

FREE SAMPLE

The opening pages of

1970 Buick GSX 455 Restoration Guide

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Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

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RESTORATIONESSENTIALS

1970 Buick Gsx 455

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

The GSX arrived at midyear 1970 as Buick's answer to the winged warriors and stripe packages blooming across Detroit. It was not a separate model - it was an appearance and performance package on the GS 455, available with the base 455 or the Stage 1 engine. Front and rear spoilers, a hood tachometer, bold hood and side stripes, Rally Ride suspension, chrome Rally wheels with F70-15 tires, and a blacked-out grille and hood treatment made the GSX the loudest Buick ever built - in exactly two colors.

Production totaled 678 cars per the most widely published figures: 491 in Saturn Yellow and 187 in Apollo White (GM Heritage reports 178 white cars - see Conflicts). About 400 of the 678 carried the Stage 1 engine;

the balance were base-455 cars. Every GSX is a GS 455 underneath, and every GSX carries a GS 455 VIN - the package never got its own series code.

This sub-wave covers the two factory scopes separately: the base-455 GSX and the Stage 1 GSX. The Stage 1 was an option on the GSX, not standard equipment - a distinction that matters because the market has spent decades blurring it.

3 — What Is Unique About This Model Year

This guide covers the base-455 GSX - the GSX package with the standard 350-hp 455, not the Stage 1. Roughly 278 of the 678 GSXs were built this way, making the base-455 GSX the rarer and less understood of the two scopes.

The GSX was a midyear introduction (spring 1970), so all GSXs are late-build cars. The package content: front and rear spoilers, hood-mounted tachometer, black hood and side stripes, Rally Ride suspension



sway bars, 450-lb front springs, 144-lb rear springs, 1-inch-piston shocks), chrome Rally wheels, 170-18 tires, and blackout grille/hood treatment.

Colors were restricted to two: Saturn Yellow (Q/QQ) and Apollo White (10). The cowl tag paint code is a primary authentication point - a GSX in any other color left the factory as something else.

The critical distinction this guide preserves: the Stage 1 engine was an option on the GSX, not standard. A GSX 455 with the base 455 is factory-correct and complete - it is not a 'missing' Stage 1 car.

Year-to-year changes

- GSX package introduced at midyear 1970 - one year only in this form
- Two colors only: Saturn Yellow (Q) and Apollo White (10)
- Rally Ride suspension, hood tach, spoilers, and stripes define the package
- Stage 1 optional on the GSX (~400 of 678), not standard

4 — VIN Decoding

Example: 446370H100001. Position 1: 4 = Buick. Positions 2-3: 46 = GS 455 series - the GSX has no separate series code.

Positions 4-5: 37 = 2-door hardtop sport coupe (all GSXs were hardtops). Position 6: 0 = 1970. Position 7: H = Flint. Positions 8-13: sequence.

The engine code is NOT in the 1970 VIN - base 455 vs. Stage 1 is proven by the engine stamping (SR vs. SS), the build sheet, and Sloan documentation.

5 — Cowl / Fender-Tag Decoding

Cowl tag: ST 70, model 44637, trim 188 (black interior - standard on GSX), paint Q/QQ (Saturn Yellow) or 10 (Apollo White), and a late build date consistent with the midyear package introduction.

The paint code is the authentication linchpin: QQ or 10. Any other paint code on a claimed GSX requires factory documentation to explain.

Build dates cluster from spring 1970 onward. An early-build (fall/winter) date on a claimed GSX contradicts the package's midyear introduction.

6 — Engines

Factory engine lineup

Engine

Compression

Horsepower

Torque

455 4-barrel (GSX base engine)

10.0:1

350 hp @ 4600

510 lb-ft @ 2600

455 4-barrel (GSX base engine) 455 cu in — bore 4.312 in × stroke 3.90 in, 10.0:1 compression, 350 hp @ 4600, 510 lb-ft @ 2600, Rochester 4bbl. Engine code: SR. SR-code base 455. Standard GSX engine - the Stage 1 (SS) was optional, not standard.

7 — Transmissions

Transmission

Shifter

Notes

3-speed manual

Floor shift

Standard