

# Vehicle numbers locator Guide



MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Standard Swallow</b>	Not known	Not known	Not known	Not known
<b>Wolseley Hornet Swallow</b>	Not known	Not known	Not known	Not known
<b>SS1</b>	Not normally marked on chassis frame <b>Plates:</b> 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	<b>Pre 1934:</b> Stamped on the ash frame or marked in chalk on inside of a body panel  <b>1934 onwards:</b> Small tag, riveted to the front face of the bulkhead on the nearside of the car	
<b>SS2</b>	Not normally marked on chassis frame <b>Plates:</b> 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	<b>Pre 1934:</b> Stamped on the ash frame or marked in chalk on inside of a body panel  <b>1934 onwards:</b> Small tag, riveted to the front face of the bulkhead on the nearside of the car	
<b>SS Jaguar - saloon</b>	<b>1936-1940:</b> Chassis number not stamped into chassis	<b>1936:</b> stamped into off-side of the block, at the top rear of the engine, by the bulkhead <b>1937-1940:</b> 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.	

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>SS Jaguar – Drop Head Coupe</b>	<b>1936-1940:</b> Chassis number not stamped into chassis	<b>1936:</b> stamped into off-side of the block, at the top rear of the engine, by the bulkhead  <b>1937-1940:</b> 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.	
<b>SS Jaguar - tourer</b>	<b>1936 &amp; 1937:</b> chassis number stamped faintly near the sliding trunnion housing on offside vertical face of chassis, just forward of the housing	<b>1936:</b> stamped into off-side of the block, at the top rear of the engine, by the bulkhead  <b>1937-1940:</b> 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.	
<b>SS 100</b>	<b>1936-1940:</b> chassis number stamped faintly near the sliding trunnion housing on offside vertical face of chassis, just to the rear of the housing	<b>1936:</b> stamped into off-side of the block, at the top rear of the engine, by the bulkhead  <b>1937-1940:</b> 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.	
<b>Jaguar 1 ½ Litre, 2 ½ Litre, 3 ½ Litre (“Mark IV”)</b>	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	

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Mark V (1948-1951)</b>	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.
<b>XK 120 (1949-1954)</b>	Top/front of left-hand side chassis member adjacent to rear engine mounting, sometimes also in front cross member below radiator	<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>	On scuttle under bonnet	<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.</p> <hr/> <p>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</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Mark VII (1950-1959)</b>	<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> <hr/>	<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> <hr/>	On scuttle under bonnet	<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. N.B. 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>
<b>C-type</b>	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.

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>D-type</b>	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.
<b>XKSS</b>	As D-type	As D-type	As D-type	As D-type
<b>XK 140 (1954-1957)</b>	<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>	On scuttle under bonnet	<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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
Jaguar 2.4 and 3.4 Litre ("Mark I")	<p>On cross member in front of top of radiator, adjacent to bonnet lock</p> <hr/> <p>1960s notes: Stamped on the identification plate attached to the right-hand valance only</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> <hr/> <p>1960s notes: stamped on a small plate attached to the right-hand side of the scuttle under the 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.</p> <p>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.</p> <p>Automatic – stamped on a plate attached to the left-hand side of the transmission casing.</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>XK 150 (1957-1960)</b>	<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> <hr/>	<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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Mark VIII (1956-1959)</b>	<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>



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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
Mark IX (1958-1961)	<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>	On scuttle under bonnet	<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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Mark II (1959-1967)</b>	<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><b>Pre-1960 (or early cars):</b> on scuttle under bonnet <b>Post-1960 (or later cars):</b> 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.</p> <hr/> <p>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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>E-type Series 1 3.8 litre and 4.2 litre (1961-1968)</b>	On top of right-hand end of front chassis cross member above shock absorber mounting	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.	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	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.
	1960s notes: Stamped on the right-hand frame cross-member above the hydraulic damper mounting	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	1960s notes: 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.	NB Automatic gearboxes on Borg Warner plate. 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

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Mark X (1961-1967)</b>	<p>Not known</p> <hr/> <p>1960s notes: Stamped on the top of the right-hand front wheel arch, under the bonnet</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 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.</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>
<b>Daimler SP 250</b>	<p>Chassis front cross member</p> <hr/> <p>1960s notes: Situated on the chassis frame below the steering connecting rod.</p>	<p>Not known</p>	<p>Tag in engine compartment</p>	<p>Not known</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Daimler 2 ½ Litre V8</b>	<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 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>
<b>Daimler Majestic Major</b>	Not known	Not known	Not known	Not known

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>S-type (1963-1968)</b>	<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.</p> <hr/> <p>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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>420 (1966-1968)</b>	<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.</p> <hr/> <p>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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Daimler Sovereign (1966-1969) 420 type</b>	<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><b>Possibly 1969:</b> 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 sparking 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 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.</p> <p>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>



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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>420 G (1966-1970)</b>	<p>1960s notes: Stamped on the top of the right-hand front wheel arch, under the bonnet</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><b>Possibly 1969:</b> 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: 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.</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.</p> <p>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.</p> <p>Automatic – stamped on a plate attached to the left-hand side of the transmission casing.</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>340 (1967-1968)</b>	<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: 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</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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
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><b>Possibly 1969:</b> 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 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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Daimler V8 250</b>	<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 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>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>XJ6 (which has no separate chassis) from 1968 onwards, Series 1, 2 and 3 to 1986</b>	one side of the engine bay, usually opposite to the side where the plate is fixed.	<b>1968-69:</b> 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. <b>1969-1986:</b> One location only, on left-hand side of bell housing flange at rear of engine.	on lower tail panel hidden by rear bumper. <hr/> 1960s notes: Stamped on a plate attached to the body at the rear on the off side, under the bumper bar.	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
	1960s notes: Stamped on near side wing valance under the bonnet.			

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Daimler Sovereign (which has no separate chassis) from 1969 onwards, Series 1, 2 and 3 to 1986</b>	As XJ6 1960s notes: Stamped on near side wing valance under the bonnet.	As XJ6 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.	As XJ6 1960s notes: Stamped on a plate attached to the body at the rear on the off side, under the bumper bar.	As XJ6 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
<b>Daimler DS420 (1968-1992)</b>	Bulkhead behind engine	<b>1968-1969:</b> 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. <b>1969-1992:</b> One location only, on left-hand side of bell housing flange at rear of engine.	Not certain; some later cars have it on the front of cross member below radiator	Automatic gearbox only, on Borg Warner or GM plate

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>E-type Series 2 (1968-1970)</b>	<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><b>1968-1969:</b> 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><b>1969-1970:</b> 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.</p> <p>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.</p> <p>Automatic – stamped on a plate attached to the left-hand side of the transmission casing</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>E-type Series 3 (1970-1974)</b>	<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>
<b>XJ12 (which has no separate chassis) Series 1, 2 and 3 to 1992</b>	<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>
<b>Daimler Double 6 Series 1, 2 and 3 to 1992</b>	<p>As XJ12</p>	<p>As XJ12</p>	<p>As XJ12</p>	<p>As XJ12</p>



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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<p><b>XJS V12 (1975-1996)</b>                      1975 – May 1978 Commission Plate with all numbers.                      May 1978 to End VIN plate with VIN, Weights and Paint &amp; Trim</p>	<p>1975-May 1978 stamped on RHS tie bar bracket.                      Commission plate – engine bay LHS wing                      May 1978-End stamped on bulkhead tie bar bracket.                      1975-87 VIN plate –engine bay LHS wing                      1988 – VIN label on LHS door post                      1988.5-96 – Coupe – Label stuck to LHS door shutface                      Convertible – Label stuck to LHS wing adjacent to headlamp unit in engine bay</p>	<p>At rear of engine in central valley, adjacent to bell housing flange.</p>	<p>a small tag attached to the body behind the rear bumper.</p>	<p>Manual transmission - Stamped on the small shoulder at the LHS 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 LHS of the transmission casing</p>
<p><b>XJS 3.6/4.0 (1983-1996)</b>                      VIN plate with VIN, Weights and Paint &amp; Trim</p>	<p>1983-87 VIN plate –engine bay LHS wing                      1988 – VIN label on LHS door post                      1988.5-96 – Coupe – Label stuck to LHS door shutface                      Convertible – Label stuck to LHS wing adjacent to headlamp unit in engine bay</p>	<p>Stamped on the front RHS of the cylinder block adjacent to the distributor.</p>	<p>a small tag attached to the body behind the rear bumper.</p>	<p>Man Trans - Stamped on the front LHS underside of the gearbox.                      Auto Trans - a metal label or bar code located on the LHS of the gearbox casing.</p>

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>XJ6/Sovereign (XJ40)</b> <b>1986-1994</b> VIN plate with VIN, Weights and Paint & Trim	Stamped on RHS wing in engine bay. 1986-1990 VIN label on bottom of driver's side door post. UK has VIN on plate attached to LHS 'A' post inside windscreen. 1990 onwards VIN label on bottom of LHS door post. UK has VIN visible to bottom LHS of windscreen. Dependent on Market	Stamped on the front RHS of the cylinder block adjacent to the distributor.	a small tag attached to the body behind the rear bumper.	ZF Auto Trans - a metal label or bar code located on the LHS of the gearbox casing. Getrag Man Trans - Stamped on the front LHS underside of the gearbox.
<b>Daimler (XJ40)</b>	Same as XJ (XJ40)	Same as XJ (XJ40)	Same as XJ (XJ40)	Same as XJ (XJ40)
<b>XJ12 (XJ81) 1993-1994</b>	Same as	At rear of engine in central valley, adjacent to bell housing flange.	a small tag attached to the body behind the rear bumper.	GM Auto Trans - located on the RHS of the gearbox casing.
<b>Daimler Double Six (XJ81) 1993-1994</b>	Same as XJ (XJ81)	Same as XJ (XJ81)	Same as XJ (XJ81)	Same as XJ (XJ81)
<b>XJ6/Sovereign/XJR (X300) 1995-1997</b>	Stamped in the boot next to the battery. 1995MY stamped upper surface of RH longitudinal chassis member. 1996MY onwards stamped vertical face adjacent to the battery. VIN label on LHS bonnet hinge in engine bay or LHS door post. VIN plate visible on bottom LHS of windscreen.	Stamped on the front RHS of the cylinder block by the engine position sensor.	a small tag attached to the body behind the rear bumper.	ZF Auto Trans - a metal label or bar code located on the LHS of the gearbox casing. GM Auto Trans - located on the RHS of the gearbox casing. Getrag Man Trans - Stamped on the front LHS underside of the gearbox.

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>Daimler Six (X300) 1995-1997</b>	Same as XJ (X300)	Same as XJ (X300)	Same as XJ (X300)	Same as XJ (X300)
<b>XJ12 (X300) 1995-1997</b>	Stamped in the boot next to the battery. 1995MY stamped upper surface of RH longitudinal chassis member. 1996MY onwards stamped vertical face adjacent to the battery. VIN label on LHS bonnet hinge in engine bay or LHS door post. VIN plate visible on bottom LHS of windscreen.	At rear of engine in central valley, adjacent to bell housing flange.	a small tag attached to the body behind the rear bumper.	GM Auto Trans - located on the RHS of the gearbox casing.
<b>Daimler Double Six (X300) 1995-1997</b>	Same as XJ (X300)	Same as XJ (X300)	Same as XJ (X300)	Same as XJ (X300)
<b>XJ8/Sovereign/XJR (X308) 1998- 2002</b>	Stamped in the boot on the vertical face adjacent to the battery. VIN label on LHS bonnet hinge in engine bay or LHS door post. VIN plate visible on bottom LHS of windscreen.	From launch up to 2001MY Stamped on a raised pad on the front of the engine block on the RHS near to the thermostat housing. 2001-2002 Stamped on the vertical rib on the LHS of the block.	a small tag attached to the body behind the rear bumper.	ZF Auto Trans - a metal label or bar code located on the LHS of the gearbox casing. Mercedes Auto Trans - used on the supercharged engine had the number stamped on the LHS of the transmission case.
<b>Daimler V8/ Daimler Super V8 (X308) 1998-2002</b>	Same as XJ (X308)	Same as XJ (X308)	Same as XJ (X308)	Same as XJ (X308)

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>XJ (X350) 2003-2009</b>	VIN is stamped on the RHS chassis leg next to the suspension strut top mount under the carpet. VIN plate visible on bottom LHS of windscreen. The VIN label is positioned on the LHS front door hinge post	V8 - stamped on the rear LHS of cylinder block behind the engine mounting, adjacent to the transmission flange. V6 - identification code tag is located on the front cover assembly. Stamped on the lower LHS of cylinder block, near the bedplate. 2.7D - Engine number and technical data is located on metal label attached to top of LH camshaft cover. Stamped on the lower RHS of the block near the engine mounting.		ZF Auto Trans - a metal label or bar code located on the LHS of the gearbox casing.
<b>Daimler (X350) 2006-2009</b>	Same as XJ (X350)	Same as XJ (X350)		Same as XJ (X350)
<b>XK8/XKR (X100) 1996-2006</b>	Stamped in the boot on the vertical face adjacent to the battery. 1996-2002 - VIN label on LHS door post. 2003-2006 - VIN label on LHS door hinge post. VIN plate visible on bottom LHS of windscreen.	1996-2002 Stamped on a raised pad on the front of the engine block on the RHS near to the thermostat housing. 2003-2006 Stamped on LHS on 'B' bank oil drain channel.		1996-2002 - ZF Auto Trans - a metal label or bar code located on the LHS of the gearbox casing. Mercedes Auto Trans - used on the supercharged engine had the number stamped on the LHS of the transmission case. 2003-2006 - ZF Auto Trans – Stamped on the LHS of the gearbox casing.

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>S-TYPE (X200) 1999-2008</b>	VIN plate visible on bottom LHS of windscreen. The VIN label is positioned on the LHS front door hinge post	V8 4.0 - Stamped on a raised pad on the front of the engine block on the RHS near to the thermostat housing. V8 4.2 – Stamped on the rear LHS of block, either adjacent to transmission flange or LHS webtowards the rear of the block V6 - Stamped on a raised machined boss above the oil pan seam directly behind the oil filter adapter plate. 2.7D - Engine number and technical data is located on metal label attached to top of LH camshaft cover. Stamped on the lower RHS of the block near the engine mounting.		Metal label or bar code attached to casing
<b>X-TYPE (X400) 2001-2010</b>	Stamped in the boot on RHS wheelarch under the carpet VIN label on LHS door hinge post or LHS bottom of 'B' post. VIN plate visible on bottom LHS of windscreen.	Petrol – Stamped on a raised machined boss above the oil pan seam directly behind the oil filter adapter plate. Diesel – Stamped on a raised machined boss on LHS directly above the air con pump pulley.		

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MODEL	CHASSIS	ENGINE	BODY	GEARBOX
<b>XJ6 Series 3 1979-1986</b>	1979-End – Stamped on bulkhead tie bar bracket. VIN plate –engine bay LHS wing Some Markets VIN label adhered to rear shutface of driver’s door.	Stamped on bell housing mount flange	a small tag attached to the body behind the rear bumper.	Manual - 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.
<b>XJ12 Series 3 1979-1992</b>	1979-1989 – Stamped on bulkhead tie bar bracket. VIN plate –engine bay LHS wing Some Markets VIN label adhered to rear shutface of driver’s door. 1990 onwards VIN label on bottom of LHS door post. UK has VIN visible to bottom LHS of windscreen. Dependent on Market	At rear of engine in central valley, adjacent to bell housing flange.	a small tag attached to the body behind the rear bumper.	Automatic – stamped on a plate attached to the left-hand side of the transmission casing
<b>Daimler Series 3 1979-92</b>	Same as XJ Series 3	Same as XJ Series 3	Same as XJ Series 3	Same as XJ Series 3