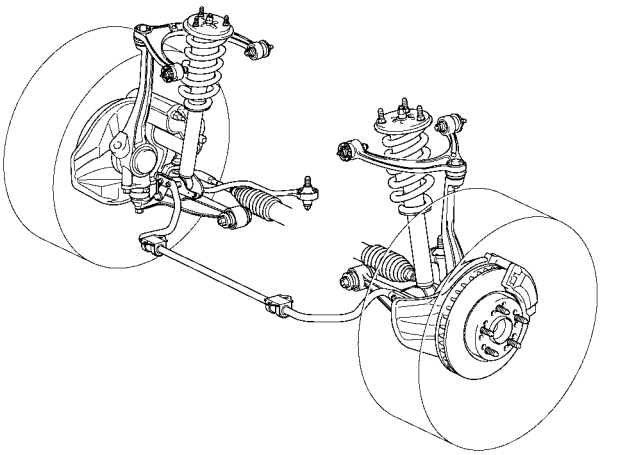
■FRONT SUSPENSION

1. General

A double-wishbone type independent suspension with high-mount upper arm has been adopted as in the previous model. The basic construction and operation are the same as those of the previous model.
However, to match optimally with the newly designed rear suspension, the location of the suspension arms has been revised, thus achieving an optimal suspension geometry.
In addition, shock absorbers in which a rebound spring is enclosed have been adopted.



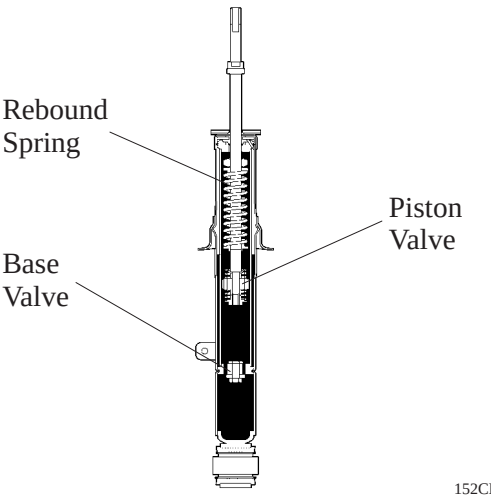
152CH11

2. Geometry

- The suspension arms have been optimally located and the roll center height has been finely tuned to minimize the vertical fluctuation of the vehicle's center-of-gravity height during cornering. As a result, excellent riding comfort and stability have been realized.
- The steering gear and tie rods have been optimally located so that the toe angle changes in the toe-out direction during braking. As a result, excellent stability has been achieved, even in instances in which the brakes are applied suddenly during cornering.

3. Shock Absorber

A rebound spring that operates in the entire rebound stroke range is provided in the shock absorber.
This feature helps to restrain the body lift on the inner wheel side of the turn.
As a result, excellent riding comfort and stability are realized.



152CH41