TO INDEX

C1 FRONT SUSPENSION

OUTLINE ---------- C1 - 1
DESCRIPTION ---------- C1 - 1
SPECIFICATION ---------- C1 - 1
CONSTRUCTION AND OPERATION ---- C1 - 2
LOWER ARM ---------- C1 - 2
FRONT STABILIZER BAR ---------- C1 - 3
FRONT SUSPENSION MEMBER ------ C1 - 4

1 OUTLINE

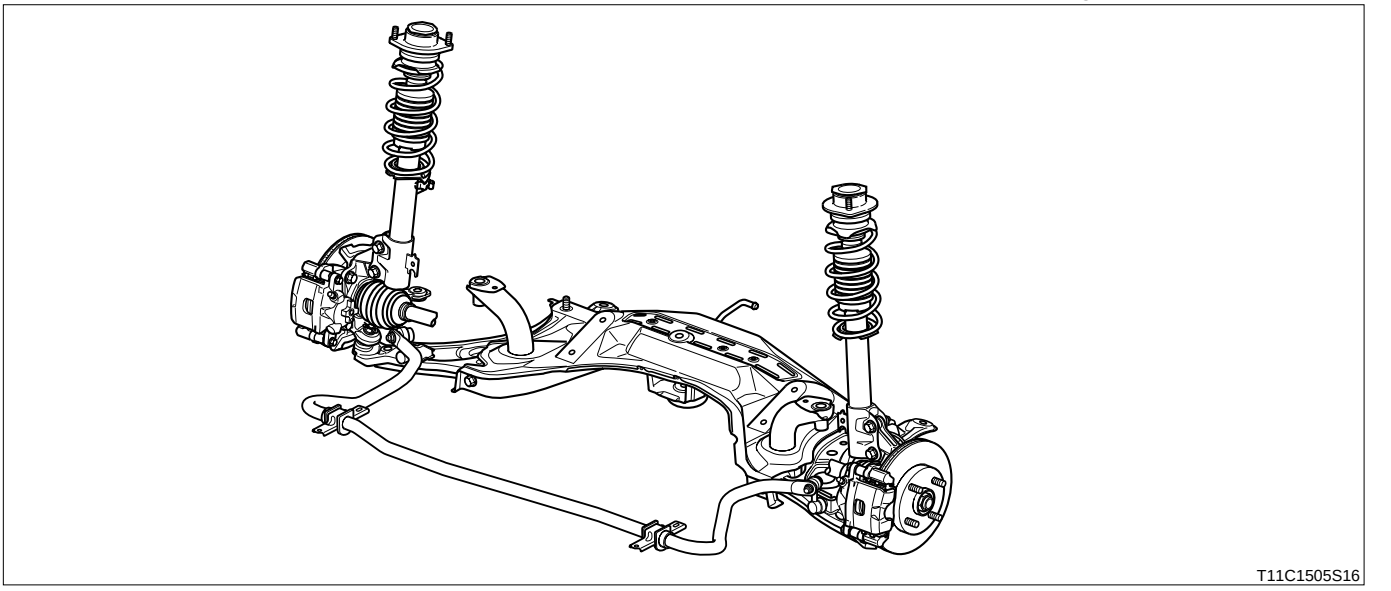
1-1 DESCRIPTION

1.The MacPherson strut type suspension with an L-shaped lower arm has been employed on all models.

2.Optimized suspension geometry successfully combines excellent drivability and maximum riding comfort.

3.The MacPherson strut type suspension with an L-shaped lower arm has been employed on all models.

4.Some specifications provide the front stabilizer bar, which offers sufficient roll rigidity.



T11C1505S16

1-2 SPECIFICATION

1-2-1 FRONT WHEEL ALIGNMENT SPECIFICATION

Vehicle model	M300RS	M300LS	M301RS	M301LS
Toe-in [mm]	0			
Camber angle	0˚			
Caster angle	3˚28´			
Kingpin angle	10˚36´			

2 CONSTRUCTION AND OPERATION

2-1 LOWER ARM

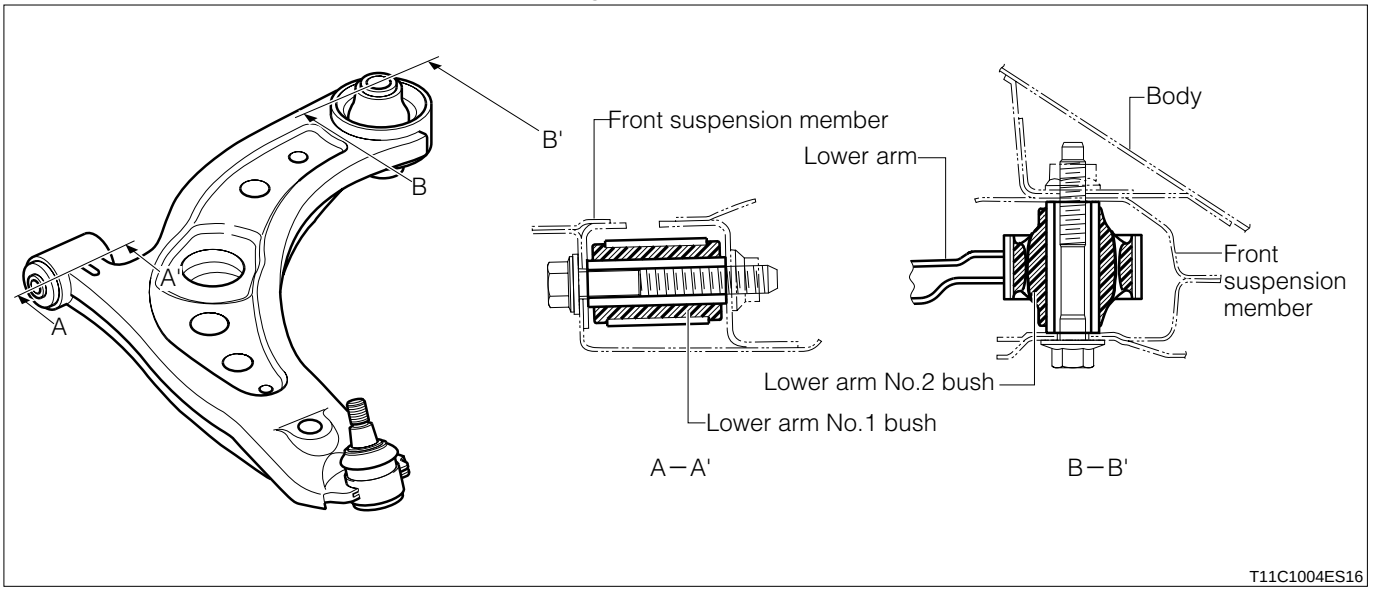
1.An L-shape lower arm has been adopted. Optimized arm shape successfully combines high and light-weight.

2.Optimized mounting location and characteristics of the lower arm bush offer optimum compliance characteristics, thereby combining riding comfort and steering feeling.

3.The bush No. 2 with a larger diameter has been employed. As a result, the compliance *1 at the front and rear sides has been increased, thus contributing to the improvement of harshness *2.

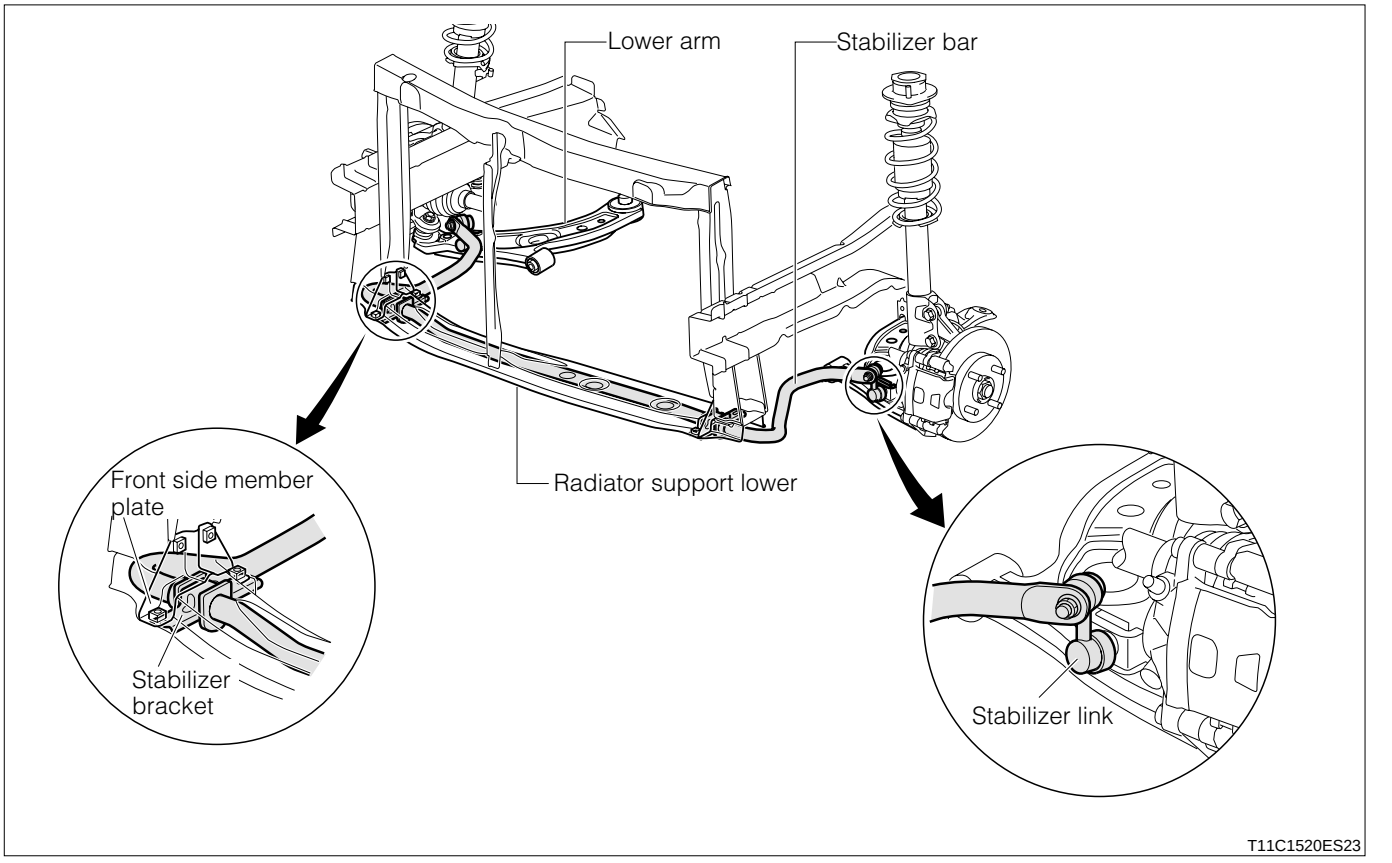
*1 Front and rear compliance: Moving amount of tire in a fore-and-aft direction

*2 Harshness: relates to a shock accompanied by sound transmitted from tires when driving on joints of the paved road, projections and steps of rough road surface, etc.

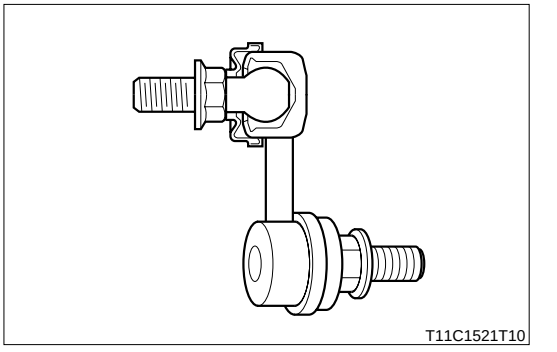


2-2 FRONT STABILIZER BAR

1.The stabilizer bar is installed to the radiator support lower and lower arm as indicated below.
(1) The radiator support lower side is installed in such a way that it is sandwiched between the front side member plate and stabilizer bracket.
(2) The lower arm side is installed through the stabilizer link.

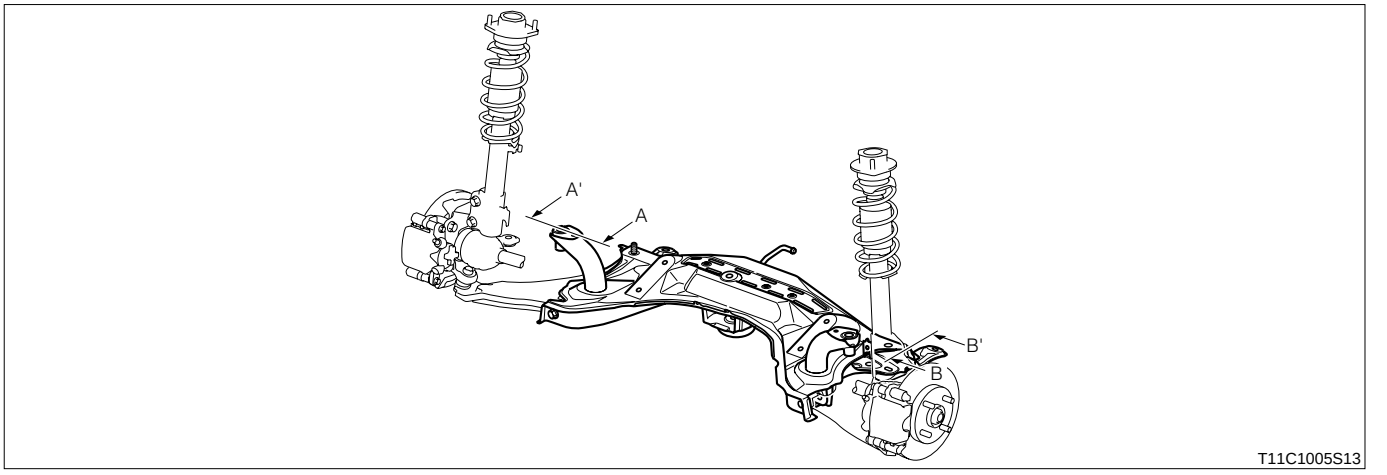


2.The stabilizer link employs the ball joint type, thus assuring the excellent response and rolling rigidity.



2-3 FRONT SUSPENSION MEMBER

1.An H-type front suspension member (frame) has been employed for the front frame, offering both light-weight and drivability.
2.To ensure higher rigidity as well as joint rigidity with the body, the press steel sheet has adopted pipe passing-through construction.
3.For reduced noise and enhanced rigidity of the suspension and steering, the lower arm and steering gear have been mounted on the front suspension member.



Cross-sectional view