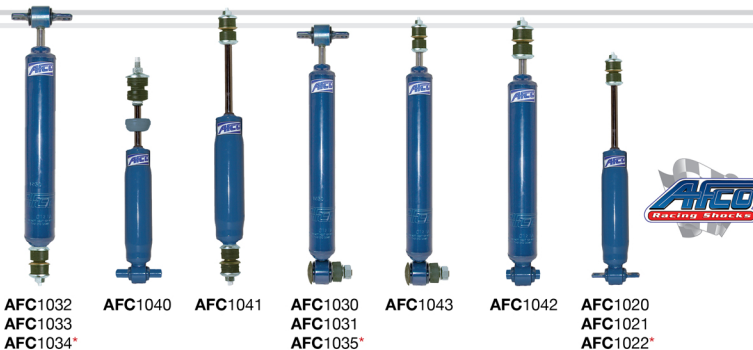


Stock Mount Shocks

These gas pressure shocks are built with the valving you need for racing, but are assembled in a “stock” configuration body to meet most track rules. The split-valve shocks offer additional tuning capabilities over the standard valving.

- 1022 is a “split valve-easy up” shock used on the front to promote weight transfer under acceleration. This will enhance forward traction.
- 1034 and 1035 are split valve shocks for rear applications. Soft compression accents weight transfer. In circle track applications, used on the left rear, these shocks tend to tighten corner exit handling. Used on the right rear, these shocks tend to tighten corner entry handling.



AFC1032
AFC1033
AFC1034*

AFC1040

AFC1041

AFC1030
AFC1031
AFC1035*

AFC1043

AFC1042

AFC1020
AFC1021
AFC1022*

APPLICATION	PART#	LOCATION	RATING	VALVE	COMPRESSION	EXTENSION
GM-Full Size & Mid Size, 70-81 Camaro, Firebird	AFC1020	Front	X-Heavy	7	9 3/8"	13 3/8"
Ford Full-Size & Mid-Size, Mercury Montego, Cougar	AFC1021	Front	Heavy	6	9 3/8"	13 3/8"
	AFC1022	Front	80/20	7-4	9 3/8"	13 3/8"
GM-Full Size & Mid Size, Malibu, Chevelle, Monte Carlo, Cutlass, Grand Prix, GTO, Tempest, Regal, Skylark, Nova	AFC1030	Rear	Medium	5	13"	21"
	AFC1031	Rear	Heavy	6	13"	21"
	AFC1035	Rear	40/60	3-5	13"	21"
All 70-81 Camaro and Firebird	AFC1032	Rear	Medium	5	14 1/2"	22 1/2"
	AFC1033	Rear	Heavy	6	14 1/2"	22 1/2"
	AFC1034	Rear	40/60	3-5	14 1/2"	22 1/2"
74-78 Mustang II	AFC1043	Rear	Medium	5	13"	21 1/2"