



"For What It's Worth"™

1970 Chevelle Super Sport 396

The restyled 1970 Chevelle offered the Super Sport as an option package for hardtops and convertibles. There were 49,862 SS 396 Chevelles produced in 1970 and they sold for the amazing price of \$3,439 for the coupe and \$3,639 for the convertible. The SS 396 option package came with a 350-bhp 402-cid V-8, power front disc brakes, the F41 heavy duty suspension package, Polyglas F70x14s. The SS 396 models also had a hood with a large bulge in the rear center. Hood stripes were an extra cost option with this hood. There was also a "Cowl Induction" option available. It had "Cowl Induction" emblems on either side of the bulge and a door on the top of the bulge that would open automatically when the engine needed extra air. The "Cowl Induction" option was not standard on any SS but was always an extra cost item. The "Cowl Induction" option came with hood stripes. You could, however, delete the "Cowl Induction" stripes at no cost. You could get the stripes without the "Cowl Induction" option (at additional cost). All of the '70-'72 SS cars came with hood pins, except for some of the early '70 models (those built around April of 1970 or earlier) that were not ordered with Cowl Induction. The '70 SS came with the same wheels used on the '69s. Contrary to popular opinion, the tachometer/gauge package was never a standard part of the SS package but was an extra cost option.

In 1970, there were two different SS packages available for the Chevelle. One was the "Z25" SS 396 and the other was the "Z15" SS 454. There were only two engine choices for the SS 396: the 350(L34) and 375 (L78) HP "Cowl Induction" version. It was a very confusing year for 396 buyers. The 396 engines now actually displaced 402 cubic inches, but were still called a "396" when installed in an SS. Sometime in late 1969, the 396 engine received a 0.030-inch larger bore and actually displaced 402 cubic inches. When the 350hp (L34) and 375hp (L78) engines were used with the RPO Z15 option, all emblems, stickers, etc. still said "396." A very limited number of SS Chevelles with the 375 HP 396's and the "L89" aluminum heads were produced in 1970.

The 396 big blocks (from '68-'70) came with either the TH-400 automatic, or a Muncie 3 or 4 speed. It was also possible to get a '68 SS 396 with a 2-speed "PowerGlide" automatic. "Big-blocks" came standard with a 12-bolt rear axle. Positraction was never standard equipment on the SS, but was always an option. The only exception was that if you ordered the 4.10 (or higher) rear axle ratio option, Positraction was mandatory.

The only way to truly document a 1970 Chevelle as having the SS 396 or SS 454 option is with some sort of paperwork showing the option itself or the engine suffix code and the car's VIN. Examples would be the build sheet or warranty card protect-o-plate showing a 396 or 454 engine suffix.

The 1970 SS Chevelle 396 was a beast on the highway. It was a shining example of an era of skyrocketing horsepower ratings when it seemed like the sky was the limit. ~Submitted by AAG Certified Agent Scott Santomo



AAG Certification Schedule

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What's Trending with Chevelle Values?

SS 396/350 Coupes—up 2%
SS 396/375 Coupes—up 3%
SS 396/350 Convertibles—up 3%
SS 396/375 Convertibles—up 4%
SS 454 Coupes—up 3%
SS 454 Convertibles— up 3%

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