2018 Suspension Design Notes

*2017 Design*

* *Double Wishbone*
* *Identical dimensions for upper and lower*
* *Rod ends for attachment points (hub and chassis)*
  + *25mm adjustment allowed for rod ends*
* *Pushrod from lower wishbone to chassis mounted bell crank*

Inboard Damper

* Advantages
  + Reduction in aerodynamic drag
  + Fully definable wheel deflection to dampener deflection ratio
    - Spring & dampener rates can be defined with a more favourable range
  + Better packaging and aesthetics due to concealment.
* Disadvantages
  + Increased unsprang weight
  + Increased complexity
  + Increased cost
  + Dampeners need air cooling to maintain properties and reduce food.
  + Require more complex geometric setup to ensure effectivity and for the loads to be transferred through links through the chassis.

Ball joints for Tie rod ends?

Camber adjustment necessary?

Wishbone profile