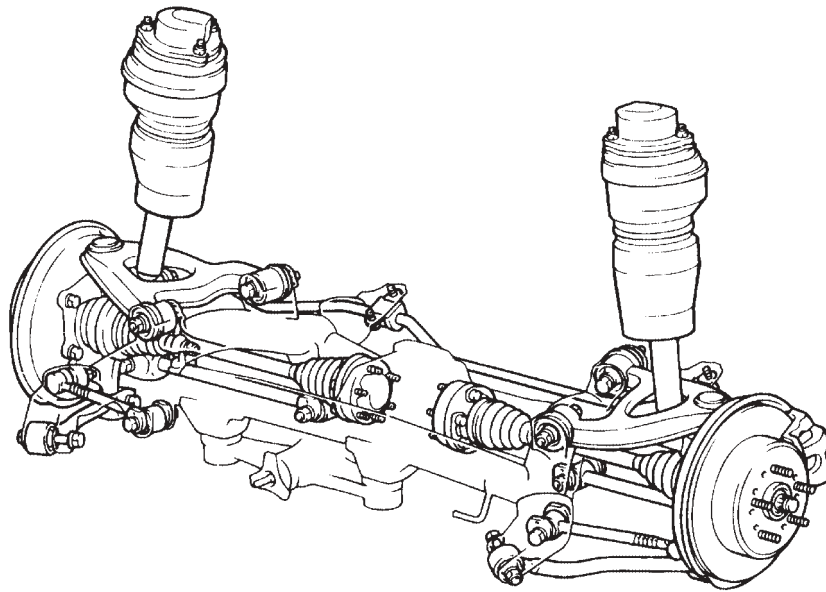


## ■ REAR SUSPENSION

### 1. General

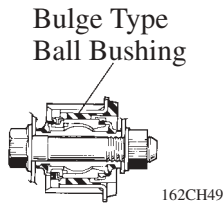
The rear suspension is the double-wishbone type. The A-shaped upper arm is combined with two unequal length, non-parallel lower arms and a strut rod. By optimizing the location and length of the arms and by optimizing the compliance steer of the bushings, the toe-in fluctuation that is associated with changes in the vehicle height has been restrained, thus achieving negative camber during bounds. As a result, excellent maneuverability and stability have been achieved.



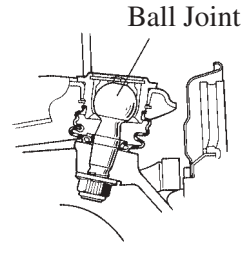
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## 2. Upper and Lower Arms

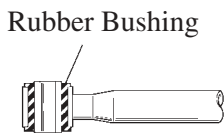
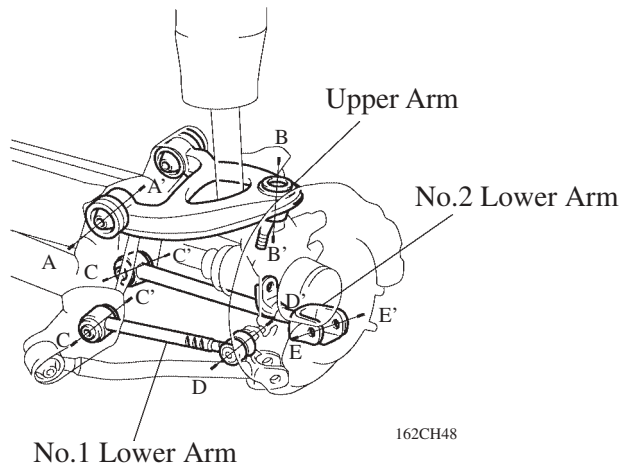
- The upper arm is an A-shaped arm made of sheet steel to reduce weight and realize excellent rigidity. To enhance riding comfort, a bulge type ball bushing that has the characteristics of being highly rigid in the radial direction and soft in the thrust direction has been adopted on the body side of the upper arm, and a hollow ball joint has been adopted on the axle side.
- A hollow bar has been adopted for the No.1 and No.2 lower arms to ensure high rigidity while realizing weight reduction. A rubber bushing has been adopted on the body side, and a ball joint has been adopted on the axle side.



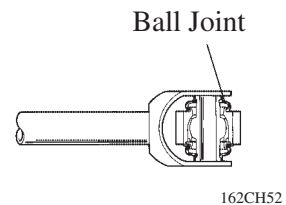
Upper Arm A – A' Cross Section



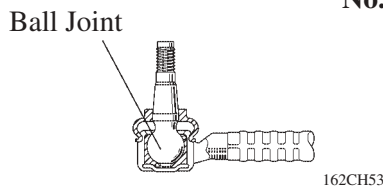
Upper Arm B – B' Cross Section



No.1, No.2 Lower Arm C – C' Cross Section



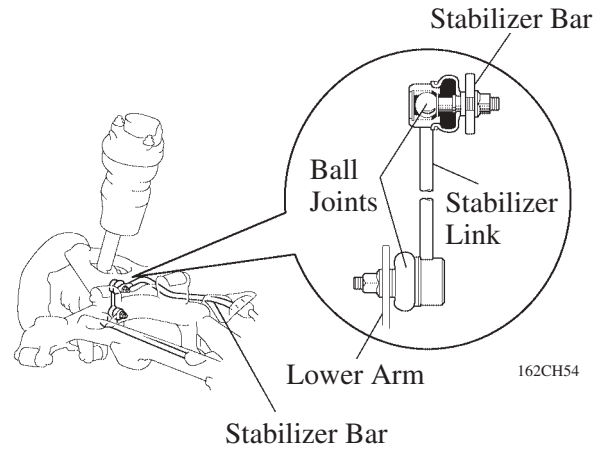
No.2 Lower Arm E – E' Cross Section



No.1 Lower Arm D – D' Cross Section

### 3. Stabilizer bar

As in the front stabilizer bar, a hollow bar has been adopted in the rear stabilizer bar. The mounting of the rear stabilizer bar to the body is achieved by attaching it via bushings to the rear suspension member, which helps reduce road noise.



### 4. Strut Bar

A hollow bar has been adopted for the strut bar to ensure high rigidity while realizing weight reduction. Compact and lightweight rubber bushings have been adopted for the body side.

