

SERIAL NUMBER

THPNMG03381

Company Assembly Plant and Location Model Code Year Month Assembly Sequence

T = DeTomaso**H** = Modena Italy**PN** = Pantera**M** = 1972 (L = 1971, N = 1973, P = 1974)**G** = April**03381** = 3381th Unit Built

Valid to Chassis Number 7380

MONTH CODES

Month Code	1971 Calendar Code L	1972 Calendar Code M	1973 Calendar Code N	1974 Calendar Code P
A		March	July	
B		January	May	
C	January	May	September	September
D	March	July	November	November
E	April	August	December	December
G		April	August	
H				June
J	September		January	May
K	February	June	October	October
L	May	September		January
M	November		March	July
P	December		April	August
R		February	June	
S	July	November		March
T	August	December		April
U	October		February	
Y	June	October		February

This page was scanned in from the manual. There are at least a couple of errors. One is

This page was scanned in from the manual. There are at least a couple of errors. One is that the VIN number, 3381 is not the 3381 unit built, the VIN number started with 1001 (prototype), and several of the early cars (2 ?) were used in crash testing. Also there is an error (I forget where) in the month letter code. I'll correct this page well I learn where. For U.S.A. GTS cars, "GT" replaces PN. Not part of the VIN but also stamped in the footbox plate, the numbers 874 (Pantera) is followed by a star (*). The Deauville is an 892 and the Valletunga is an 807, Mangusta is ?

More accurate

details:

T = Source Company Code (DeTomaso 1971/72) (Ghia Operations 1973)

H = Assembly Plant (Modena, Italy 1971/72) (Vignale, Italy 1973)

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DRIVETRAIN

This car has written documentation stating its drivetrain authenticity, as well as other components. The following pictures with supporting data supports this statement as well.

Panteras have four sets of numbers:

- the V.I.N by the windshield and also is on the door jamb tag.
- a body number plate under the front trunk lid.
- a engine number plate under the rear trunklid.
- a transmission number plate on the side of the transaxle "ZF" box.

Contrary to American processes, the engine block is not stamped with the V.I.N., but with the designated engine number tag that is riveted under the trunklid. The location of the number on the block is on the left rear pad, and should match the engine number tag under the trunklid, which it does.

The block casting number is "D2AE-CA" and the casting date is BLANK. What does this mean? D2AE-CA is the casting number for Ford's Cleveland high performance four bolt main blocks - the 1971 Boss 351, and the 351-CJ. Ford cast these blocks in batches and set them aside for use specifically for export cars. All Cleveland foundry 351C's to be exported were dictated by Ford to be four bolt mains. Because these blocks were stacked for later use is the reason for the BLANK date code plate put in the casting. If you ever look at a 351C block and see a blank date code cast - it's an export block (not to be confused with the Australian foundry 351C blocks). ALL Panteras should have this block. This block is matching number - so are the heads and the intake, and the carb. The transmission tag matches the stamped number in the tranny case as well. This car was scheduled for build in June 1973.

Engine stamping matches engine number tag