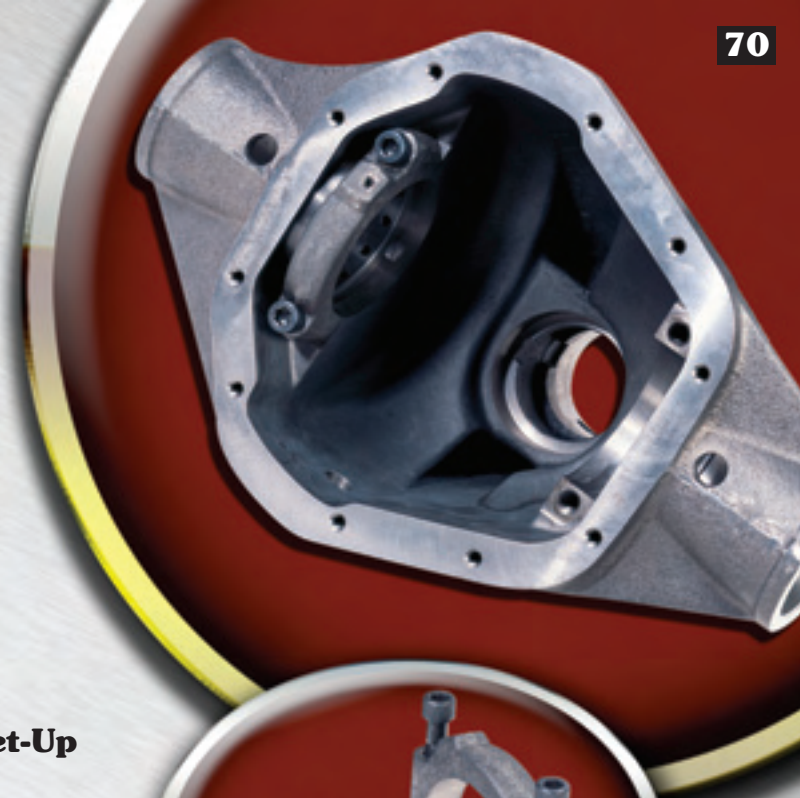
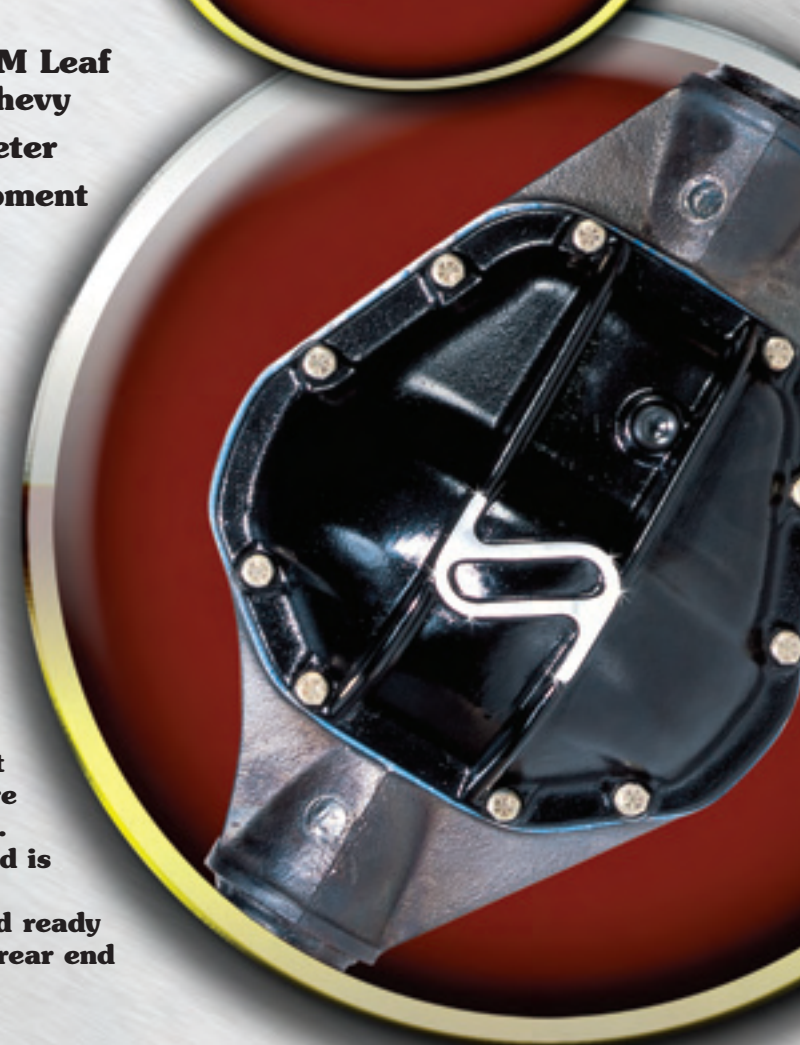
S60





- **All New Strange Designed S60- Cast from Premium Nodular Iron**
- **Adjuster Nuts for Precise and Easy Set-Up**
- **Large Nodular Iron Caps**
- **One Piece Center Casting for Enhanced Rigidity**
- **"Bolt-In" for Chrysler A, B and E-Body Cars- Fully Machined to Accept Factory and Most Aftermarket Pinion Snubbers**
- **"Bolt-In" for GM A-Body, G-Body and GM Leaf Spring Applications- Including 55-57 Chevy**
- **Strong 9.750" OD Ring Gear Diameter**
- **35-Spline Axle Shafts- Standard Equipment**
- **Fully Welded (360°) Tubes**
- **Includes Premium Lucas Oil**

The S60 was developed by Strange Engineering to exceed the demands of hardcore drag racing and street performance. Most of today's street/strip cars have moved beyond the strength of 12-bolt and 8.75" Chrysler rear ends. Years ago the 12-bolt rear end was an excellent choice for street/strip enthusiasts... no longer. The ever increasing availability of additional horsepower and torque has rendered conventional rear ends inadequate.

The S60 was designed to accept Dana 60 components. The 9.750" ring gear can endure a tremendous amount of abuse- equal to a 9" Ford at a fraction of the price. The S60 weighs 15 lbs. more than a comparable 9" rear end, and only 20-25 lbs. more than an aftermarket 12-bolt. The S60 rear end is equipped with 35-spline axle shafts- without costly upgrades. The S60 is available as a "bare" rear end ready for fabrication or as a completely welded "bolt-in" rear end for your GM or Chrysler application.

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