
GROUP 34

REAR SUSPENSION

CONTENTS

GENERAL INFORMATION	34-2	COIL SPRING AND SHOCK ABSORBER	34-3
---------------------------	------	---	------

GENERAL INFORMATION

M2340000100449

A trailing arm type multi-link suspension has been adopted as the rear suspension. Large cargo room space has been obtained by housing the rear shock absorbers and coil springs in the rear wheel houses.

TARGETS AND FEATURES OF THE MAIN TECHNOLOGIES

The new suspension has been given the following features.

Suspension geometry

- The arm lengths have been changed to optimise alignment changes. This contributes to reduce the friction caused by the twists of the bushings.

Coil Spring

- The bottoms of the coil springs have been flattened to prevent noise.
- We put some thought into the phases of both ends of the coils and have achieved a structure that prevents bending moments from acting on the shock absorbers, thereby reducing their friction.

- A spring lower pad (rubber) has been added to the lower ends of the coil springs to reduce vibrations and noise.

Shock Absorber

- We reviewed the shock absorber valve structure and the oil seal material properties and have successfully achieved low friction and smooth damping property.

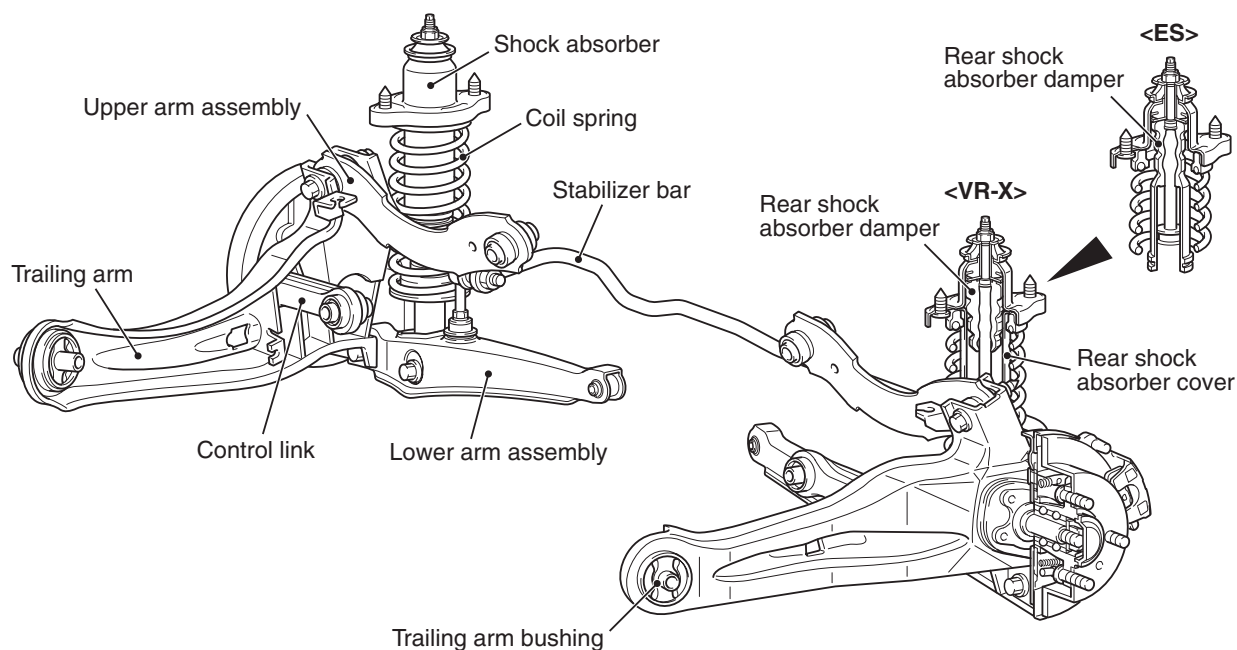
Trailing Arm

- The shapes of the trailing arms have been optimised for weight reduction.
- The outer diameters of the trailing arm bushings have been increased.

Stabilizer Bushing

- The mounting structure has been improved, and the bushing volume and slit positions have been adjusted to prevent lateral displacement.

CONSTRUCTION DIAGRAM



AC403315AB

SPECIFICATIONS SUSPENSION SYSTEM

Item	Specification
Suspension method	Trailing arm type multi-link

WHEEL ALIGNMENT

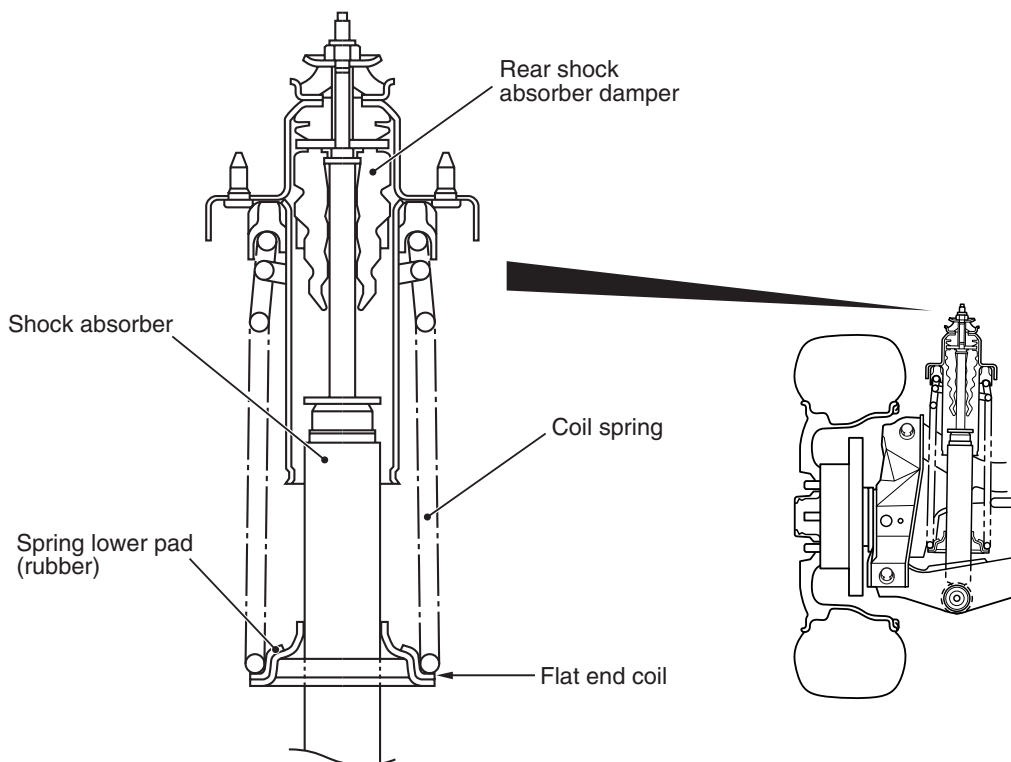
Item	Specification
Camber	-0° 40'
Toe-in	At the centre of tyre tread mm 3
	Toe-angle (per wheel) 0° 08'

COIL SPRING

Item	ES	VR-X
Wire diameter mm	10	10
Average diameter mm	78 -90	78 -90
Free length mm	390	368

COIL SPRING AND SHOCK ABSORBER

M2340003000139



Shorter shock absorber allows storage in wheel house for large interior space.
Flat design of coil spring lower end prevents occurrence of line noise.

On rear shock absorber damper, high-energy absorption urethane foam is used for improvement of ride feeling by smooth spring characteristics.
Addition of spring lower pad to coil spring lower end reduces vibration and noise.

AC403358AB