

## SECTION 3

## DRIVE-CONTROL

## CONTENTS

Front Suspension .....3-1

Rear Suspension .....3-1

Wheel and Tyre .....3-2

Steering .....3-2

## Front Suspension

- Traction, response and damping have been improved by optimizing strut damping response.
- Ride comfort and driving stability have been improved by adjusting the spring rates

## Specifications

| Item                | New |     | Old          |     |
|---------------------|-----|-----|--------------|-----|
|                     | RS  | GSR | RS           | GSR |
| Wire diameter mm    | 14  | ←   | ←            | ←   |
| Average diameter mm | 155 | ←   | ←            | ←   |
| Free length mm      | 281 | 286 | 281 and 275* | 281 |

Note

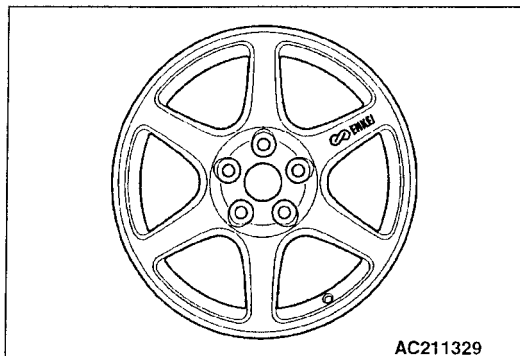
\*: 17-inch alloy wheels were used in this case.

## Rear Suspension

- Improved damping response and linearity have been achieved and traction, response and damping have been improved by maximizing the diameter of the shock absorber rods.
- Ride comfort and driving stability have been improved by adjusting the spring rates.

## Specifications

| Item                | New             |             |     | Old             |             |         |
|---------------------|-----------------|-------------|-----|-----------------|-------------|---------|
|                     | RS              |             | GSR | RS              |             | GSR     |
|                     | AYC not mounted | AYC mounted |     | AYC not mounted | AYC mounted |         |
| Wire diameter mm    | 12              | 9 to 12     | 12  | 9 to 12         | 12          | 9 to 12 |
| Average diameter mm | 88              | ←           | ←   | ←               | ←           | ←       |
| Free length mm      | 281             | 284         | 287 | 287             | 281         | 284     |



## Wheel and Tyre

New design 17-inch alloy wheels are fitted. (standard for GSR and RS (6M/T); optional for RS (5M/T))

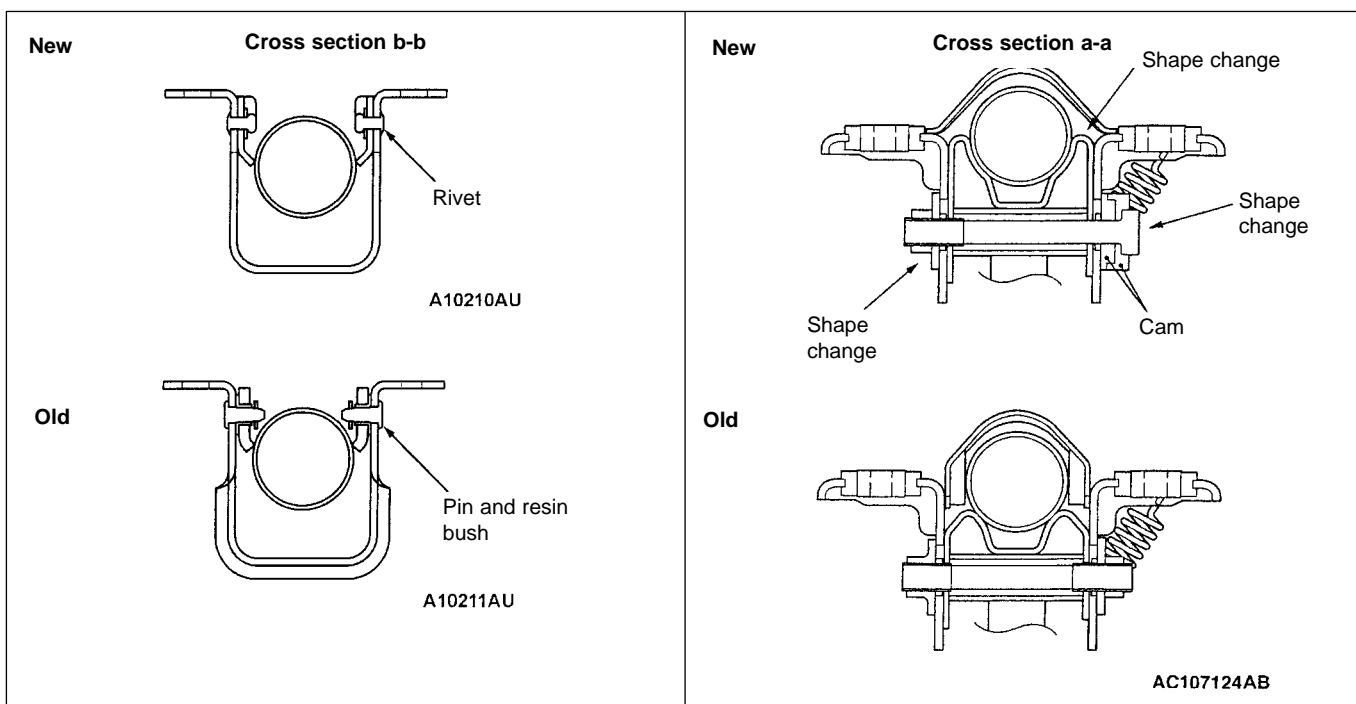
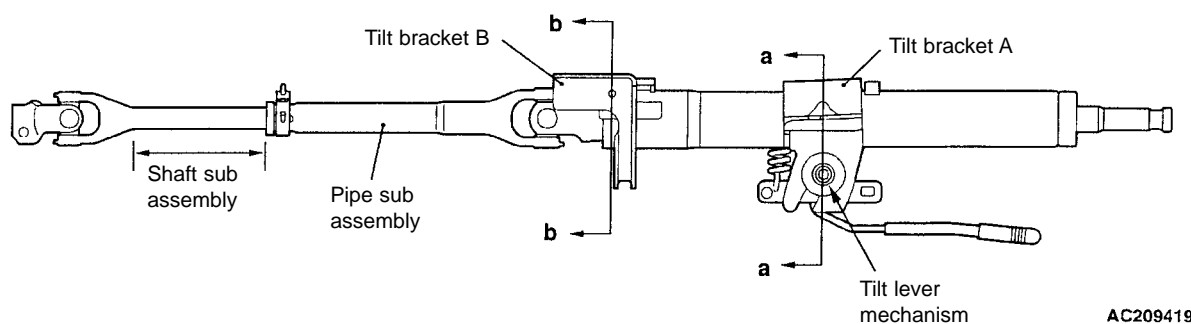
Note

For the specifications please refer to Section 8 – Main Accessories.

## Steering

### 1. Steering shaft

- Changing the design of the steering shaft tilt bracket has reduced vibration.
- Increasing the amount by which the shaft sub assembly slides into the pipe sub assembly has reduced the amount by which the steering wheel moves backwards at the time of a collision.
- Column retention and operability have been improved by introducing a cam to the tilt lever mechanism



## 2. Oil line

Noise has been reduced by improving suspension insulation and by fitting rubber mountings to the oil reservoir tank and pressure hose assembly.

