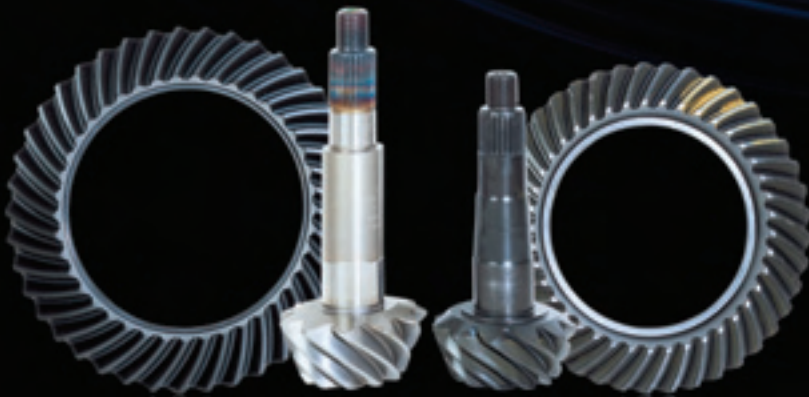




## GM Bolt-In S60



Dana 60 Gear VS GM 12-Bolt Gear



### About the S60 for GM Applications

The S60 is available as a "bolt-in" for GM A-Body, G-Body and GM leaf spring applications- including Camaro and 55-57 Chevy. Most of today's street/strip cars have moved beyond the strength of a 12-bolt. Years ago the 12-bolt rear end was an excellent choice for street/strip enthusiasts... no longer.

The ever increasing availability of horsepower and torque has rendered conventional rear ends inadequate. The Dana 60 ring and pinion (pictured far left) is vastly superior to a 12-bolt ring and pinion (pictured near left). In addition, the S60 bearings, differentials and axles all far surpass the limited strength of factory and aftermarket 12-bolt rear ends.

### More information about the S60 on pages 69-70

**S60 Housings- GM** -Strange housings are within .125" of specified length-

**H1100AB** S60 for **GM A-Body** applications with mounts installed, 3" tubes & housing ends... \$769<sup>00</sup>

**H1100CB** S60 for **GM G-Body** applications with mounts installed, 3" tubes & housing ends... \$769<sup>00</sup>

**H1100LE** S60 machined for snubber with 3" tubes, choice of housing ends and GM leaf spring mounts installed... \$669<sup>00</sup>

**H1107A** Bare S60 center (as pictured left) for **GM A-Body**. Less tubes and ends... \$535<sup>00</sup>

**H1108A** Bare S60 center (as pictured left) for **GM G-Body**. Less tubes and ends... \$535<sup>00</sup>