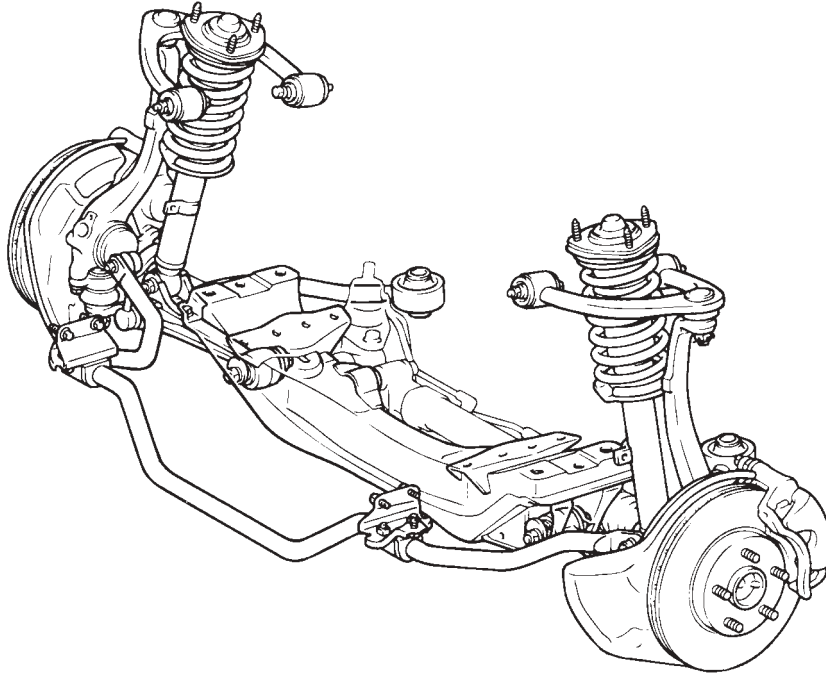


## ■ FRONT SUSPENSION

### 1. General

A double-wishbone type independent suspension with high-mount upper arms that realizes high levels of both driving stability and riding comfort has been adopted.

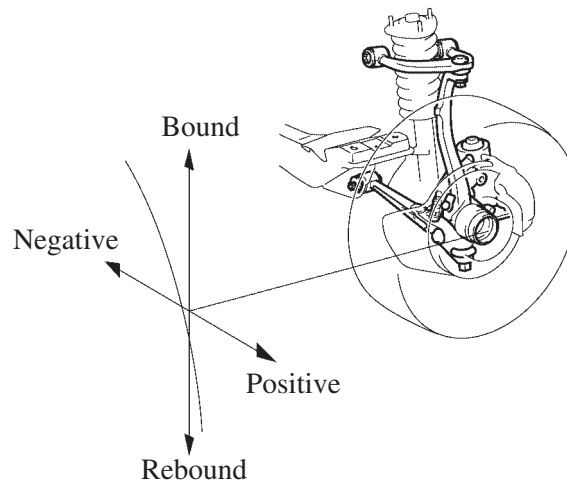


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### 2. Geometry

- The front suspension has adopted an anti-dive geometry to suppress the front dive during braking.
- Each arm length has been developed in full consideration of the mounting areas of upper arm and lower arm. The suspension has also been engineered so that the camber changes on bounds will occur in the direction of negative camber to provide excellent control and stability.

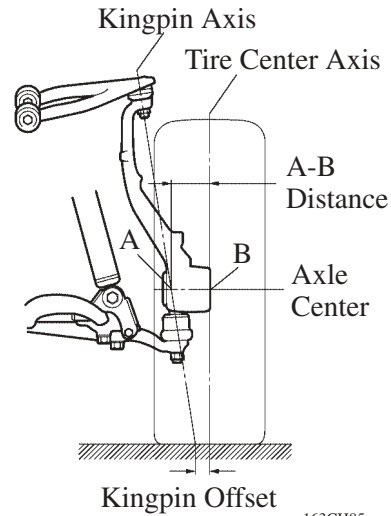


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**Camber Changes**

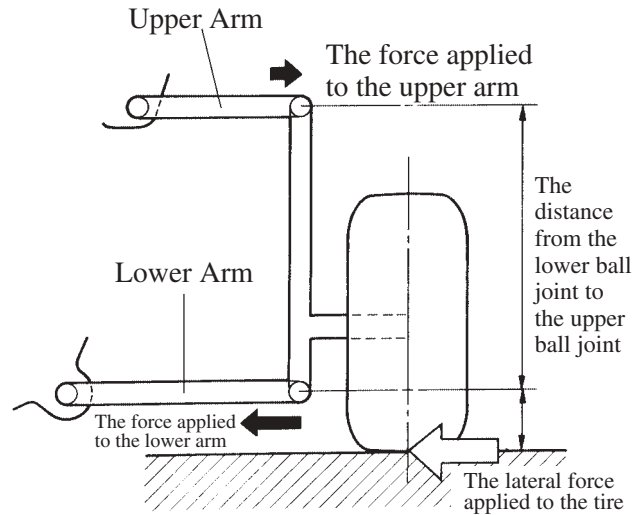
### 3. Steering Knuckle

- Through the adoption of this steering knuckle, the A-B distance between the kingpin axis and the tire center axis has been reduced, thus making the kingpin offset smaller. Accordingly, the rotational torque that is generated at the kingpin axis has been reduced, thus ensuring the vehicle's stability during braking. In addition, the generation of flutter has been restrained.



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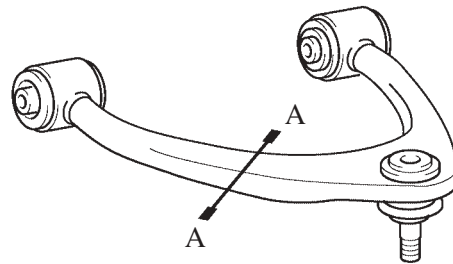
- During cornering, the force from the tire is applied to the arms as illustrated. This force, which is applied to the arms, influences the distance between the upper and lower arms, and has a tendency to decrease with the increase in the distance between the arms. Through the adoption of the steering knuckle that positions the upper arm higher, the force that is applied to the arms has been reduced. In addition, it enabled the suspension system to sufficiently withstand the lateral force even though a softer suspension arm bushing has been adopted. This resulted in excellent riding comfort, stability, and controllability.



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### 4. Upper Arm

An A-shaped stamped upper arm has been adopted. The cross section of this arm is C-shaped to realize high rigidity and weight reduction.

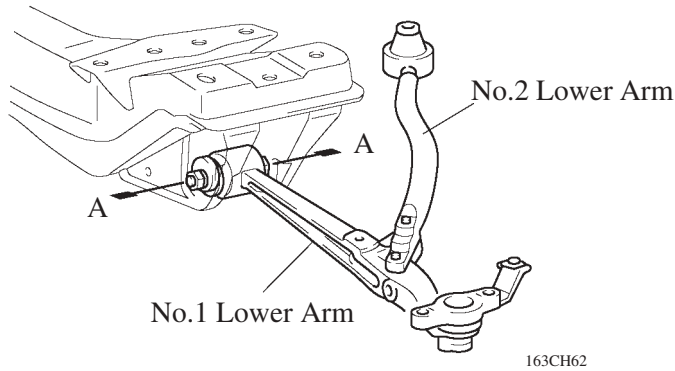


A – A Cross Section

163CH61

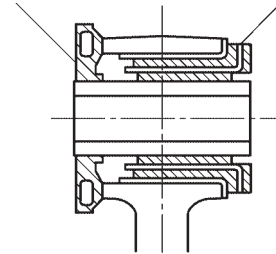
## 5. Lower Arms

The lower arms are highly rigid, composed of L-shaped, forged iron No.1 and No.2 lower arms. No.1 lower arm bushing uses a metal inter-ring and stopper bushing.



Stopper Bushing

Metal Inter-Ring

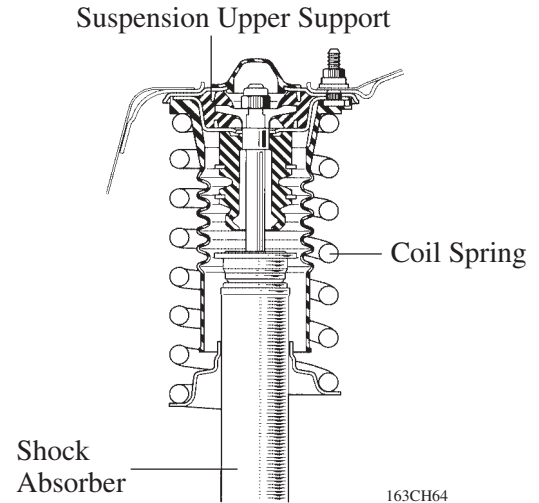


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A – A Cross Section

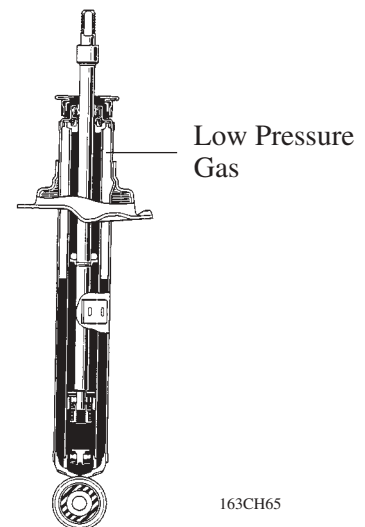
## 6. Suspension Upper Support

The suspension upper support separately bears force from the shock absorber and the coil spring, thus uprating riding comfort and reducing noise and vibration.



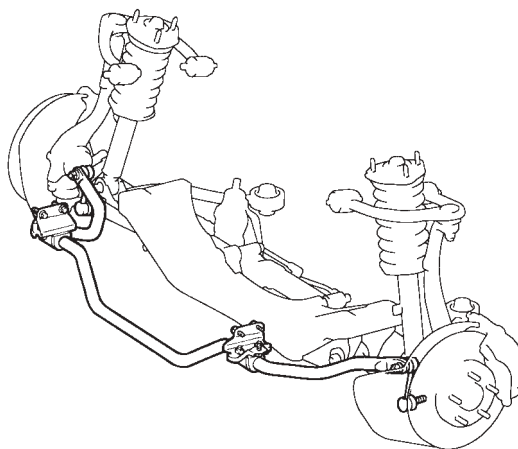
## 7. Shock Absorber

The shock absorbers inhibit cavitation and outstanding damping force characteristics through the use of low-pressure nitrogen gas. Furthermore, the dampening force has been optimized in order to realize high levels of driving stability and riding comfort.



## 8. Stabilizer Bar

The stabilizer bar is made of a hollow bar, reducing the weight. A ball joint is used between the stabilizer link and the stabilizer bar, and between the stabilizer link and the lower arm. This helps reduce suspension friction and increase link rigidity. As a result, the ball joints perform effectively even for slight rolling and maintain stable roll feeling.



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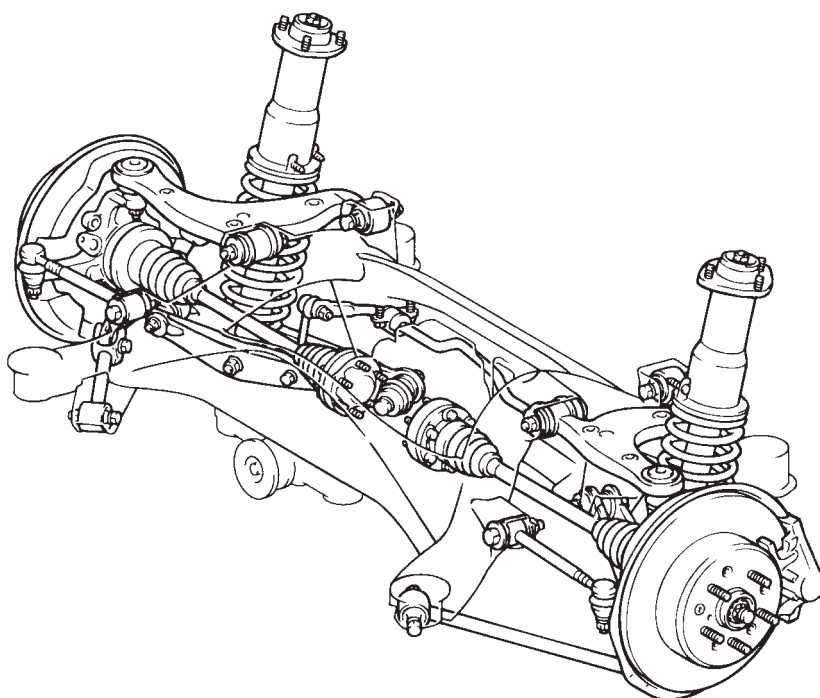
## ■ REAR SUSPENSION

### 1. General

A double-wishbone type independent suspension has been adopted. It consists of coil springs that are located underneath, L-shaped upper arms, 2 non-parallel lower arms that are unequal in length, and toe control arms that determine the toe angle.

A larger luggage compartment has been achieved by locating the coil springs underneath.

By optimizing the location of the suspension arms, 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.



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