CASTING NUMBERS AND PART NUMBERS

Gen III and Gen IV enthusiasts will find this chart very interesting. This chart should be a valuable aid for them in starting with the best block for their application. The casting part number is valuable to know, as it is cast on a pad at the back of the block at the driver-side bank so you can quickly know what block you are looking at.

The service part number is also valuable to know, as it is what you will need to order a brand-new bare engine block from GM. Design changes are also shown to indicate how the engine block has been improved and re-thought over the years of production, Material for the block is represented as Al for aluminum and Fe for cast iron.

Model Year	Engine Type	Casting PN	Material Al Fe	Service PN	Design Changes / Notes
Gen III V8					
1997	LS1 Corvette	12550592	Al	N / A	First year of production.
1998	LS1 Corvette, Camaro & Firebird	12550592	Al	N / A	C/O (carry-over) design with casting changes/improvements for added strength.
	LS1 Corvette, Camaro & Firebird	12559846	Al	N / A	Improved liner design.
	LS1 Corvette, Camaro & Firebird	12559090	Al	N / A	Midyear revision with new cam bushing material.
	LQ4 FS-Trucks	12551364	Fe	12551366	Iron block with 4.000-inch bores (101.6mm).
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
1999	LS1 Corvette, Camaro & Firebird	12550592	Al	N / A	C/O design.
	LS1 Corvette, Camaro & Firebird	12559846	Al	N / A	C/O design.
	LQ4 FS-Trucks	12551364	Fe	12551366	Iron block with 4.000-inch bores (101.6mm).
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
2000	LS1 Corvette, Camaro & Firebird	12559378	Al	N / A	Cored rear cover oil passage.
	LS1 Corvette, Camaro & Firebird	12559846	Al	N / A	Cored rear cover oil passage.
	LS1 Corvette, Camaro & Firebird	12560626	Al	N / A	Cored rear cover oil passage.
2001	LS1/LS6 Corvette, some Camaros & Firebirds	12561168	Al	N / A	First year for LS6-bulkhead vent windows in #2, 3, and 4 bulkheads which eliminated the need for the 28.5mm drilled vent window.
	LS1/LS6 Corvette, some Camaros & Firebirds	12561166	Al	N / A	First year for LS6-bulkhead vent windows in #2, 3, and 4 bulkheads which eliminated the need for the 28.5mm drilled vent window.
	LS1 Camaro, Firebird & GTO	12559378	Al	N / A	C/O design.
	LQ4/LQ9 FS-Trucks	12551364	Fe	12551366	Iron block with 4.000-inch bores (101.6mm).
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.

Model Year	Engine Type	Casting PN	Material Al Fe	Service PN	Design Changes / Notes
2002	LS1/LS6 Corvette, some Camaros & Firebirds	12561168	Al	12561166	C/O design
	LS1 Camaro, Firebird & GTO	12559378	Al	N / A	C/O design
	LQ4/LQ9 FS-Trucks	12551364	Fe	12551366	Iron block with 4.000-inch bores (101.6mm).
	LQ4/LQ9 FS-Trucks	12573581			
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM7 / LR4	12567392		12567393	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
2003 and **2004**	LS1/LS6 Corvette, LS6 offered in CTSV	12561168	Al	12561166	C/O design up to 12/2003, when block was converted to all short head bolts and greater step from cam bearing parent bore to cam bearing bore (0.50mm versus previous 0.25mm) with no change to the part numbers.
	LQ4/LQ9 FS-Trucks	12551364	Fe	12551366	Iron block with 4.000-inch bores (101.6mm).
	LQ4/LQ9 FS-Trucks	12573581		12577184	
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM7 / LR4	12567392		12567393	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM4 Envoy, Bravada, Trailblazer & SSR	12566910	Al	N / A	LS6 design with 96mm bores on a 99mm liner. **Low Buck Tip** this is a 99mm 5.7L bore liner but with a smaller bore - - so it can be bored out to a 350ci engine.
	Non-Production Block from GMPP	12480030	AL	12480030	4.125-inch bores, pressed-in cylinder liners, no side vents in block skirting as designed for dry sump, equipped/comes with 11mm cylinder head studs, and steel main caps with studs.
Gen IV V8					
2005	L33 Envoy, Trailblazer, SSR, etc-others…	12562735	Al	N / A	Essentially an LS6 block with 96mm liners (that can be safely bored out to 99mm), all short head bolts, 0.5mm step in block cam bores.
	LS2 Corvette, GTO, & SSR	12562735	Al	12568950	Short head bolt design with increased-step cam bore block. Produced with 101.6mm cylinder bore diameters, low mass block and main cap design.
	LS7 C6 ZO6 Corvette	N / A	Al	TBA	4.125-inch cylinder bores, pressed-in extended length liners with added length for piston support. Forged-steel main caps, siamesed bore casting intended for dry sump.
	LQ4/LQ9 FS-Trucks	12551364	Fe	12551366	Short head bolts, 4.000-inch bores (101.6mm).
	LQ4/LQ9 FS-Trucks	12573581			
	LQ4/LQ9 FS-Trucks	12577184			
	LM7 / LR4	12551358	Fe	N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM7 / LR4	12567392		N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM7 / LR4	12567393		N / A	Iron block with 96mm bores used on 4.8 & 5.3L engines - can be bored out to 99mm to create a low cost 350ci Gen III V8.
	LM4 Envoy, Bravada, Trailblazer, & SSR	12566910	Al	N / A	Still the LS6 design with 96mm bores that can be bored out to the 99mm bore.