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**GROUP 34**

**REAR SUSPENSION**

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## GENERAL INFORMATION

M2340000101185

The low mount multi link suspension has been adopted.

There are the following features.

**IMPROVEMENT IN SUSPENSION POSITIONING RIGIDITY**

- The arm layout has been optimized. (Each arm support span has been widened.)
- The rigidity of the arm installation part has been improved. (Better rigidity of crossmember, addition of trailing arm bracket)

**IMPROVEMENT IN CORNERING PERFORMANCE**

- The 18-inch low-aspect ratio tire has been equipped, the wheel tread has been widened, and the suspension rigidity has been improved, for better cornering performance and cornering limit.
- By adopting the non-linear coil spring, the sufficient wheel stroke has been secured, and the cornering stability not affected by the road condition has been obtained.
- Cornering performance has been optimized by selecting the stabilizer diameter.

**IMPROVEMENT IN STROKE FEELING**

- The numbers of pillow ball bush and ball joint on the arm installation part have been increased for the better road-holding quality of the suspension.

**IMPROVEMENT IN DAMPING FEELING**

- The shock absorber, which is arranged on the same axle for the coil spring, has been mounted with a knuckle for better absorber efficiency.
- The shock absorber installation angle has been optimized.

**IMPROVEMENT IN QUALITY**

- The Bilstein shock absorber and the Eibach coil spring\* have been established.<GSR: optional equipment, MR: standard equipment>

*NOTE: \*: The Eibach coil spring has widely been adopted in the motor sport field; sports vehicles in Europe, F1, WRC, etc.*

**IMPROVEMENT IN ALIGNMENT ACCURACY**

- Arms have been installed to the lattice cross-member, and the rear suspension has been broken down into sub assembly for the better alignment accuracy.

**WEIGHT SAVING**

- The aluminum forged upper arm, trailing arm, and control link have been adopted for weight reduction and high rigidity.
- The light weight lower arm made with a steel pipe has been employed.

**HEXAVALENT CHROMIUM-FREE COMPONENT**

- Hexavalent chromium has been eliminated from bolts and nuts.

**LEAD-FREE COMPONENT**

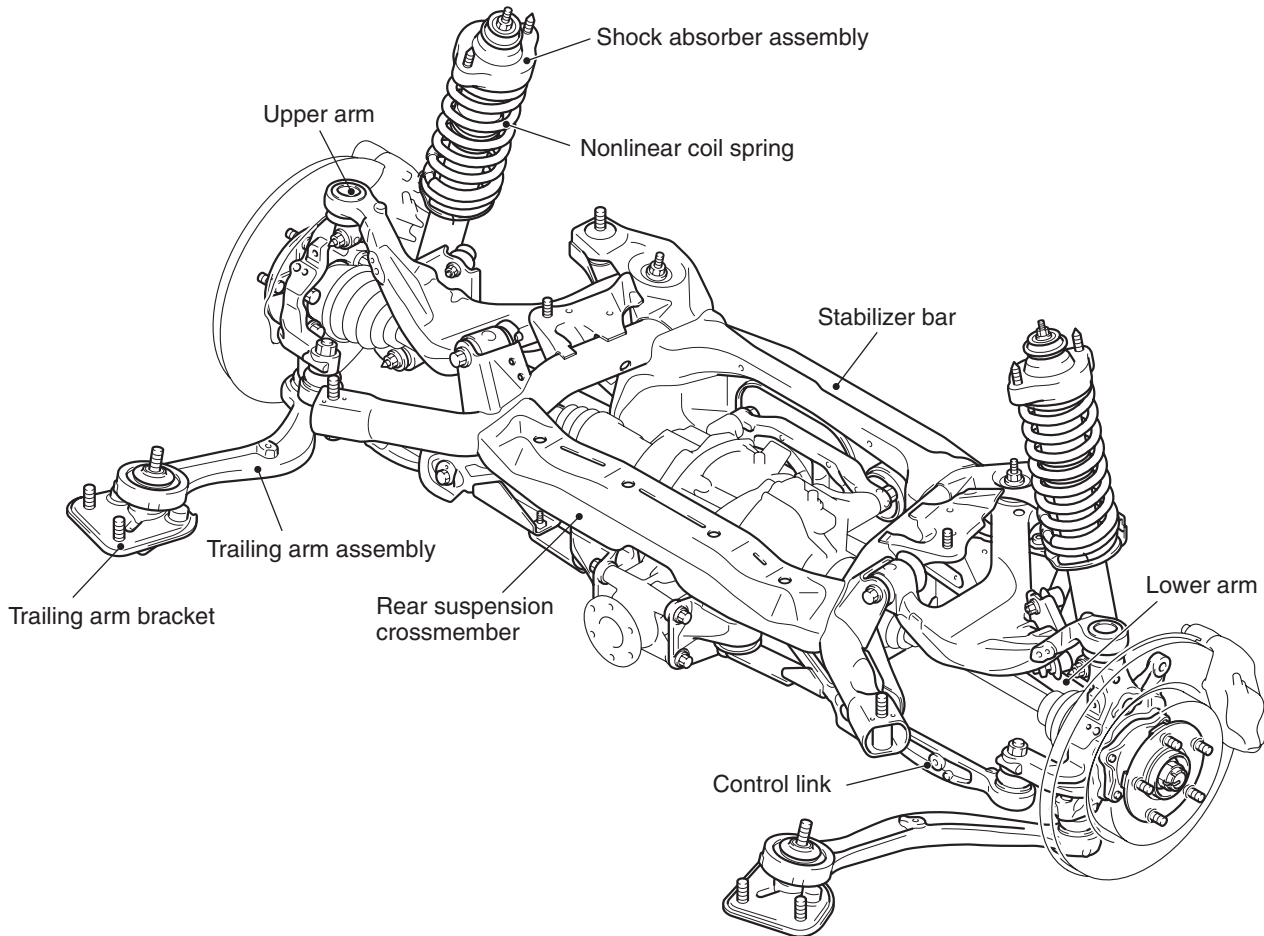
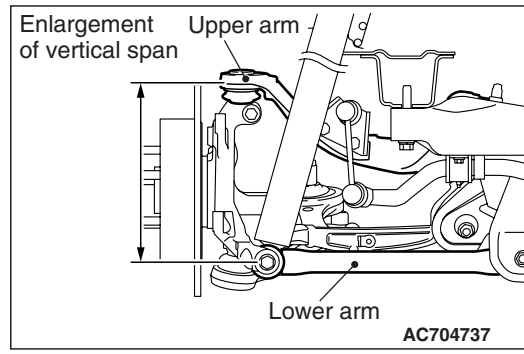
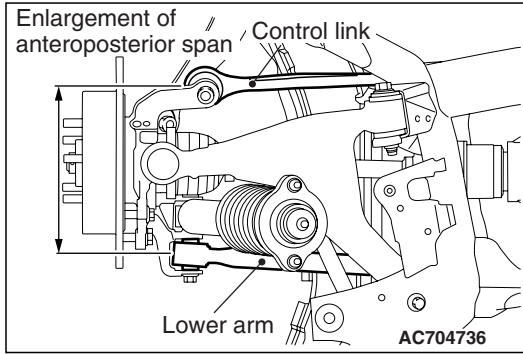
- The lead-free grease has been adopted for the ball joint.

**SPECIFICATIONS**

Item		GSR	MR
Rear suspension type		Multi-link	
Wheel alignment	Camber	- 1°	- 1°
	Toe-in mm (in)	3 ± 2 (0.12 ± 0.08)	3 ± 2 (0.12 ± 0.08)
Coil spring	Wire diameter mm (in)	11 (0.4)	11 (0.4)
	Mean diameter of coil mm (in)	79 – 87 (3.1 – 3.4)	79 – 87 (3.1 – 3.4)
	Free length mm (in)	352 (13.9), 357 (14.0)*	357 (14.0)

*NOTE: \*: Optional equipment*

CONSTRUCTION DIAGRAM



AC710561AB

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## NOTES