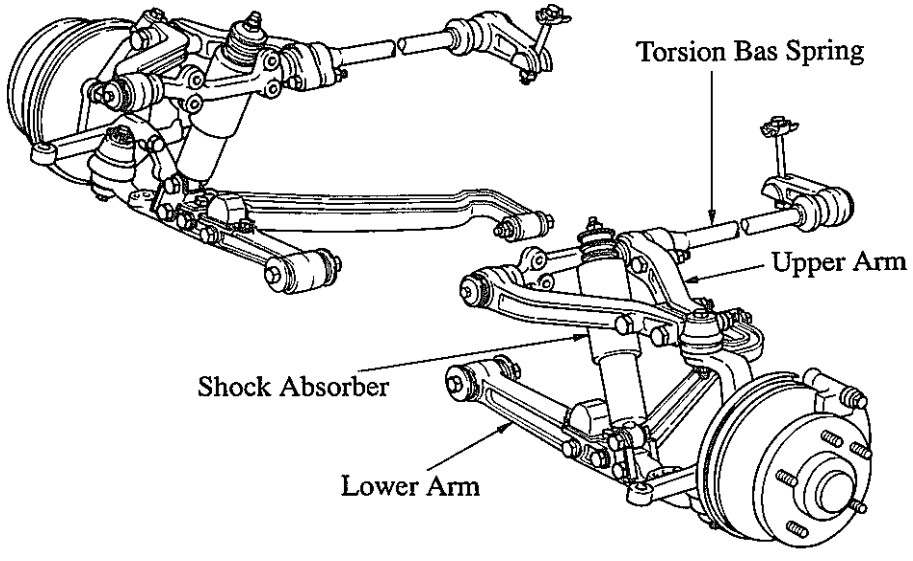
FRONT SUSPENSION

1. General

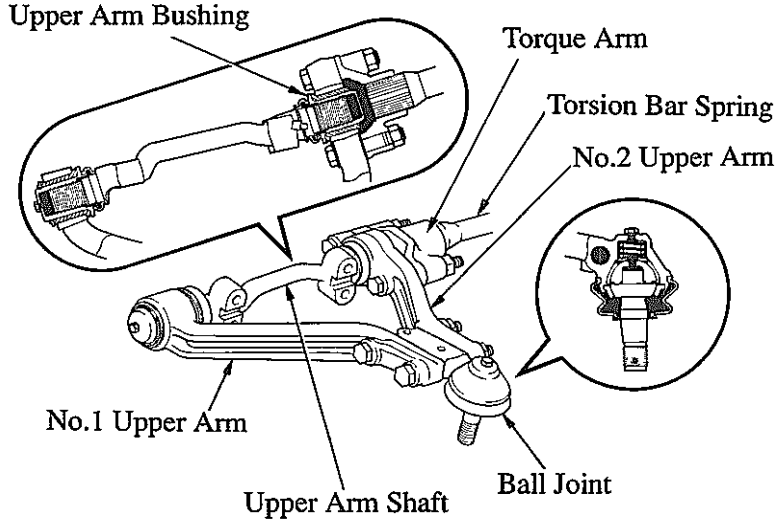
The front suspension system consists of a double wishbone type independent suspension with the torsion bar linked to the upper arm.

- Excellent straight-line stability and crosswind stability provided by the optimized suspension arrangement and the alignment.
- Sealed low-pressore gas adopted for stable damping force.
- Best tuned geometry of camber, caster and kingpin inclination.



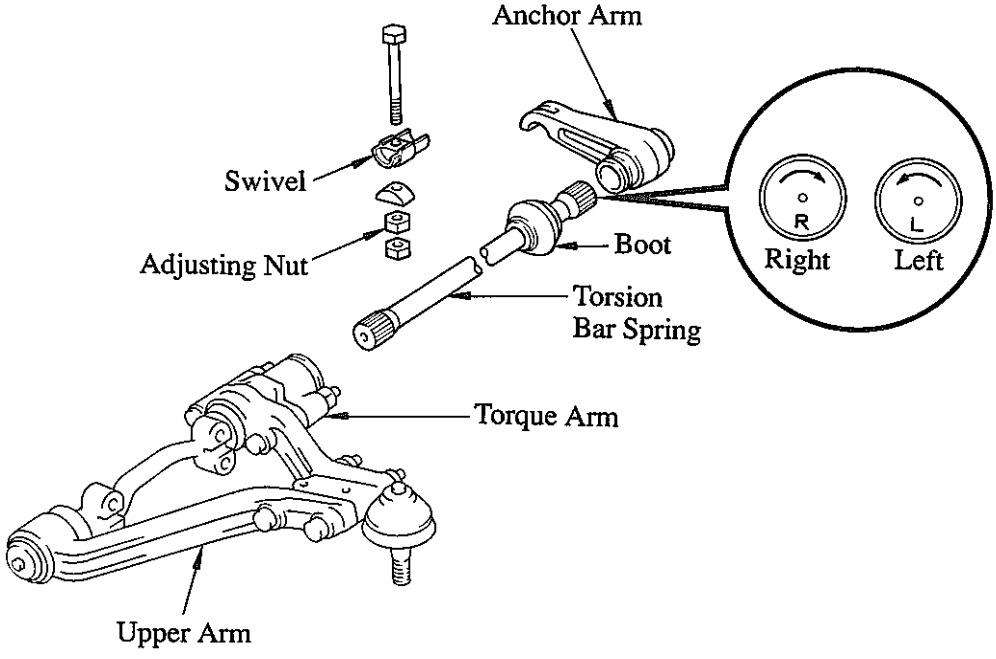
2. Upper Arm

The forged steel parts of the No. 1 and No. 2 upper arm form an "A" shape. The inner shaft is joined to the upper arm via bushings. A torque arm is attached to the rear of the upper arm, and the torsion bar spring is joined to the torque arm through a serration fitting. A maintenance-free sintered metal ball joint is used on the outer area of the upper arm.



3. Torsion Bar Spring

Connected at the front to the torque arm attached to the upper suspension arm, and joined at the rear to the anchor arm through a serration fitting, the torsion bar spring is mounted onto the cross member by an adjusting bolt via the anchor arm. Therefore, the vehicle height can be adjusted by turning the adjust bolt. The rear of the torsion bar springs are stamped "R" for the right, and "L" for the left side. A boo to protect the tapered ends is provided at the rear serration fitting area.



4. Lower Arm

The forged steel parts in the No. 1 and No. 2 of the lower arm form an "L" shape. The No. 1 lower arm has the same maintenance-free ball joint used in the upper arm. In addition, it has bushings with inter-rings which are rigid in the lateral direction, but soft longitudinally.

