

REAR SUSPENSION

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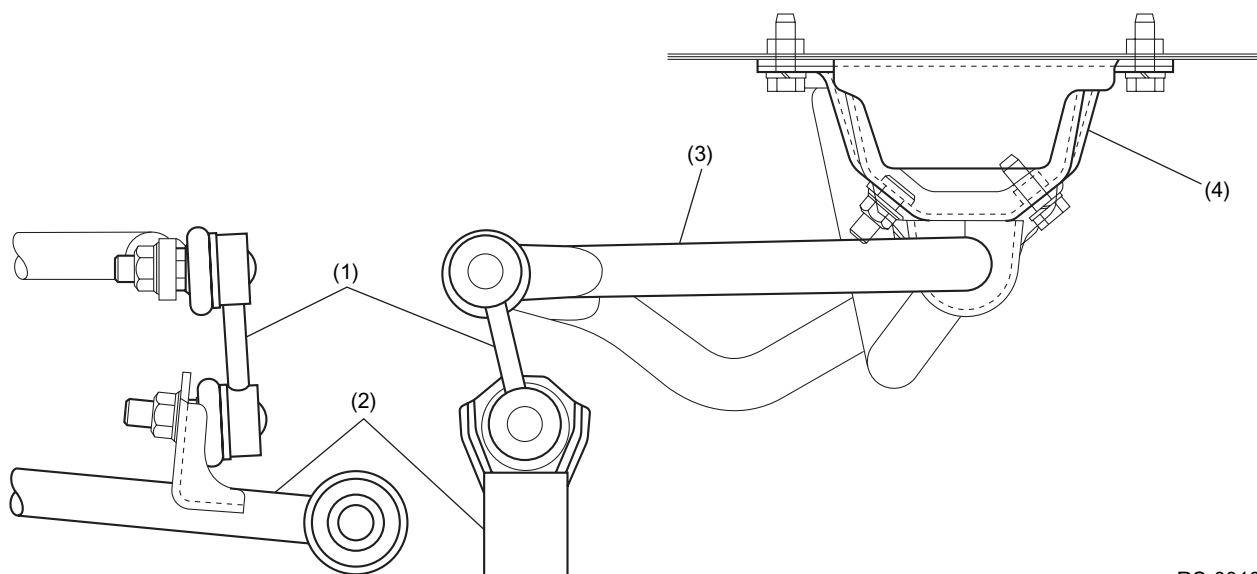
1. Rear Suspension

A: GENERAL

The rear suspension is an independent, dual link strut type. The suspension on each side consists of two parallel arranged lateral links, a trailing link, and a strut assembly. The strut assembly consists of a cylindrical double-acting low pressure gas and oil-filled damper and coil spring.

The respective component parts of this suspension are optimally designed to act in response to vertical, lateral and longitudinal loads transmitted from the tires. Thus, riding comfort and steering stability are substantially enhanced.

- Longitudinal loads act on each trailing link.
- Vertical loads act on each coil spring, strut and rubber mount.
- Lateral loads act on the two lateral links on each side.
- The crossmember is installed on the body frame via bushings.
- The stabilizer that extends to the rear of the crossmember, is installed on the body frame via a bracket and to the wheel side end of each rear lateral link via a stabilizer link.
- On the STi model, the stabilizer link has been changed from a resin made part to a ball joint type.



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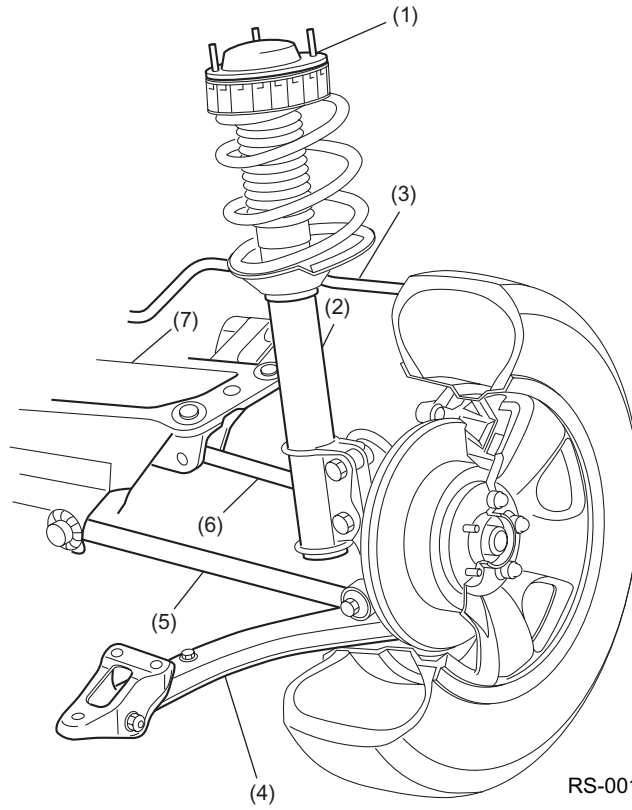
- (1) Stabilizer link
(2) Rear lateral link

- (3) Stabilizer
(4) Bracket

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- (1) Strut mount
- (2) Strut
- (3) Stabilizer

- (4) Trailing link
- (5) Front lateral link
- (6) Rear lateral link

- (7) Rear crossmember

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B: CONSTRUCTION

1. LATERAL LINKS

- All the sedans have longer lateral links than wagons for enhanced handling stability. This contributes to increased tread.
- Unsprung weight has been made smaller than the previous model by using a pair of steel-pipe lateral links. They improve ride quality and reduce vibration and noise.

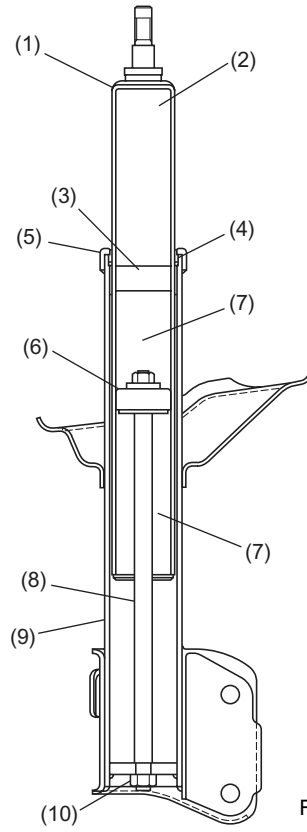
2. STRUTS

- The dampers used in the struts are of a gas-filled type that features stable shock attenuating performance. They improve ride quality and reduce vibration and noise.
- Each strut has at its top a new type strut mount. The strut mounts effectively disperse input forces from coil springs so that vibration and noise are reduced and riding comfort is improved. The body attaching flange of each strut mount is adequately rigid, which helps improve handling stability.
- The helper made of highly durable urethane enhances handling stability when the vehicle is loaded. It also satisfies riding comfort and anti-roll rigidity requirements simultaneously.
- On the STi model, upside-down type struts with its shock absorber's top and bottom ends reversed are used. This arrangement is advantageous in increasing rigidity as it allows the diameter of the damping tube (which corresponds to the piston rod in the conventional arrangement) to be increased to an almost same diameter as the strut's outer tube diameter.

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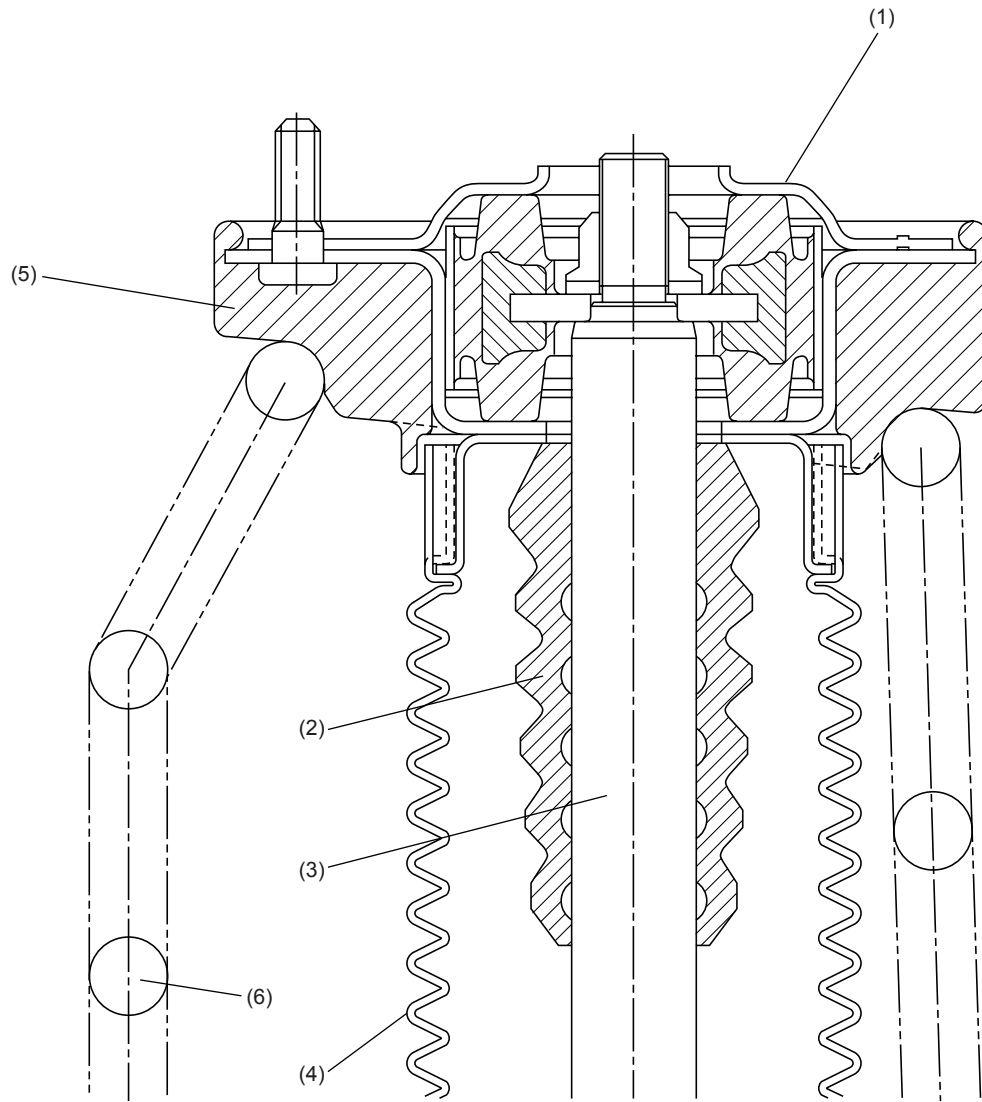
- (1) Damping tube
- (2) Gas
- (3) Free piston
- (4) Oil seal
- (5) Cap

- (6) Piston
- (7) Oil
- (8) Piston rod
- (9) Outer tube
- (10) Nut

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|------------------|-----------------|
| (1) Strut mount | (4) Dust cover |
| (2) Helper | (5) Rubber seat |
| (3) Damper strut | (6) Coil spring |

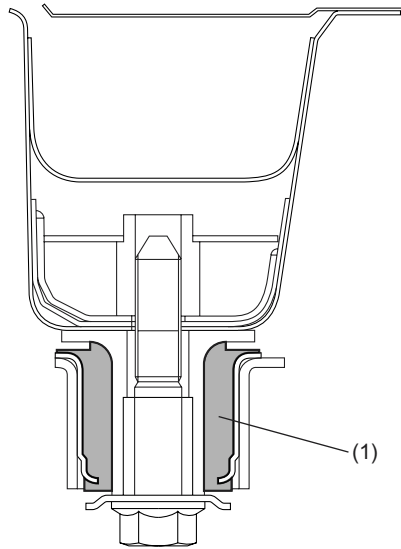
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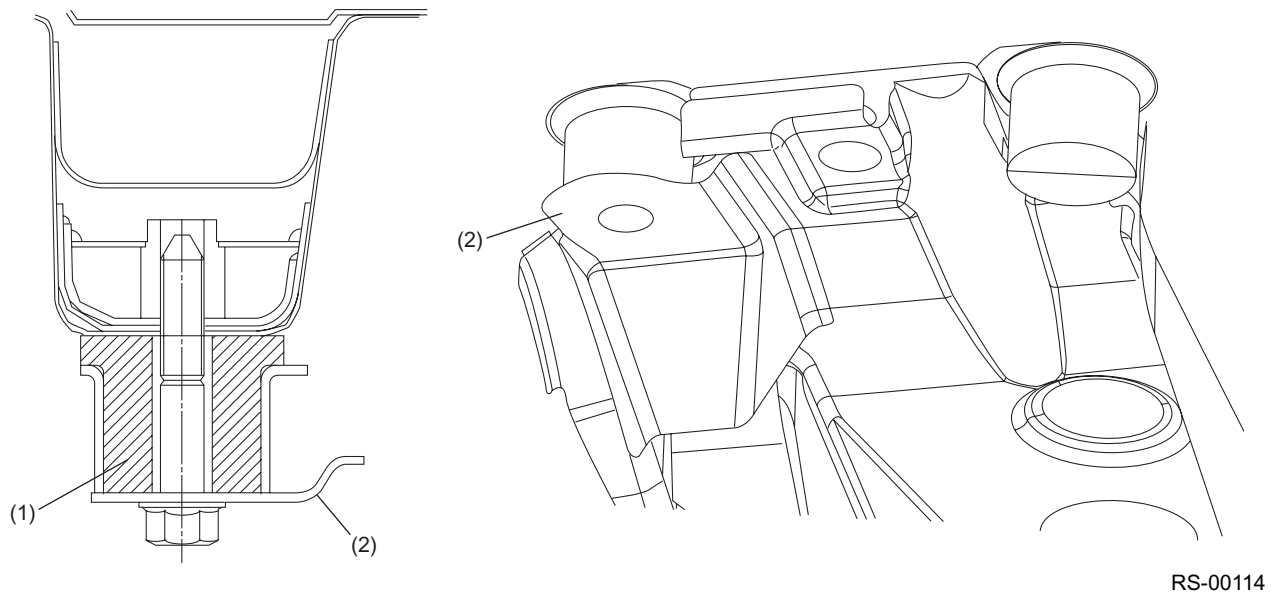
3. REAR CROSSMEMBER BUSHING

To improve vibration and noise damping, the shape of the bushing used on the rear crossmember of all models except STi has been changed.



(1) Rubber bushing

On STi models, the rubber bushing is replaced with a metal spacer. This is fastened together with the rigidity supplement bracket which is added to the rear cross member.



(1) Metal spacer

(2) Rear cross member reinforcement bracket

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MEMO

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