

# Studebaker V-8 Engine Identification

Compiled by Skip Lackie from parts books, service letters, and other documentation

Starting Engine Number	Year and Model Used	Displacement	Notes*	
B-1	1964 R3/4 Paxton aftermarket	304		
JT-1,001	1963 Lark/Hawk 63V w/R1	289	3	
JTC-1,001	1963 Lark/Hawk 63V w/R1 (Canada)	289	3	
JTS-1,001	1963 Lark/Hawk 63V w/R2 supercharged	289	3	
JTSC-1,001	1963 Lark/Hawk 63V w/R2 supercharged (Canada)	289	3	
K-1,001	1956 Golden Hawk 56J w/OD	352	1	
L-101	1958 Packard 58L	289		
LS-101	1957 Clipper 57L supercharged	289		
LS-5,201	1958 Packard Hawk 58L-K9 supercharged	289		
P-101	1955 President 6H	259		
P-22,001	1956 President/Pinehurst/Sky Hawk 56H	289		
P-39,601	1957 President/Broadmoor/Silver Hawk 57H	289		
P-60,701	1958 President/Marshall/Silver Hawk 58H	289		
P-70,501	1960 Hawk 60V	289	2	
P-74,701	1961 Hawk/Cruiser/Marshall 61V	289		
P-79,801	1962 Lark/Hawk 62V	289		
P-93,601	1963 Lark/Hawk 63V	289	3	
PC-101	1955 President 6H (Canada)	259		
PC-601	1956 President 56H (Canada)	289		
PC-1,501	1957 President 57H (Canada)	289		
PC-2,001	1958 President 58H (Canada)	289		
PC-2,201	1960 Hawk 60V (Canada)	289		
PC-2,501	1961 Hawk/Cruiser/Marshall 61V (Canada)	289		
PC-2,801	1962 Lark/Hawk 62 V (Canada)	289		
PC-3,401	1963 Lark/Hawk 63V (Canada)	289	3	
PL-101	1955 President 6H (Los Angeles plant)	259		
PL-2,701	1956 President 56H (Los Angeles plant)	289		
PS-1,001	1957 Golden Hawk 57H-K7 supercharged	289		
PS-5,501	1958 Golden Hawk 58H-K7 supercharged	289		
R-1,001	1963 Avanti w/R1	289		
RS-1,001	1963 Avanti w/R2 supercharged	289		
R3S-H320	1964 Avanti/Hawk/Lark-type w/R3 supercharged	304	3	
R4-H320	1964 Avanti/Hawk/Lark-type w/R4	304	3,10	
S-1,001	1956 Golden Hawk 56J w/auto trans	352	1	
V-101	1951 Commander H	232		
V-123,001	1952 Commander 3H	232		
V-207,001	1953 Commander 4H	232		
V-282,501	1954 Commander 5H	232		

V-312,701	1955 Commander 16G8	224		
V-331,101	1955 Commander 16G8	259		
V-363,751	1956 Commander 56B	259		
V-390,001	1957 Commander 57B	259		
V-407,501	1958 Commander 58B	259		
V-418,701	1959 Lark 59V	259		
V-454,701	1960 Lark 60V	259		
V-510,401	1961 Lark 61V	259		
V-534,901	1962 Lark 62V	259		
V-566,601	1963 Lark 63V	259	3	
VC-101	1951 Commander H (Canada)	232		
VC-2,036	1952 Commander 3H (Canada)	232		
VC-3,501	1953 Commander 4H (Canada)	232		
VC-4,941	1954 Commander 5H (Canada)	232		
VC-5,701	1955 Commander 16G8 (Canada)	224		
VC-6,201	1955 Commander 16G8 (Canada)	259		
VC-8,101	1956 Commander 56B (Canada)	259		
VC-10,701	1957 Commander 57B (Canada)	259		
VC-13,301	1958 Commander 58B (Canada)	259		
VC-14,701	1959 Lark/Hawk 59V (Canada)	259		
VC-16,701	1960 Lark 60V (Canada)	259		
VC-18,501	1961 Lark 61V (Canada)	259		
VC-19,601	1962 Lark 62V (Canada)	259		
VC-21,401	1963 Lark 63V (Canada)	259	3	
VL-101	1955 Commander 1BG8 (Los Angeles plant)	259		
VL-6,301	1956 Commander 56B (Los Angeles plant)	259		
VT-2,301	1954 3R-28 and 3R-38 trucks	232		
2E-101	1955 E series truck	224		
2E-7,001	1956 2E series truck	224		
3E-101	1955 E series truck	259		
3E-1,301	1956 2E series truck	259		
3E-2,701	1957 3E series truck	259		
3E-6,301	1958 3E series truck	259	4	
3E-8,001	1959 4E series truck	259		
3E-9,201	1960 5E series truck	259		
3E-11,601	1961 6E series truck	259		
3E-14,801	1962 7E series truck	259		
3E-18,901	1963 8E series truck	259	3	
5E-101	1955 E series truck	259 HD		
5E-3,501	1956 2E series truck	259 HD		
5E-6,501	1957/58 3E series truck	259 HD	5	
6E-101	1957 3E series truck	289 HD		

6E-1,501	1958 3E series truck	289 HD	4	
6E-2,401	1959 4E series truck	289 HD		
6E-3,901	1960 5E series truck	289 HD		
6E-4,601	1961 6E series truck	289 HD		
6E-5,101	1962 7E series truck	289 HD		
6E-5,501	1963 8E series truck	289 HD	3	
7E-101	1957-63 3E-8E series trucks	289	3,6	
176,400,001	1966 V model w/standard trans	283	7,8	
205,420,001	1965 V model w/standard trans	283	7	
776,400,001	1966 V model w/auto trans	283	7,9	
805,420,001	1965 V model w/auto trans	283	7	
Cloverleaf	Replacement heavy duty truck engine	any		

### **1964 V8 engine numbering**

V8 engines in Avantis and trucks built on and after August 20, 1963 and all those in 1964 Hawk/Lark-type models were not serialized as before, but were stamped with an alphanumeric code (e.g., PK329) indicating car/truck model, displacement, and date of manufacture. The 1964 Vehicle Model and Displacement Prefixes are as follows:

V followed by a letter and 3 numbers = Lark-type 259

VC followed by a letter and 3 numbers = Lark-type 259 (Canada)

P followed by a letter and 3 numbers = Hawk/Lark-type 289

PC followed by a letter and 3 numbers = Hawk/Lark-type 289 (Canada)

R followed by a letter and 3 numbers = Avanti 289

RC followed by a letter and 3 numbers = Avanti 289 (Canada)

RS followed by a letter and 3 numbers = Avanti 289 w/R2 supercharged

RSC followed by a letter and 3 numbers = Avanti 289 w/R2 supercharged (Canada)

JT followed by a letter and 3 numbers = Hawk/Lark-type 289 w/R1

JTC followed by a letter and 3 numbers = Lark/Hawk 289 w/R1 (Canada)

JTS followed by a letter and 3 numbers = Lark/Hawk 289 w/R2 supercharged

JTSC followed by a letter and 3 numbers = Lark/Hawk 289 w/R2 sprchrgd (Canada)

R3 followed by a letter and 3 numbers = Lark/Hawk/Avanti 304 w/R3 supercharged

R4 followed by a letter and 3 numbers = Lark/Hawk/Avanti 304 w/R4

3E, 5E, 6E, or 7E followed by a letter and 3 numbers = truck engine with displacement as shown above

The date of manufacture was indicated by the final four characters; a letter representing month, a single digit for the year (3=1963, 4=1964), and two digits for the day. The month is represented by a letter as follows: A=Jan, B=Feb, C=Mar, D=Apr, E=May, F=Jun, G=Jul, H=Aug, J=Sep, K=Oct, M=Nov, N=Dec. Additional digits preceding the date code indicate an export engine.

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### **\*Notes (As referenced in the main chart above)**

1. Packard engine
2. Also used in some Police Marshalls
3. See discussion above of 1964-model engine numbering
4. Reported, but not confirmed
5. 5E number indicates a 259 HD truck engine; no breakdown by year available 1959-64
6. 7E number indicates a 1957-64 standard-duty 289 truck engine; no breakdown by year available
7. Chevrolet-design engines built by McKinnon Industries Division of General Motors, St. Catherines, Ontario
8. First 109 1966 V models w/standard trans built with left-over 1965 engines
9. First 481 1966 V models w/auto trans built with left-over 1965 engines
10. Only one R4 built, in a 1964 Lark-type

### **General Notes**

#### Engine number location:

- 1951-52: on top, rear end of cylinder block, next to distributor.
- 1953-64: on top, front end of cylinder block.
- 1965-66: on a pad on the right front of the block immediately in front of the right cylinder head.



Studebaker V8 engine: The Studebaker V8 was developed in-house in 1949-50 by the Studebaker engineering department under the direction of Stanwood W. Sparrow. It was available in different displacements at different times. Although some running changes were made during the period 1951-64 (e.g., converting to full-flow oil filter in mid-1962), all Studebaker V8s are essentially interchangeable, with the only major differences being bore and stroke.

Studebaker Corporation: Had a reputation for being willing to build anything to make a sale. For example, the 289 engine was not offered in any Studebaker 1959-model passenger car. However rumors persist that several such cars were made by special order, and based on some other one-of-a-kind vehicles Studebaker made, they may be true.