

# MULTI-LINK REAR SUSPENSION CONSTRUCTION

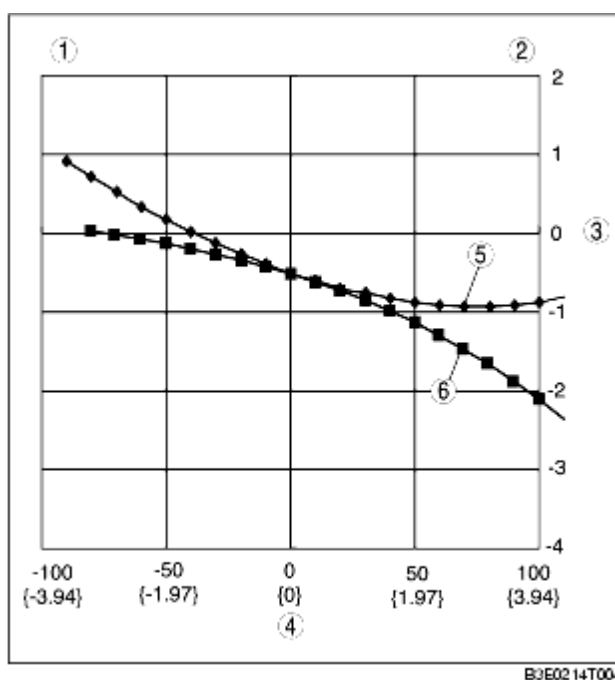
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## Optimized Link and Shock Absorber Layout

### Optimized camber angle

- Change of camber angle to ground during wheel stroke is minimized due to the optimization of the lower and upper arm lengths. Due to this high gripping power is assured under any driving condition and handling stability is improved.

### Camber control characteristic comparison

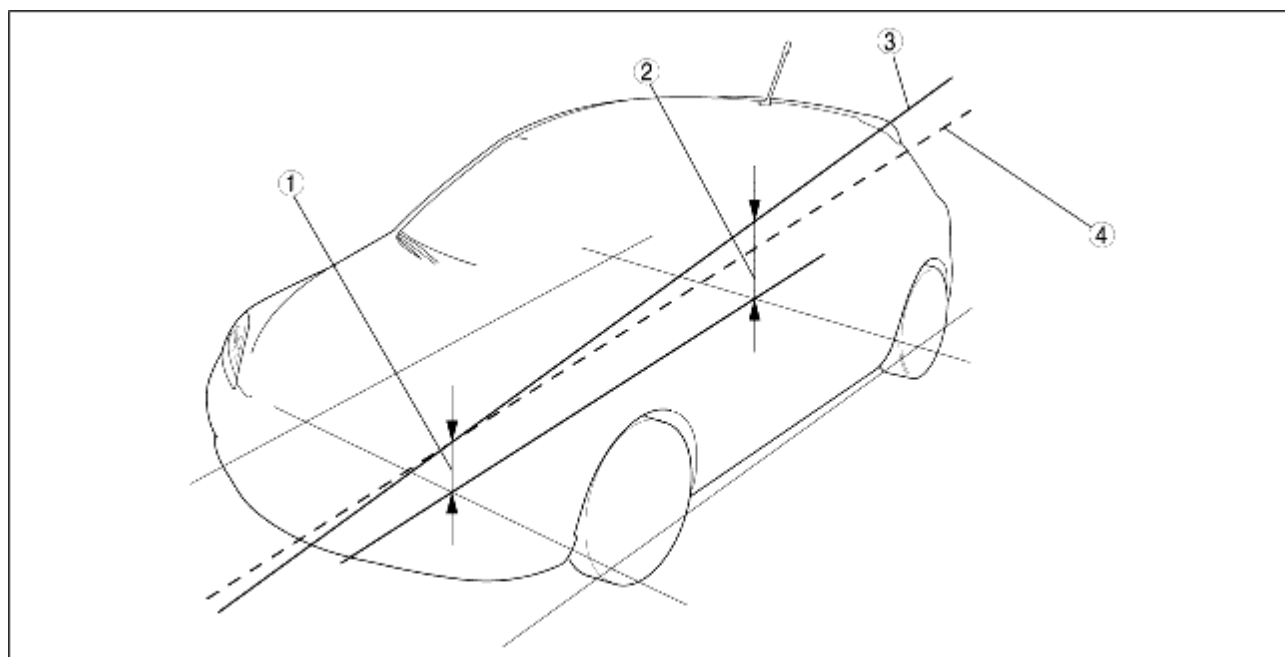


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1	Rebound stroke area
2	Bump stroke area
3	Camber angle (°)
4	Wheel stroke (mm {in})
5	Strut rear suspension
6	Multi-link rear suspension

### Optimized roll axis position

- Lateral force acting on the shock absorbers is reduced due to the separated positioning of the rear coil spring and shock absorber, enabling smooth operation of the suspension system and thereby improving riding comfort.
- Additionally, the height of the front roll center is set lower than the rear. Due to this, driveability is improved while cornering.



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1	Front roll center height
2	Rear roll center height
3	Roll axis
4	Phantom line parallel to road surface extending from front roll center height