

FREE SAMPLE

The opening pages of

1967 Buick Gran Sport 401 425

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

Full guide: <https://restoreessentials.com/product/RE-GD-1967-BUICK-GRAN-SPORT-401-425>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

1967 Buick Gran Sport 401 425

Factory-Correct Restoration Guide

Key facts at a glance

restorationessentials.polsia.app

Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



Manufacturer History

Buick was founded in 1903 by David Dunbar Buick and became a founding pillar of General Motors in 1908, the company William C. Durant built around the Buick Motor Company. From the start Buick occupied the upper-middle of the GM ladder: above Oldsmobile and Pontiac, below Cadillac, the 'doctor's car' for buyers who wanted prestige without the Cadillac price.

Two engineering signatures defined Buick for decades. The first was the overhead-valve engine: Buick built OHV engines from the company's earliest days and never looked back. The second was the Nailhead V8 (1953-1966), so called for its small, vertical valves that made the rocker-arm studs look like nail heads. Nailheads ran hot, breathed poorly at high rpm, and made enormous low-end torque - exactly the formula Buick's customers liked.

Buick was late to the factory muscle party. Pontiac had the GTO in 1964 and Oldsmobile the 4-4-2; Buick's answer, the Skylark Gran Sport, arrived at midyear 1965 with a 401-cubic-inch Nailhead wearing a '400' badge. It sold in strong numbers, and the GS became a standalone series in 1967 with a new 400-cubic-inch V8. The 1968 redesign brought the GS 400, the Stage 1 option arrived in January 1968, and in 1970 the GS 455 replaced the 400 with Buick's biggest big-block - the torque monster that made Buick the quiet giant of the muscle era.

The Riviera Gran Sport followed a parallel path. The Riviera itself was Buick's personal luxury coupe from 1963; the Gran Sport package, introduced for 1965, added the dual-quad 425 Nailhead and handling upgrades. The 430 replaced the Nailhead in 1967, and the Riviera GS remained the gentleman's performance Buick through 1969, tracked by collectors today as one of the most documentable Buicks ever built.

Buick's muscle era ended the way everyone's did: compression dropped to 8.5:1 for 1971, net horsepower ratings arrived for 1972, and the GS faded from a headline act to an option package. But the cars never lost their following. The Buick GS Club of America and the Sloan Museum's Buick Gallery in Flint, Michigan, keep the paper trail alive - and that paper trail is what makes a real Buick worth restoring.

2 — Model History

Buick answered the Pontiac GTO at midyear 1965 with the Skylark Gran Sport: a 401-cubic-inch Nailhead V8 wearing a '400' badge, sold as an option package on the Skylark. The marketing fiction - calling a 401 a '400' - was pure gamesmanship, and it worked: more than 15,000 Gran Sports sold in the abbreviated 1965 run.

The Nailhead powered the GS through 1966, with a higher-output 340-horsepower version of the 401 joining the base 325-horsepower engine. For 1967 the Gran Sport became a standalone series and the Nailhead gave way to Buick's new 400-cubic-inch V8: 4.04 by 3.90 inches, 10.25:1 compression, 340 horsepower and 440 lb-ft of torque. The GS 340 (260-hp 340 V8) joined as the junior Gran Sport.

The 1968 A-body redesign brought the GS 400 its classic shape, the GS 350 (280-hp 350 V8) as the entry Gran Sport, and - in January 1968 - the Stage 1 option with its cold-air induction. For 1969 the GS 400 got a new hood with functional cold-air induction, the Stage 1 continued at 345 horsepower, and the dealer-installed Stage 2 waited in the wings for racers.

Catalog note: the 1967-1969 guides in this set carry catalog slugs reading 'gran-sport-401-425,' but the 401 Nailhead ended after 1966 - the 1967-1969 cars are GS 400s with the 400-cubic-inch V8. Titles and content in those guides are factually corrected; the slug is retained only as the filename key.

3 — What Is Unique About This Model Year

1967 is the hinge year: the Gran Sport became its own series and the Nailhead gave way to Buick's new-generation 400. The catalog slug for this guide reads 'gran-sport-401-425,' which is wrong for 1967 - the 401 ended after 1966. This guide is factually corrected throughout: the car is the GS 400, and the slug is



only as the filename key.

The new 400 (4.04 x 3.90, 10.25:1, 340 hp, 440 lb-ft) was a clean-sheet Buick big-block with far better breathing than the Nailhead - the engine family that would grow into the 430 and 455.

The GS 340 joined the line with a 260-horsepower 340 V8 - the entry Gran Sport and a genuinely pleasant driver that the market has long undervalued.

Body styles expanded to three: pillared sport coupe, hardtop sport coupe, and convertible. The pillared coupe is the sleeper of the three - same drivetrain, less money.

Year-to-year changes

■ GS becomes a standalone series with its own 46-series VIN code

■ New 400 V8 (340 hp / 440 lb-ft) replaces the Nailhead - CATALOG SLUG CORRECTED

■ GS 340 (260 hp) joins as the junior Gran Sport

■ Three body styles: pillared coupe, hardtop, convertible

4 — VIN Decoding

1967 Buick VINs are 13 digits with no engine code. Pattern: 446377H100001.

Position 1: 4 = Buick. Positions 2-3: 46 = GS series - new for 1967, the Gran Sport is now its own series with its own VIN code. This is the single biggest authentication change of the era.

Positions 4-5: body style - 37 = hardtop sport coupe, 67 = convertible (pillared coupe coding per factory docs). Position 6: 7 = 1967.

Position 7: assembly plant (H = Flint). Positions 8-13: sequence.

5 — Cowl / Fender-Tag Decoding

Cowl tag: ST 67, GS model numbers (46-series), trim, paint, build date. The 46-series VIN plus GS model numbers on the tag is the factory's own GS proof.

Engine identification (400 vs. 340) is by engine-code stamping and documentation - the VIN series is GS either way.

6 — Engines

Factory engine lineup

Engine

Compression

Horsepower

Torque

400 4-barrel (GS 400)

10.25:1

340 hp

440 lb-ft

340 4-barrel (GS 340)

10.25:1

260 hp

365 lb-ft

400 4-barrel (GS 400) 400 cu in — bore 4.04 in × stroke 3.90 in, 10.25:1 compression, 340 hp, 440 lb-ft, Rochester 4bbl. Engine code: -. New-generation Buick big-block; the GS 400 engine and the basis of the 430/455 family.

340 4-barrel (GS 340) 340 cu in — bore 3.80 in × stroke 3.85 in, 10.25:1 compression, 260 hp, 365 lb-ft, Rochester 4bbl. Engine code: -. Junior Gran Sport engine. Bore/stroke and torque are commonly published figures - verify against factory literature.

7 — Transmissions