

REAR SUSPENSION

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1. Rear Suspension

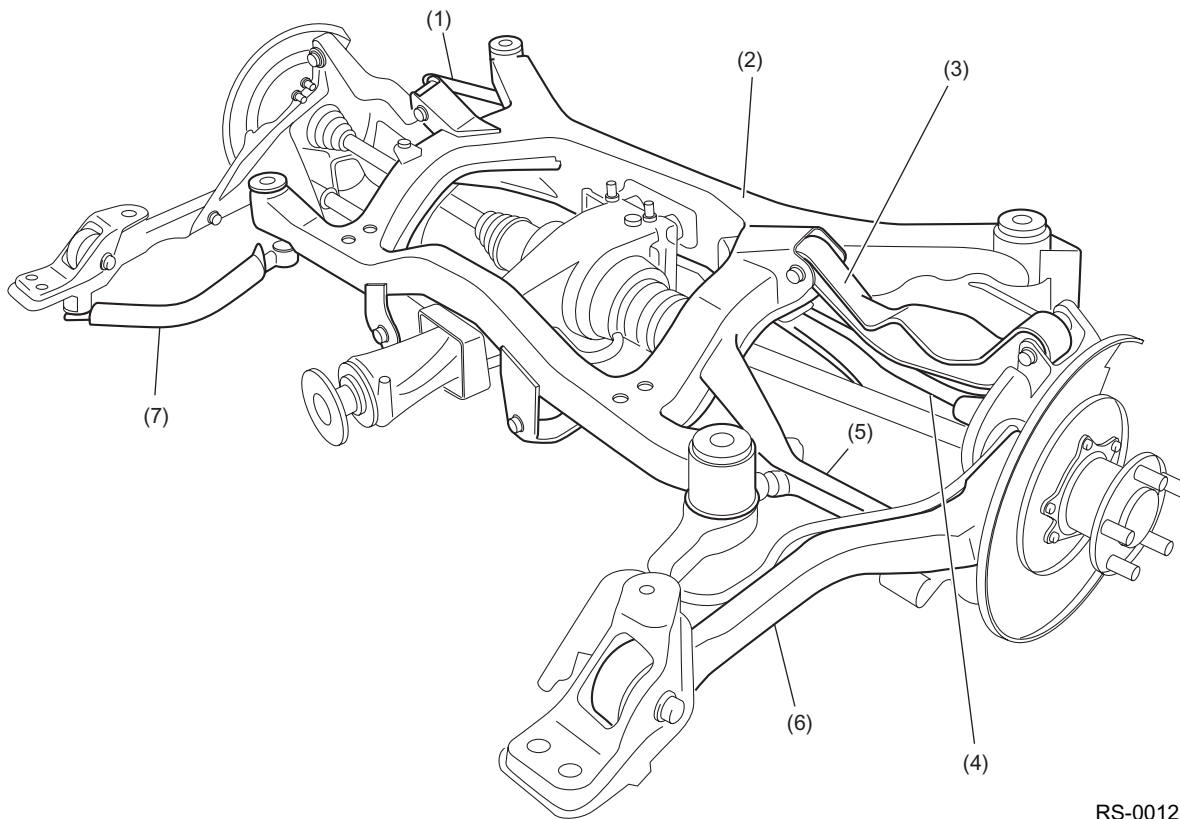
A: GENERAL

The rear suspension is a multilink type.

The suspension on each side consists of a rear arm, front link, upper link, rear link, sub frame support arm, shock absorber, and a coil spring.

The front link, rear link, and upper link are all attached to a sub frame which in turn is installed to the vehicle body through bushings.

This type of suspension is characterized by small changes in camber and toe-in against external input of vertical, longitudinal and lateral forces.



RS-00125

- (1) Rear stabilizer
- (2) Rear sub frame
- (3) Upper link
- (4) Rear link
- (5) Front link
- (6) Rear arm
- (7) Sub frame support arm

B: CONSTRUCTION

1. REAR ARM

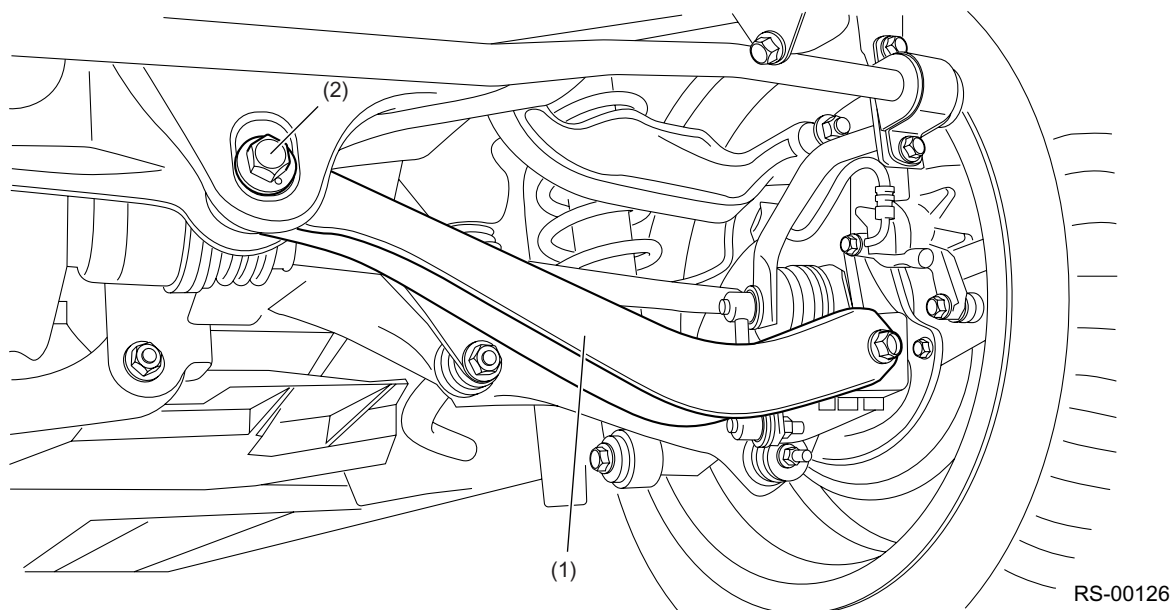
- Acts mainly on longitudinal loads.
- The rear arm bears the rear brake system and rear axle bearing unit.

2. FRONT LINK

- Acts on lateral loads.
- The link is made of steel pressed in a “U” section form, and the left and right ends of the link are connected to the rear sub frame and rear arm through rubber bushings.

3. REAR LINK

- Acts on lateral loads.
- The link is made of steel pressed in a “U” section form, and the link is connected to the rear sub frame and rear arm.
- A toe-in adjustment mechanism, which uses eccentric bolts, is provided at the joint between the rear link and rear sub frame.



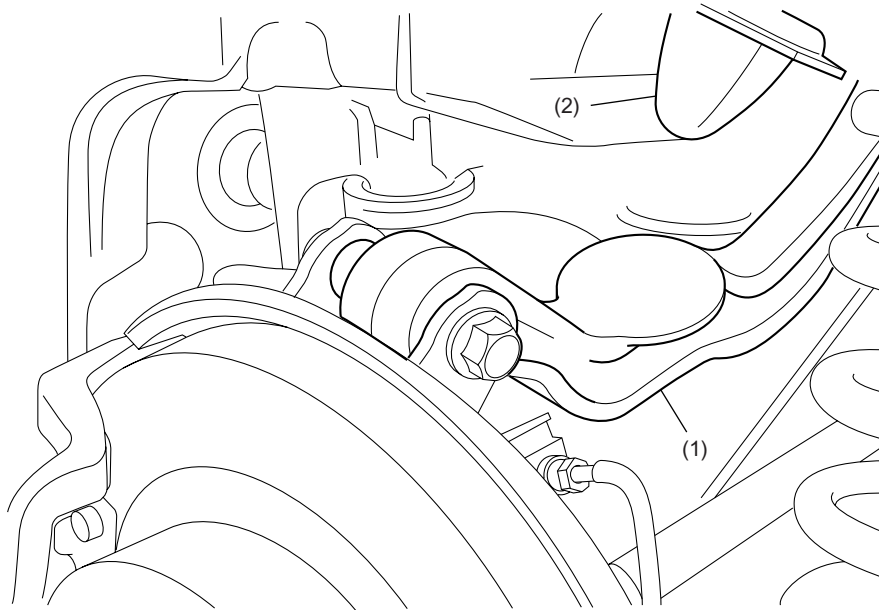
- (1) Rear link
(2) Eccentric bolt

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4. UPPER LINK

- Acts on lateral loads.
- The left and right ends of the link are connected to the rear sub frame and rear arm through rubber bushings.
- This also supports the helper and prevents bottoming of the suspension.



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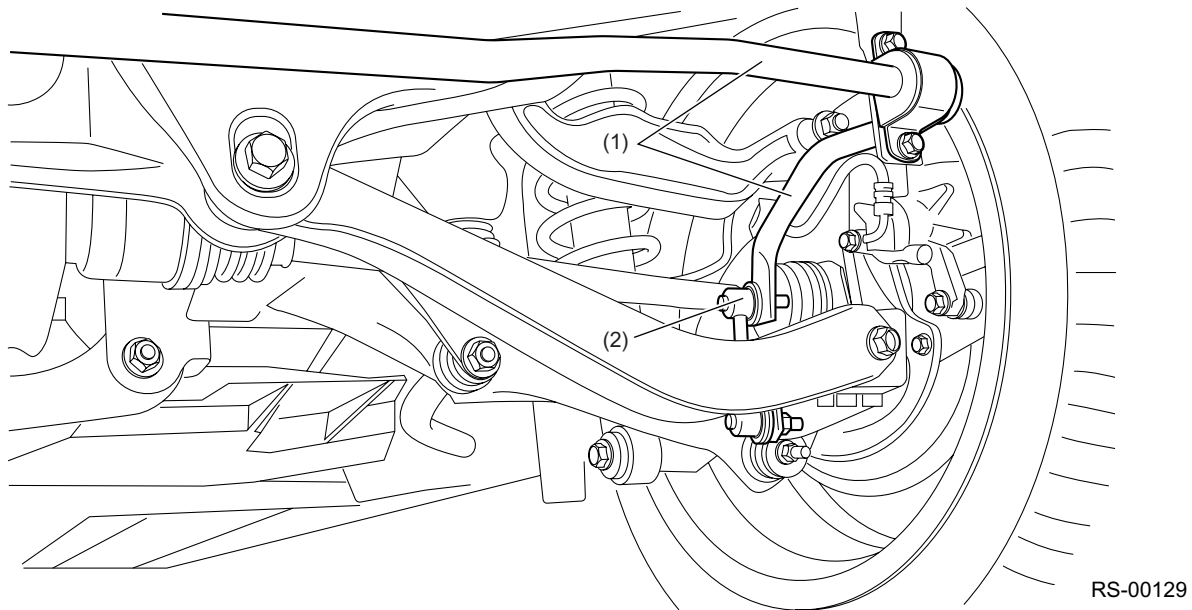
- (1) Upper link
- (2) Helper

5. SHOCK ABSORBER

- Acts on vertical loads together with the coil spring.
- The shock absorber is a cylindrical double-acting low pressure gas filled type and it attenuates shock from the road surface.

6. STABILIZER

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



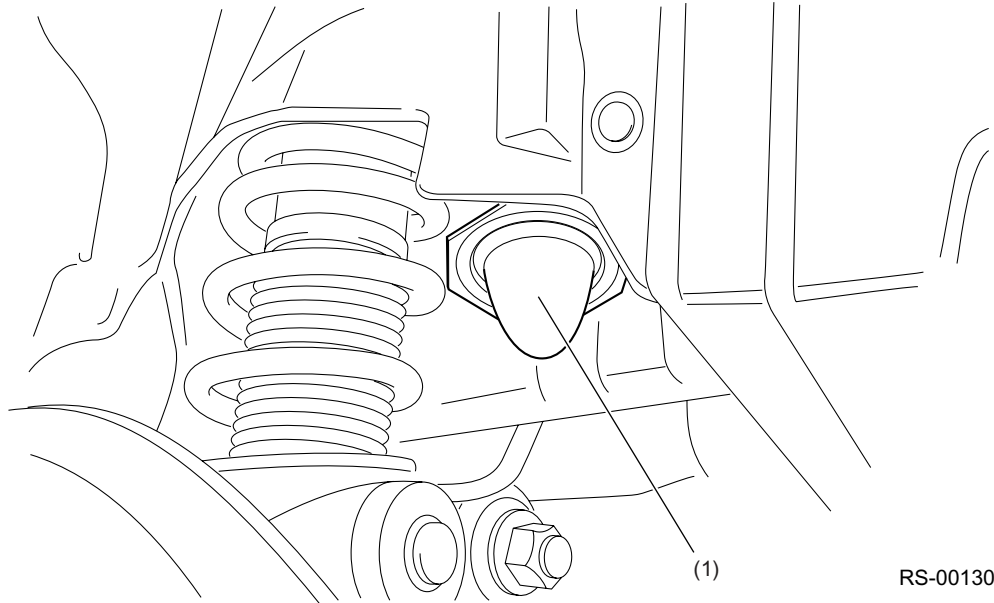
- (1) Stabilizer bar
(2) Stabilizer link

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7. HELPER

- The helper acts as a bump stopper together with the upper link by limiting the shock absorber stroke when the vehicle encounters a bump.



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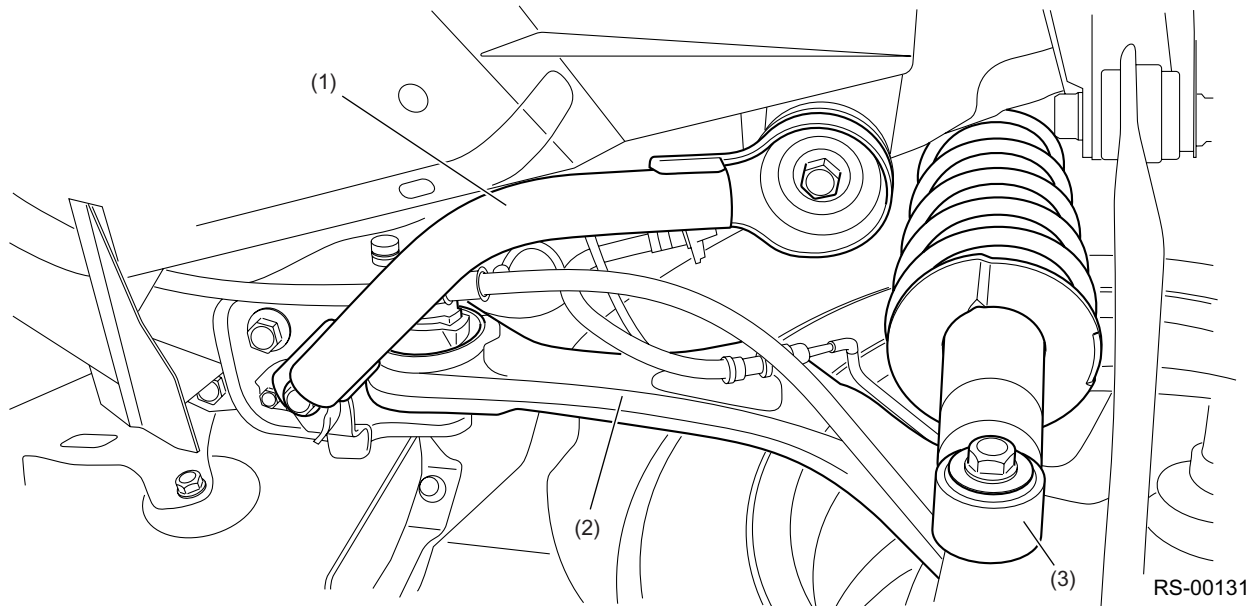
(1) Helper

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8. SUB FRAME SUPPORT ARM

- Made of steel pipe whose both ends fixed to the rear arm bracket and rear sub frame.
- Restricts the twist between the rear sub frame and vehicle body.



- (1) Sub frame support arm
- (2) Rear arm
- (3) Rear shock absorber