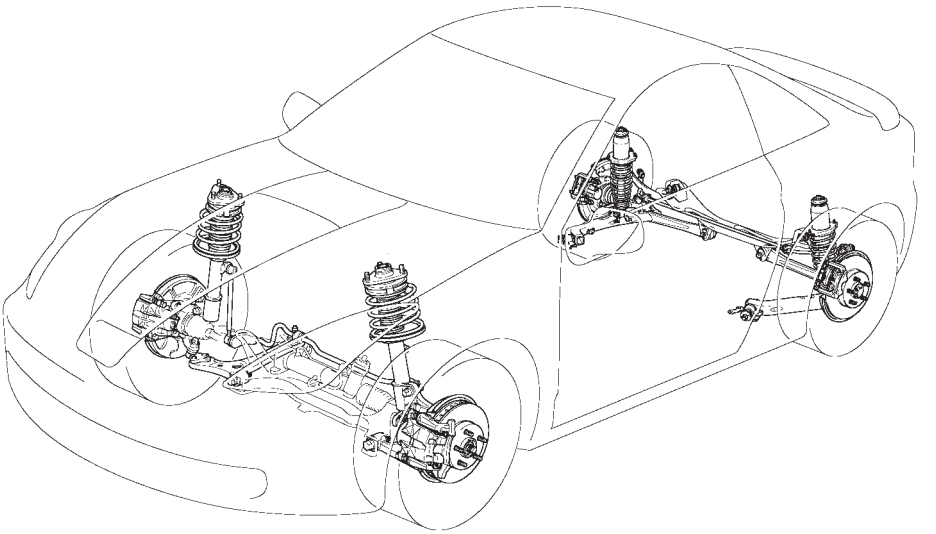
SUSPENSION AND AXLES

■ SUSPENSION

1. General

- MacPherson strut type suspension that uses L-shaped lower arms has been adopted for the front.
- Double-wishbone type suspension has been adopted for the rear.
- The characteristics and the allocation of the components have been optimized to ensure excellent drivability, stability, and riding comfort.
- Low-pressure (N2) gas sealed front shock absorbers with a linear control valve have been adopted on the models for Australia.



169CH25

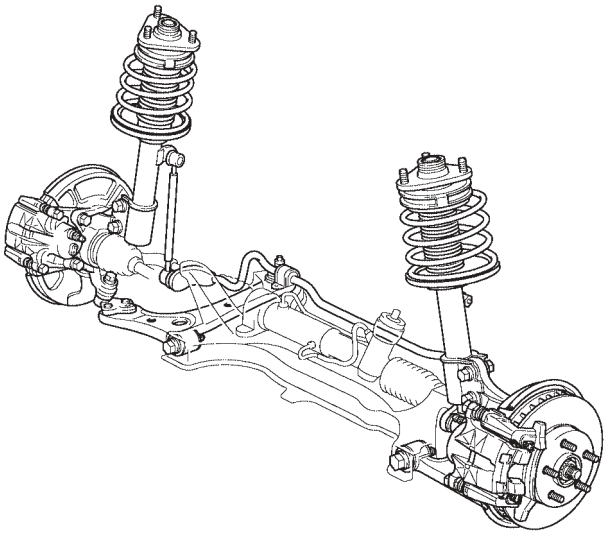
Item	Front				Rear	
Model	ALL		Europe	Australia	Europe	Australia
Tire	195/60R15	205/55R15	205/50R16		ALL	
Tread mm (in.)	1488 (58.58)	1488 (58.58)	1489 (58.62)	1488 (58.58)	1476 (58.11)	1473 (57.99)
Caster* degrees	2°08’	2°00’	2°05’	2°00’	–	–
Camber* degrees	–0°25’	–0°23’	–0°26’	–0°23’	–1°05’	–0°58’
Toe-In* mm (in.)	0	0	0	0	3	3
King Pin Inclination degrees	13°04’	13°02’	13°07’	13°02’	–	–

*: Unloaded Vehicle Condition

2. Front Suspension

General

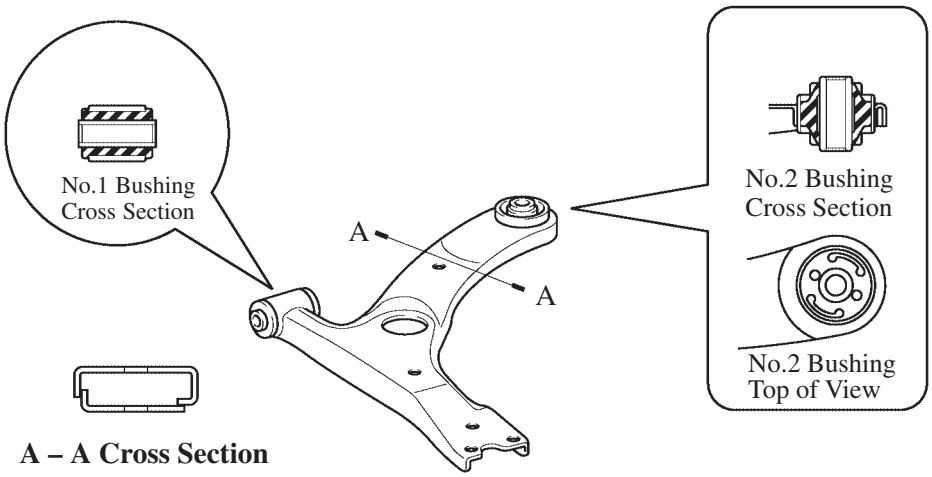
MacPherson strut type suspension that uses L-shaped lower arms has been adopted.



169CH26

Lower Arm

- An L-shaped stamped sheet steel lower arm has been adopted.
- Rubber bushings have been adopted, and the mounting position and the construction of the lower arm have been optimized to improve the steering feel.

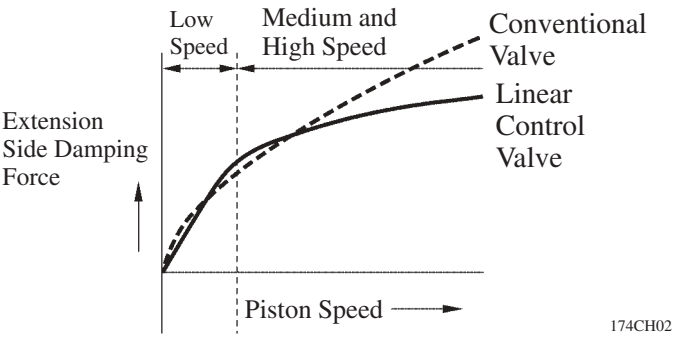


169CH27

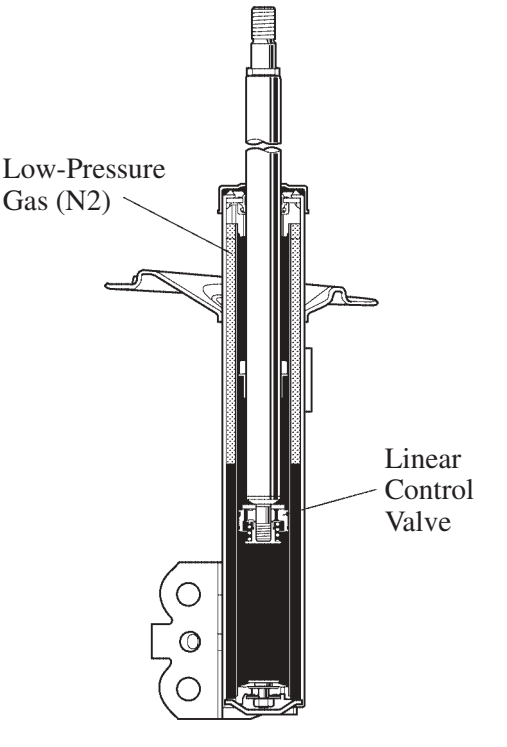
Shock Absorber

1) General

Low-pressure (N2) gas sealed front shock absorbers with a linear control valve have been adopted on the models for Australia to realize both driving stability and riding comfort.
Through the adoption of the linear control valve, the changes in the damping force are made constant at low piston speeds, thus making the vehicle behave more smoothly in relation to the steering operation. At medium and high piston speeds, the damping force is reduced to lessen the vehicle vibrations in relation to the roughness of the road surface.

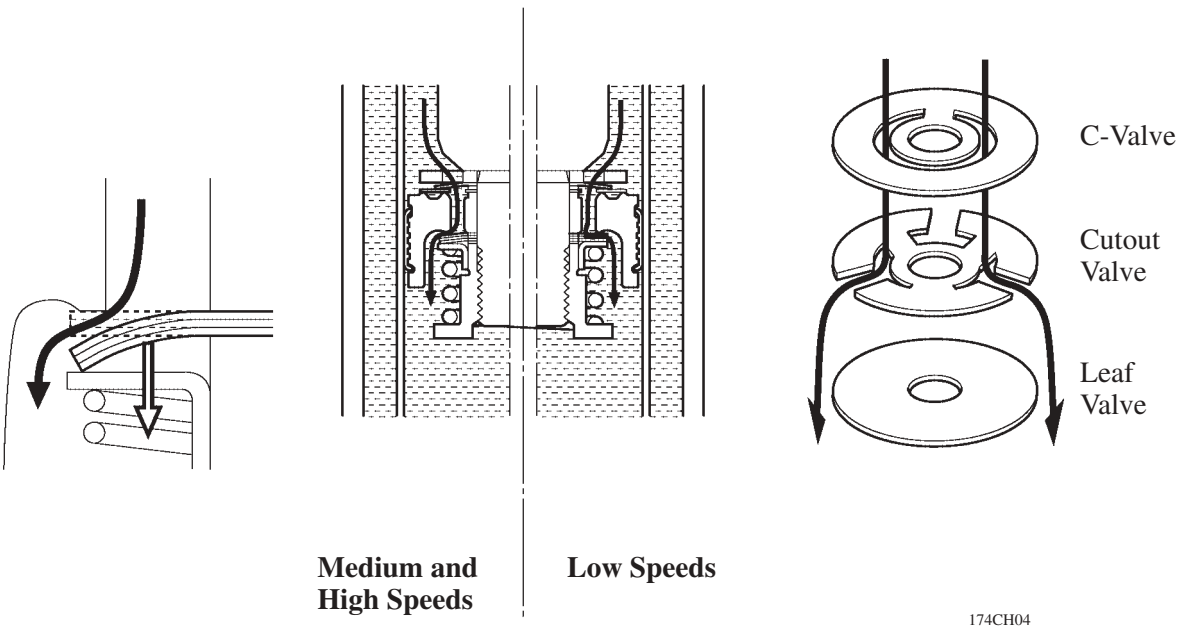


Damping Force Characteristics



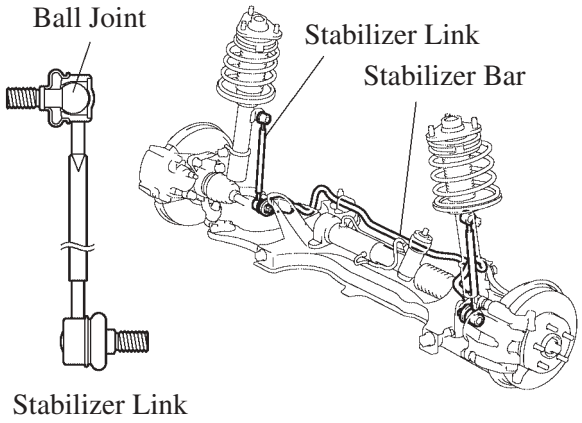
2) Construction of Linear Control Valve

The linear control valve consists of a C-valve, a cutout valve and a leaf valve. These valves adopt a laminate construction and form orifices. At low piston speeds, the oil flows through the cutouts of the valves to achieve a linear damping force. At medium and high piston speeds, the valves flex to increase the amount of oil that flows through, thus reducing the damping force.



Stabilizer Bar

A ball-joint type stabilizer link has been adopted. Also, by mounting the stabilizer link to the shock absorber, the stabilizing efficiency has been improved while realizing both steering stability and riding comfort.

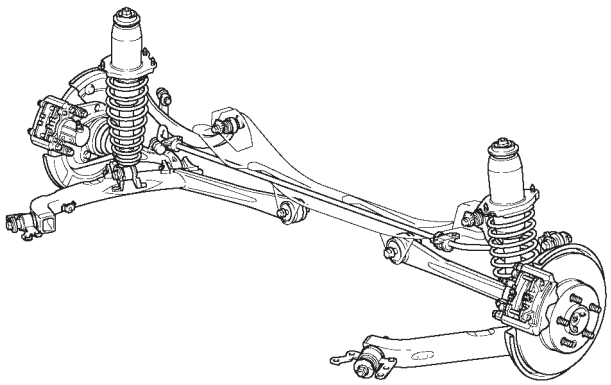


169CH28

3. Rear Suspension

General

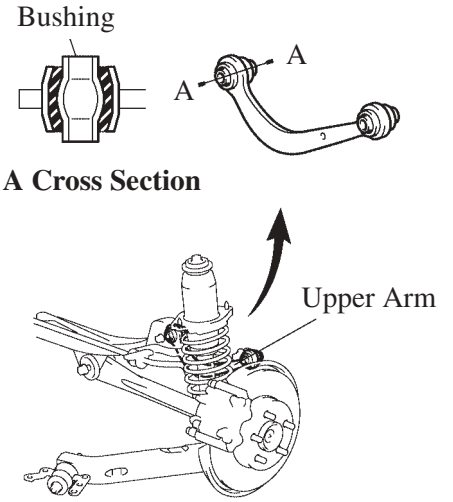
- Double-wishbone type suspension has been adopted.
- A toe-correct function, which ensures the vehicle's steering stability during cornering and the vehicle's straightline stability during braking by optimizing the shape of the lower arm and its mounting position, as well as by optimizing the characteristics and the shapes of the bushings, has been adopted.
- A low-floor configuration has been achieved by placing the coil springs under the shock absorbers.



169CH29

Upper Arm

A sheet steel type upper arm has been adopted.

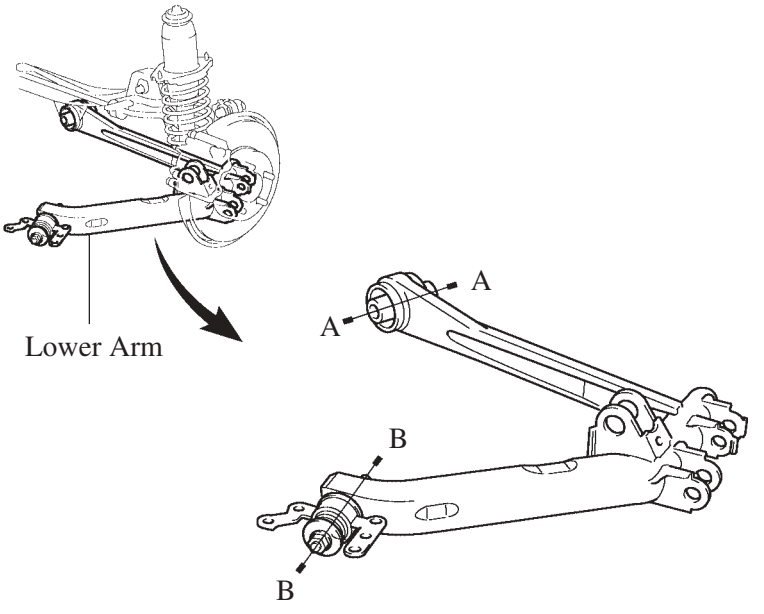


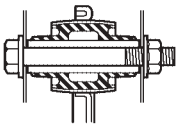
A – A Cross Section

169CH30

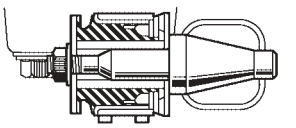
Lower Arm

- A lower arm, which consists of a pipe and stamped sheet steel, has been adopted.
- Rubber bushings have been adopted, and the mounting position and the construction of the lower arm have been optimized to realize excellent drivability and stability.





A – A Cross Section

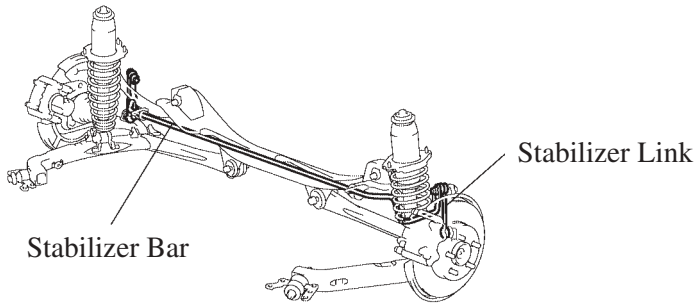


B – B Cross Section

169CH31

Stabilizer Bar

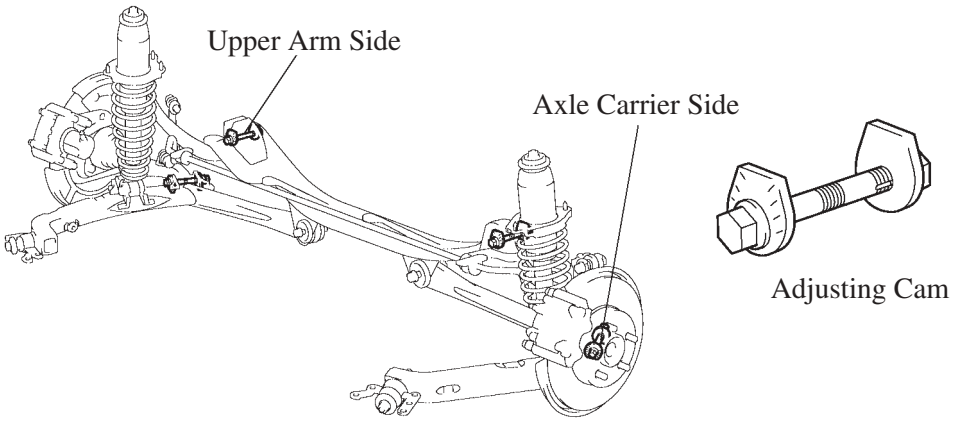
Solid bar type stabilizer bar and ball joint type stabilizer link have been adopted.



169CH32

Alignment Adjusting Mechanism

An adjusting cam has been provided on the retaining bolt for the member side of the upper arm, and on the retaining bolt for the axle carrier and the lower arm. This cam enables the adjustment of the toe-in and camber in an effort to improve serviceability.



169CH33