

FRONT SUSPENSION

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1. Front Suspension

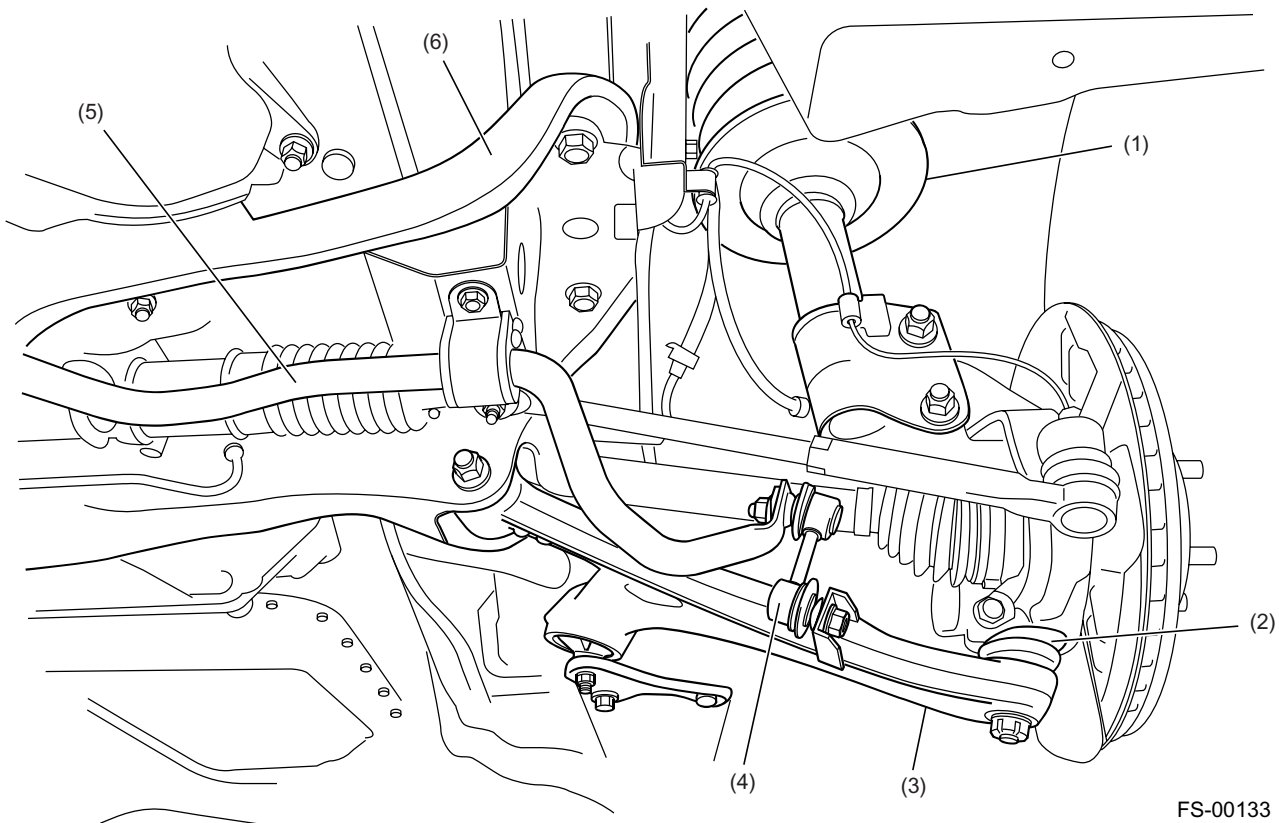
A: GENERAL

The front suspension is a McPherson strut-type independent suspension which have coil springs and dampers. The suspension on each side consists of a front arm, stabilizer, and a strut assembly.

The front arm is an “L” shaped arm. The outer end of the front arm is fixed to the front axle through a ball joint. The front of the arm’s inner end is fitted to the front cross member while the rear of the inner end is fixed to the vehicle body.

The front cross member is bolted to the vehicle body.

The front cross member bears the front arm, steering gearbox, and stabilizer.



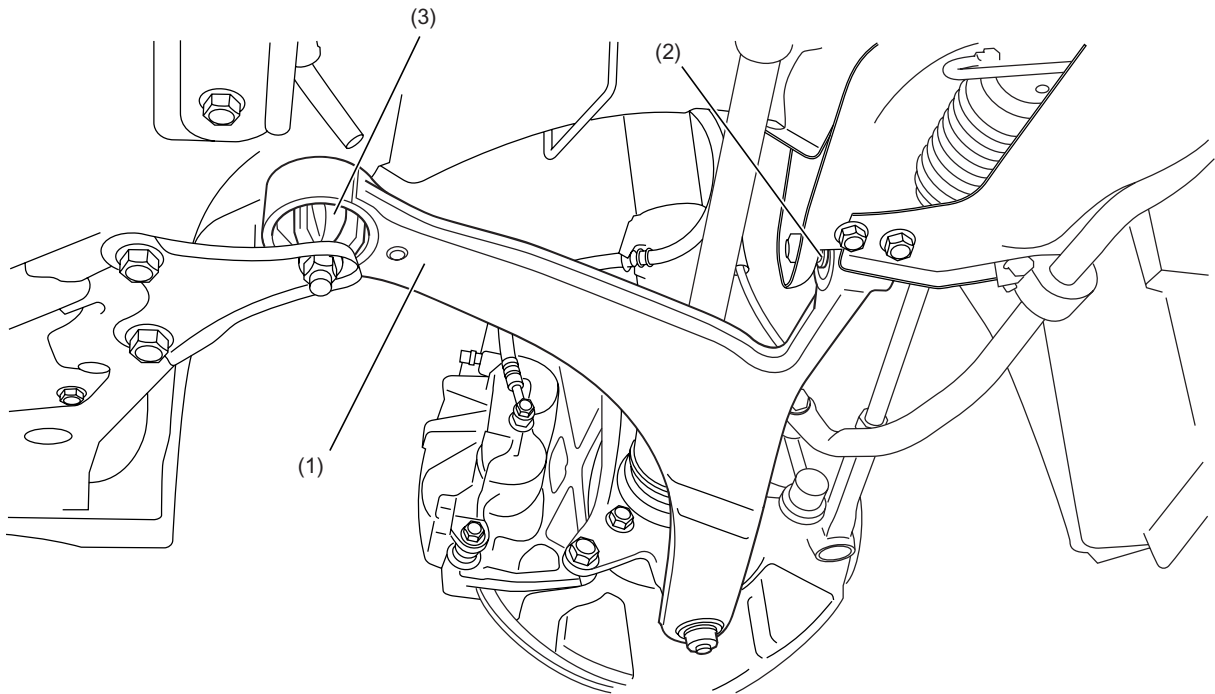
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- | | |
|----------------|------------------------|
| (1) Strut | (4) Stabilizer link |
| (2) Ball joint | (5) Stabilizer bar |
| (3) Front arm | (6) Front cross member |

B: CONSTRUCTION

1. FRONT ARM

- By optimizing the shape of the front arm, a high strength and light weight are simultaneously achieved.
- The arm has a maintenance-free ball joint fitted by a castle nut at its outer end. A rubber bushing is used at the front, and a hollowed bushing is used at the rear.



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- (1) Front arm
- (2) Front bushing
- (3) Rear bushing

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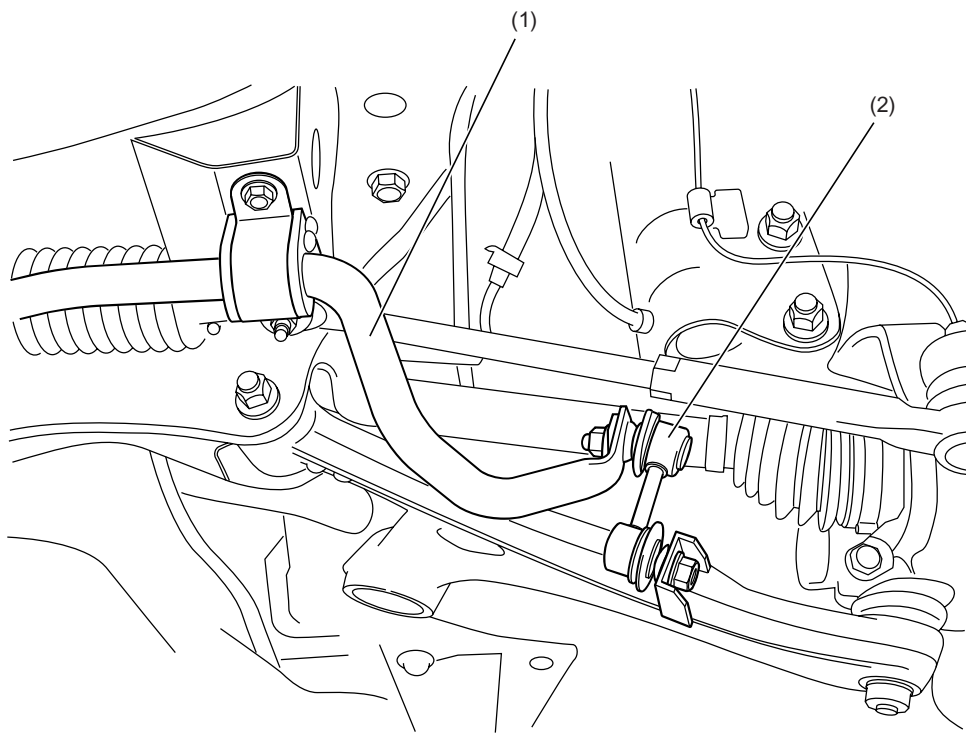
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2. STRUT

- The strut consists of a cylindrical double-acting low pressure gas filled damper that attenuates shock from the road surface.
- A camber angle adjustment mechanism, which uses eccentric bolts, is provided at the joint between the strut and axle housing.

3. STABILIZER

- The solid round rod stabilizer is attached to the front cross member through rubber cushions and its right and left ends are connected to the front arm through ball joints.
- The attitude change of the vehicle during a turn is controlled by the bar's torsional resistance.



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- (1) Stabilizer bar
- (2) Stabilizer link