



# Shock Therapy

FIT FOR A FOX

Text and photography by Ricardo Topete

**The Mustang is born as a fun-to-drive sports car with a nice blend of power and respectable road-holding capability. However, as good as the Mustang is, it can definitely be improved, particularly in the handling department.**

One cool development is Tokico's new line of D-Spec adjustable shocks and struts. The D-Spec (short for "dampening specific") is an "infinitely adjustable" shock/strut. This means the D-Specs are not limited to certain predetermined "levels" of performance. D-Specs can be simultaneously adjusted for rebound and compression to suit your driving needs. This gives you the ability to soften or tighten the shock/strut values as much or as little as you like.

The sophisticated piston and valve

design allow noticeable changes in ride quality, performance, and handling with a mere turn of a dial. This ease of adjustment makes the D-Specs an excellent all-around shock and strut combo due to their versatility. Going to the drag races? Set the front struts to full soft to promote better weight transfer and help the car launch harder. Is autocrossing and canyon carving more your thing? Tighten up all four corners to reduce dive and minimize body-roll for better handling and more stability. Planning a long road trip with the family?

Go soft all the way around for a nice plush ride to arrive in comfort. In short, D-Specs are designed to provide a wide range of ride and handling characteristics.

GTR High Performance allowed us to follow along as they installed a set of D-Specs on Lee Kilcoyn's '89 Mustang 5.0 LX. The car was already well equipped with lowering springs, chassis modifications, brake upgrades, larger wheels and tires, performance engine upgrades, etc...

GTR had the LX sportin' the D-Specs in a couple of hours. The do-it-yourselfer should budget more time, but by no means should this project be difficult for the savvy do-it-yourselfer.

Next month, we'll install the D-Spec shocks on a 2006 GT, a process that is a little more detailed but very effective.



**1 & 2** Rear shocks are a snap. Remove the nut at the top and unbolt the bottom of the shock. Install the new D-Spec rear shock. This Mustang was previously equipped with Tokico non-adjustable shocks.

**3** Secure the D-Spec using new supplied hardware at top and bottom of shock. Rear portion is complete.

**4** Here's the view of the front suspension before work begins.

**5** Begin at the front by removing the caliper to gain access. Do not allow caliper to hang by just the brake line. Make sure you have it secured and stable.





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**6** Remove both of the strut-to-spindle bolts and nut at top of strut shaft. The strut can be removed from car.

**7** Install D-Spec strut and reuse spindle hardware.

**8** Mount the caliper back onto the rotor.

**9** Using two wrenches, torque the D-Spec strut to recommended setting. Do not use an air gun at the top of the strut shaft because damage to the strut may occur.

**10** Finally, adjust the D-Spec strut with an Allen wrench to suit your driving style. A middle setting is a good starting point. Installation is complete and it's time for a test drive. ■

## 》 SOURCES

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