



*Big-block V-8 date codes are usually found on the bellhousing/transmission flange at the rear of the block, but may also be located on the driver's side of the block near the freeze plug.*

**Intake Manifold** - Chevrolet used both cast iron and aluminum intake manifolds throughout the muscle car era, and the date codes are located in different places on each. The code on cast iron intakes is normally found on top of the intake manifold near the casting number. Aluminum intakes almost always have the date code on the underside of the manifold, usually under the oil splash shield (if so equipped). Reading of the aluminum intake date codes would be impossible if installed on the engine. Even if the manifold is not installed, the oil splash shield is, in most cases, riveted in place.

**What Does All This Mean?**

Simply put, the proper numbers can mean the difference between a solid investment and losing

your shirt. Actually, in the present-day restoration market place, a premium is placed on muscle cars equipped with their original drive trains. This doesn't mean an SS 396 Chevelle missing the original engine is worthless. However, all else being equal, the car with the original engine will be worth more. If your plans include entering your car in concours classes at the shows, the correct components are necessary if you hope to place well.

Notice, there is a difference in the meaning of original and correct. Original means the car has the original engine or drive train parts installed by the factory when the car was built. Correct means the various components (i.e. engine block, head castings, etc.) are the proper type for that particular model. It's not usually possible to