rCornerBumpStop	The position of the corner bump stop attachment to the rocker.
rCornerBumpStopChassis	The point at which the corner bump stop is anchored to the chassis.
rCornerDamper	The position of the corner damper attachment to the rocker.
rCornerDamperChassis	The point at which the corner damper is anchored to the chassis.
rCornerDroopStop	The position of the corner droop stop attachment to the rocker.
rCornerDroopStopChassis	The point at which the corner droop stop is anchored to the chassis.
rCornerInerter	The position of the corner inerter attachment to the rocker.
rCornerInerterChassis	The point at which the corner inerter is anchored to the chassis.
rTriSpring	The position of the tri spring attachment to the rocker.
rTriBumpStop	The position of the tri bump stop attachment to the rocker.
rTriDamper	The position of the tri damper attachment to the rocker.
rTriInerter	The position of the tri inerter attachment to the rocker.
rARBRockerPickup	The position of anti-roll bar droplink attachment to the rocker.
rARBPickupInboard	The position of anti-roll bar droplink attachment to the roll bar lever arm.
rARBAxis	One point on the axis of the anti-roll bar itself.
rARBAnchor	Attachment of the torsion element to the chassis (T-type ARB only).

Anti-Roll Bar Topologies

There are two principal types of ARB, U-type and T-type, these are shown in the diagrams below with their attendant pick-up-points marked. Please note that in the case of T-type *rARBAxis* must not be coincident with *rARBAnchor*.

With U-type the torsional element is assumed to run transversly across the car, hence only one point is required to define the position of its torsionsal axis. Where the suspension type is direct coilover, the topology is identical except that the rocker is replaced with a point on whichever wishbone (upper or lower) the coilover is attached to.

U-type Anti-Roll Bar Topology