

# LOCATION OF COMMISSION AND UNIT NUMBERS

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**The Commission Number (Fig. 1)** is the identification number which is required for registration and other purposes. It is stamped on a plate attached to the left-hand side door pillar (Fig. 2) and is visible when the door is opened, e.g. LD 1234 L C BW. On U.S.A. Market cars the commission number is also stamped on a small plate visible through the left-hand side of the windscreen. The significance of this example is as follows:

- LD** — this prefix denotes 'Stag' model range.  
**LE** — this prefix denotes 'Stag' model range—U.S.A. market. On later models the Commission number has a suffix letter 'U'.  
**1234** is the accumulated total build of this model.  
**L** — denotes Left-Hand Steering (except later U.S.A. cars). No letter is given to Right-Hand Steering models.  
**C** — denotes body type, e.g. Convertible (earlier cars only).  
**BW or A** — denotes Borg-Warner Transmission.  
**O** — denotes Overdrive.  
No letter is given where a manual gearbox is fitted.

The commission number-plate also bears code symbols for identification of the vehicles exterior colour, trim material and trim colour. Refer to page 04-6.

**The Engine Number (Fig. 3)** is stamped on a machined flange on the left-hand bank of the cylinder block and is visible between nos. 6 and 8 exhaust ports, e.g. LD 27 HE. On later models the engine number is stamped on a casting flange where the engine joins the transmission unit and is visible by looking down onto this flange. The significance of this example is as follows:

- LD/LF** — this prefix denotes the model range.  
**LE** — this prefix denotes the model range—U.S.A. market. On later models the engine number has a suffix letter 'U'.  
**27** — is the total built of this type.  
**H** — denotes high compression. Alternatively:  
**L** — denotes low compression.  
**E** — denotes engine unit.

**The Gearbox (manual) Number (Fig. 4)** is stamped on the left-hand side of the housing.

The serial and type numbers of Borg-Warner units (Fig. 5) appear on a plate affixed to the left-hand side of the transmission casing.

**The Rear Axle Number (Fig. 6)** is stamped on the hypoid housing flange.

**Important:** In all communications relating to Service and Spares it is essential to quote commission number, paint and trim codes and unit number (if applicable).



Fig. 1



Fig. 2



Fig. 3



Fig. 4

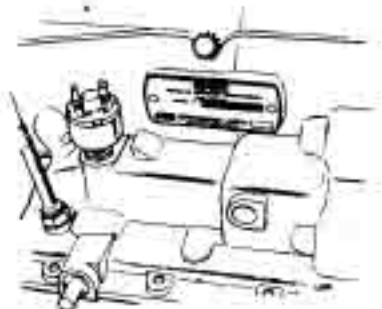


Fig. 5



Fig. 6