
GROUP 34

REAR SUSPENSION

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GENERAL INFORMATION

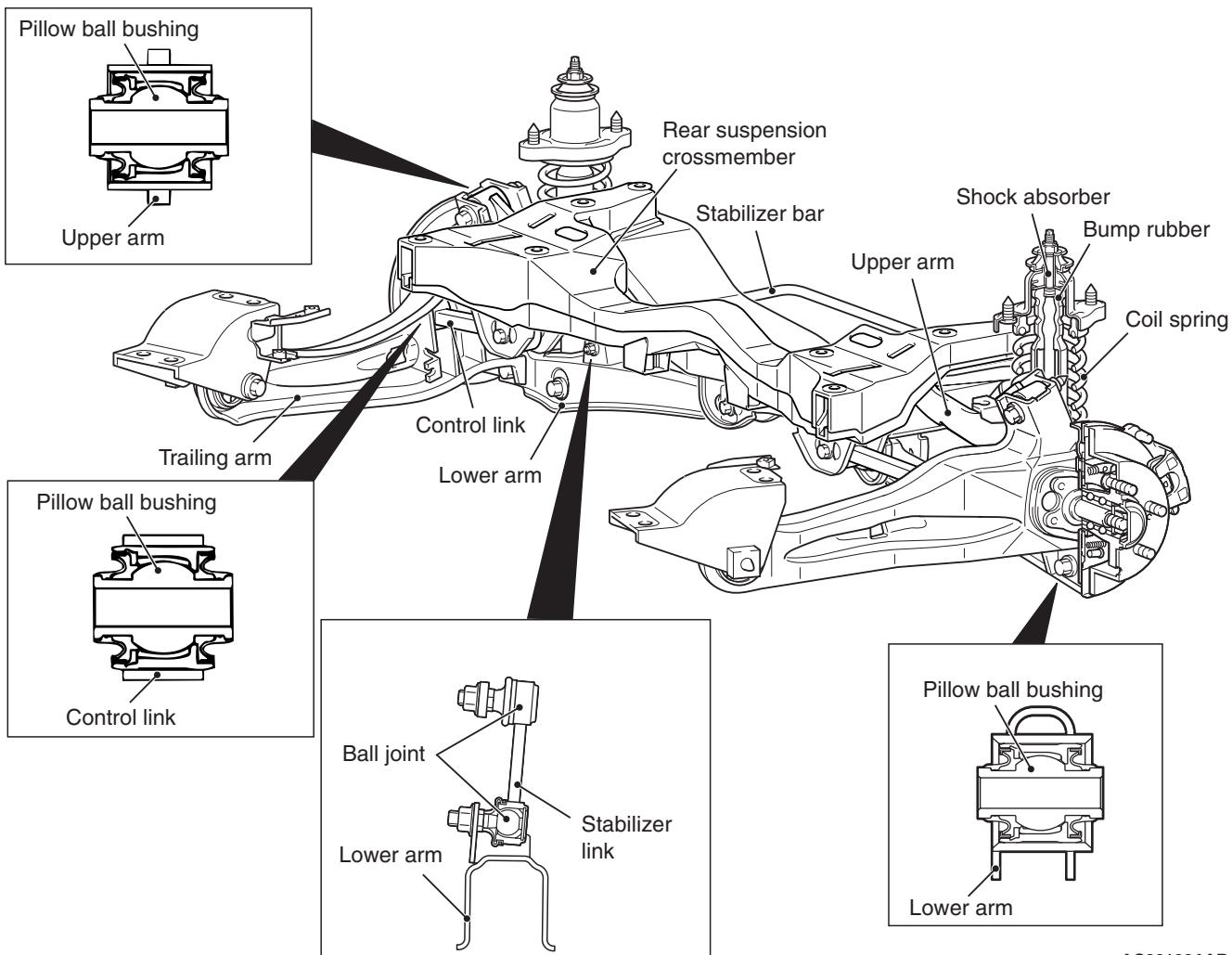
A trailing arm type multi-link suspension has been adopted as the rear suspension. This suspension is basically the same as that of the former COLT/LANCER except for the followings:

- The wheel tread has been widened to improve steering ability.
- The suspension arms and links are connected to the rear suspension crossmember, improving lateral rigidity.
- The damping force of the shock absorber and the coil spring constant have been optimized to improve steering ability and riding comfort.
- Spring and shock absorber are stored in wheel house to secure large interior space
- Stroke at suspension extending side is increased for improvement of riding comfort and road stability.

- Material of the bump rubber has been changed to improve riding comfort and optimize rolling rigidity.
- Spring characteristics of bump rubber is optimized for improvement of driving stability and riding comfort
- Pillow ball-type bushings are attached to the upper arm, the lower arm and the control link. This improves lateral rigidity and reduces friction.
- The spring characteristics of the bushings of the upper arm, the lower arm, and the control link have been optimized to improve steering ability.
- Outside diameter of trailing arm bushing is increased to reduce road noise
- Suspension bushings are optimized for improvement of ride feeling and road noise
- The stabilizer link is connected to the lower arm and stabilizer bar with ball joints. This enhances the stabilizer efficiency and rolling rigidity.

M2340000100256

CONSTRUCTION DIAGRAM



AC301084AB

SPECIFICATIONS
SUSPENSION SYSTEM

Item	Specification
Suspension method	Trailing arm type multi-link

WHEEL ALIGNMENT

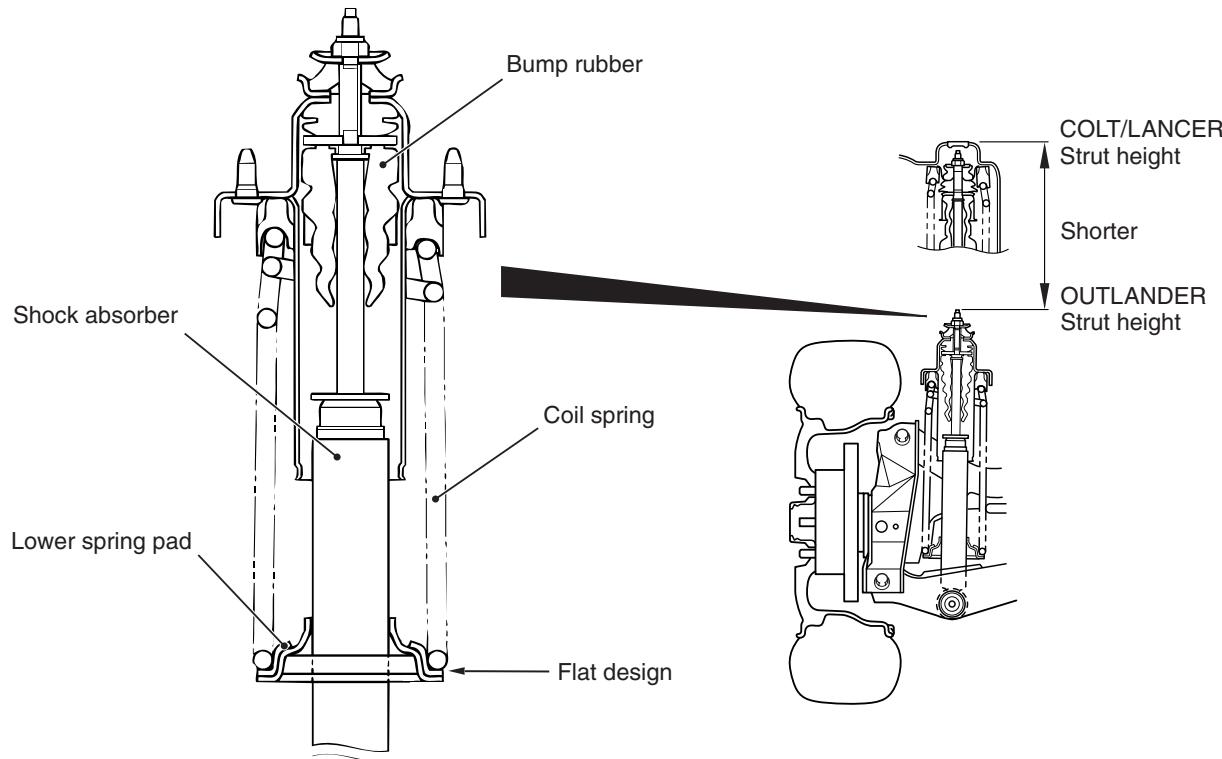
Item	Specification
Camber	- 0°40'
Toe-in	At the centre of tyre tread mm
	Toe-angle (per wheel)

COIL SPRING

Item	2WD	4WD
Wire diameter mm	11	11
Average diameter mm	91	91
Free length mm	342	350

SPRING AND SHOCK ABSORBER

M2340003000106



AC304026 AC

Compared with former COLT/LANCER, shorter shock absorber allows storage in wheel house for large interior space.

Flat design of spring lower end coil prevents occurrence of noise.

On bump rubber, high-energy absorption urethane foam is used for improvement of riding comfort by smooth spring characteristics.

Addition of lower spring pad to coil spring lower end reduces vibration and noise.