block on the offside, just by the bulkhead	Embossed on a narrow rectangular aluminium plate riveted to the top surface of the bulkhead on the left-hand side	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car.
XK 120 (1949-1954)	Top/front of left-hand side chassis member adjacent to rear engine mounting, some times also in front cross member below radiator	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	on scuttle under bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. <hr/> 1960s notes: Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover
Mark VII (1950-1959)	top of left-hand side chassis member adjacent to rear engine mounting <hr/> 1960s notes: Also stamped in the centre of the front cross-member of the frame, beneath the radiator	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder	on scuttle under bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover.

		head, adjacent to the front sparking plug		Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
C-type	Bracket on chassis towards front – don't know exact location	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.	Behind seats, possibly also on bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car.
D-type	Stamped into front subframe – don't know exact location	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.	Not known	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car.
XKSS	As D-type	As D-type	As D-type	As D-type
XK 140 (1954-1957)	top of left-hand side chassis member adjacent to rear engine mounting <hr/> 1960s notes: Also stamped in the centre of the front cross-member of the frame, beneath the radiator	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	on scuttle under bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
"Mark I"	on cross member in front of top of radiator, adjacent to bonnet lock <hr/> 1960s notes: Stamped on the identification plate attached to the right-hand valance only	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes:	on scuttle under bonnet <hr/> 1960s notes: stamped on a small plate attached to the right-hand side of the scuttle under the bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes:

		Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug		Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
XK 150 (1957-1960)	top of left-hand side chassis member adjacent to rear engine mounting <hr/> 1960s notes: Also stamped in the centre of the front cross-member of the frame, beneath the radiator	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	on scuttle under bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
Mark VIII (1956-1959)	top of left-hand side chassis member adjacent to rear engine mounting <hr/> 1960s notes: Also stamped in the centre of the front cross-member of the frame, beneath the radiator	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	on scuttle under bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.

<p>Mark IX (1958-1961)</p>	<p>top of left-hand side chassis member adjacent to rear engine mounting</p> <hr/> <p>1960s notes: Also stamped in the centre of the front cross-member of the frame, beneath the radiator</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug</p>	<p>on scuttle under bonnet</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.</p>
<p>Mark II (1959-1967)</p>	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug</p>	<p>Pre-1960 (or early cars): on scuttle under bonnet Post-1960 (or later cars): on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Up to 1963 - stamped on a small plate attached to the right-hand side of the scuttle under the bonnet Subsequent – stamped on a small plate attached to the right-hand side of the body behind the rear bumper. Not to be confused with a similar plate on the left-hand side giving the Press Steel reference number</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
<p>E-type Series 1 3.8 litre and 4.2 litre (1961-1968) including Series 1 1/2</p>	<p>on top of right-hand end of front chassis cross member above shock absorber mounting</p> <hr/> <p>1960s notes: Stamped on the right-hand frame cross-member above the hydraulic damper mounting</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <hr/> <p>1960s notes:</p>	<p>on scuttle under bonnet OR on left-hand side of boot; 4.2 litre in rear number plate recess; NB early cars have different numbers on tag in boot, and on main ID plate</p> <hr/> <p>1960s notes:</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the</p>

		Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	Stamped on a small plate attached to the right-hand side of the scuttle under the bonnet. After 1963 – a small plate attached to the body behind the rear number plate.	small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing
Mark X (1961-1967)	Not known <hr/> 1960s notes: Stamped on the top of the right-hand front wheel arch, under the bonnet	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug.	on lower tail panel hidden by rear bumper. <hr/> 1960s notes: Stamped on a small plate attached to the right-hand bonnet catch plate on models up to 1962. Subsequent models – stamped on a small plate attached to the right-hand side of the body behind the rear bumper.	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
Daimler SP 250	Chassis front cross member <hr/> 1960s notes: Situated on the chassis frame below the steering connecting rod.	Not known	Tag in engine compartment	Not known
Daimler 2 ½ Litre V8	on cross member in front of top of radiator, adjacent to bonnet lock <hr/> 1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank	Not known <hr/> 1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	on lower tail panel hidden by rear bumper. <hr/> 1960s notes: Up to 1965 - stamped on a small plate attached to the right-hand side of the scuttle under the bonnet Subsequent – stamped on a small plate attached to the right-hand side of the body behind the rear bumper. Not to be confused with a similar plate on the left-hand side giving the Press Steel reference number	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate. <hr/> 1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover.

				Automatic – stamped on a plate attached to the left-hand side of the transmission casing
S-type (1963-1968)	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank.</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug.</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Stamped on a small plate attached to the right-hand side of the body behind the rear bumper.</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
Daimler Majestic Major	Not known	Not known	Not known	Not known
420 (1966-1968)	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank.</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug.</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Stamped on a small plate attached to the right-hand side of the body behind the rear bumper.</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
Daimler Sovereign (1966-1969) 420 type	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes:</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Stamped on a small plate attached to the right-hand side</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p>

	Stamped in the bonnet catch channel forward of the radiator header tank.	front of the central valley in the cylinder head. Possibly 1969: One location only, on left-hand side of bell housing flange at rear of engine. <u>1960s notes:</u> Up to 1968 – stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug (This location was discontinued in 1969). From May-June 1968 – stamped on the Engine bell housing on the left-hand side.	of the body behind the rear bumper.	1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing
420 G (1966-1970)	1960s notes: Stamped on the top of the right-hand front wheel arch, under the bonnet	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. Possibly 1969: One location only, on left-hand side of bell housing flange at rear of engine. <u>1960s notes:</u> Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug.	on lower tail panel hidden by rear bumper. <u>1960s notes:</u> Stamped on a small plate attached to the right-hand bonnet catch plate on models up to 1962. Subsequent models – stamped on a small plate attached to the right-hand side of the body behind the rear bumper.	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. <u>NB Automatic gearboxes on Borg Warner plate.</u> <u>1960s notes:</u> Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing.
340 (1967-1968)	on cross member in front of top of radiator, adjacent to bonnet lock <u>1960s notes:</u> Stamped in the bonnet catch channel forward of the radiator header tank	Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head. <u>1960s notes:</u>	on lower tail panel hidden by rear bumper. <u>1960s notes:</u> Up to 1965 - stamped on a small plate attached to the right-hand side of the scuttle under the bonnet	Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. <u>NB Automatic gearboxes on Borg Warner plate.</u> <u>1960s notes:</u>

		Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug	Subsequent – stamped on a small plate attached to the right-hand side of the body behind the rear bumper. Not to be confused with a similar plate on the left-hand side giving the Press Steel reference number	Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing
240 (1967-1969)	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank</p>	<p>Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <p>Possibly 1969: One location only, on left-hand side of bell housing flange at rear of engine.</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Up to 1965 - stamped on a small plate attached to the right-hand side of the scuttle under the bonnet</p> <p>Subsequent – stamped on a small plate attached to the right-hand side of the body behind the rear bumper. Not to be confused with a similar plate on the left-hand side giving the Press Steel reference number</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
Daimler V8 250	<p>on cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped in the bonnet catch channel forward of the radiator header tank</p>	<p>Not known</p> <hr/> <p>1960s notes: Stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front sparking plug</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Up to 1965 - stamped on a small plate attached to the right-hand side of the scuttle under the bonnet</p> <p>Subsequent – stamped on a small plate attached to the right-hand side of the body behind the rear bumper. Not to be confused with a similar plate on the left-hand side giving the Press Steel reference number</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>

<p>XJ6 (which has no separate chassis) from 1968 onwards, Series 1, 2 and 3 to 1986</p>	<p>one side of the engine bay, usually opposite to the side where the plate is fixed.</p> <hr/> <p>1960s notes: Stamped on near side wing valance under the bonnet.</p>	<p>1968-69: Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <p>1969-1986: One location only, on left-hand side of bell housing flange at rear of engine.</p> <hr/> <p>1960s notes: Up to 1968 – stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front parking plug (This location was discontinued in 1969). From May-June 1968 – stamped on the engine bell housing on the left-hand side.</p>	<p>on lower tail panel hidden by rear bumper.</p> <hr/> <p>1960s notes: Stamped on a plate attached to the body at the rear on the off side, under the bumper bar.</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
<p>Daimler Sovereign (which has no separate chassis) from 1969 onwards, Series 1, 2 and 3 to 1986</p>	<p>As XJ6</p> <hr/> <p>1960s notes: Stamped on near side wing valance under the bonnet.</p>	<p>As XJ6</p> <hr/> <p>1960s notes: Up to 1968 – stamped on the right-hand side of the cylinder block above the pressure oil filter. Also stamped on the front end of the cylinder head, adjacent to the front parking plug (This location was discontinued in 1969). From May-June 1968 – stamped on the engine bell housing on the left-hand side.</p>	<p>As XJ6</p> <hr/> <p>1960s notes: Stamped on a plate attached to the body at the rear on the off side, under the bumper bar.</p>	<p>As XJ6</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
<p>Daimler DS420 (1968-1992)</p>	<p>Bulkhead behind engine</p>	<p>1968-1969: Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of</p>	<p>Not certain; some later cars have it on the front of cross member below radiator</p>	<p>Automatic gearbox only, on Borg Warner or GM plate</p>

		<p>the central valley in the cylinder head.</p> <p>1969-1992: One location only, on left-hand side of bell housing flange at rear of engine.</p>		
E-type Series 2 (1968-1970)	<p>on top of right-hand end of front chassis cross member above shock absorber mounting</p> <hr/> <p>1960s notes: Stamped on the right-hand frame cross-member above the hydraulic damper mounting</p>	<p>1968-1969: Stamped in two locations: On cylinder block right-hand side on horizontal flange above where oil filter is fitted, and on cylinder head in vertical surface at the front of the central valley in the cylinder head.</p> <p>1969-1970: One location only, on left-hand side of bell housing flange at rear of engine.</p> <hr/> <p>1960s notes: Stamped on the bell housing on the left-hand side</p>	<p>in recess for rear number plate</p> <hr/> <p>1960s notes: a small plate attached to the body behind the rear number plate.</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
E-type Series 3 (1970-1974)	<p>sloping scuttle panel behind engine, almost hidden by heater.</p> <hr/> <p>1960s notes: Stamped on the right-hand frame cross-member above the hydraulic damper mounting</p>	<p>At rear of engine in central valley, adjacent to bell housing flange.</p> <hr/> <p>1960s notes: Stamped on the bell housing on the left-hand side</p>	<p>in recess for rear number plate</p> <hr/> <p>1960s notes: OTS: behind rear number plate 2+2: left-hand side, inner wheel arch, below tailgate hinges</p>	<p>Typically on left-hand side of gearbox casing, and on top lid of gearbox. Can probably only be seen if gearbox is out of car. NB Automatic gearboxes on Borg Warner plate.</p> <hr/> <p>1960s notes: Standard and overdrive transmission - Stamped on the small shoulder at the left-hand rear corner of the gearbox and on the rim of the core plug aperture on the top cover. Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>
XJ12 (which has no separate chassis) Series 1, 2 and 3 to 1992	<p>one side of the engine bay, usually opposite to the side where the plate is fixed.</p>	<p>At rear of engine in central valley, adjacent to bell housing flange.</p>	<p>on lower tail panel hidden by rear bumper.</p>	<p>Automatic gearbox only, on Borg Warner or GM plate</p>
Daimler Double 6 Series 1, 2 and 3 to 1992	As XJ12	As XJ12	As XJ12	As XJ12

