

4-1 [M1A0]

1. Front Suspension

MECHANISM AND FUNCTION

1. Front Suspension

A: OUTLINE

The front suspension is a strut-type independent suspension, with cylindrical double-acting oil damper and coil spring. The top of the strut assembly's is mounted on the body through the cushion rubber, which has resulted in elimination of any vibration by combined use of other rubbers to improve passenger comfort. This type also maintains a wide distance between the upper and lower supporting points and makes adjustment of the caster unnecessary.

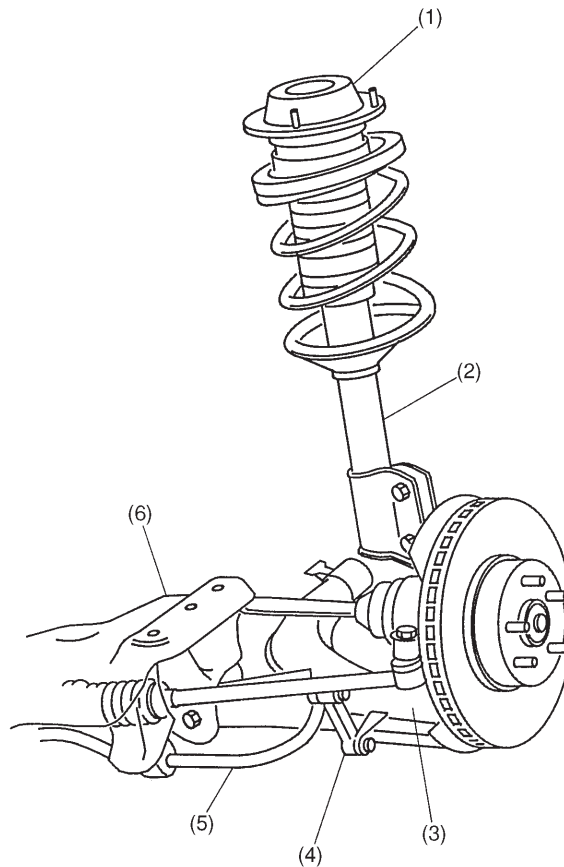
The transverse link utilizes an "L" arm design to increase steering stability and reduce road noise. The transverse link has a maintenance free ball joint with a nut fitting at the outer end, and the inner end front side fitted to the front crossmember through the cushion rubber. The rear side of the inner end is bolted to the vehicle body through a fluid-filled bushing.

The front crossmember is bolted to the vehicle body.

The stabilizer is attached to the front crossmember through the cushion rubbers and its ends are connected to the stabilizer links through the rubber bushings.

The lower end of the stabilizer link is connected to the transverse link through rubber bushings.

A camber angle adjustment mechanism, which uses eccentric bolts, is provided at the joint of the damper strut and housing.



H4H1040B

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| (1) Strut mount | (4) Stabilizer link |
| (2) Strut | (5) Stabilizer |
| (3) Transverse link | (6) Front crossmember |