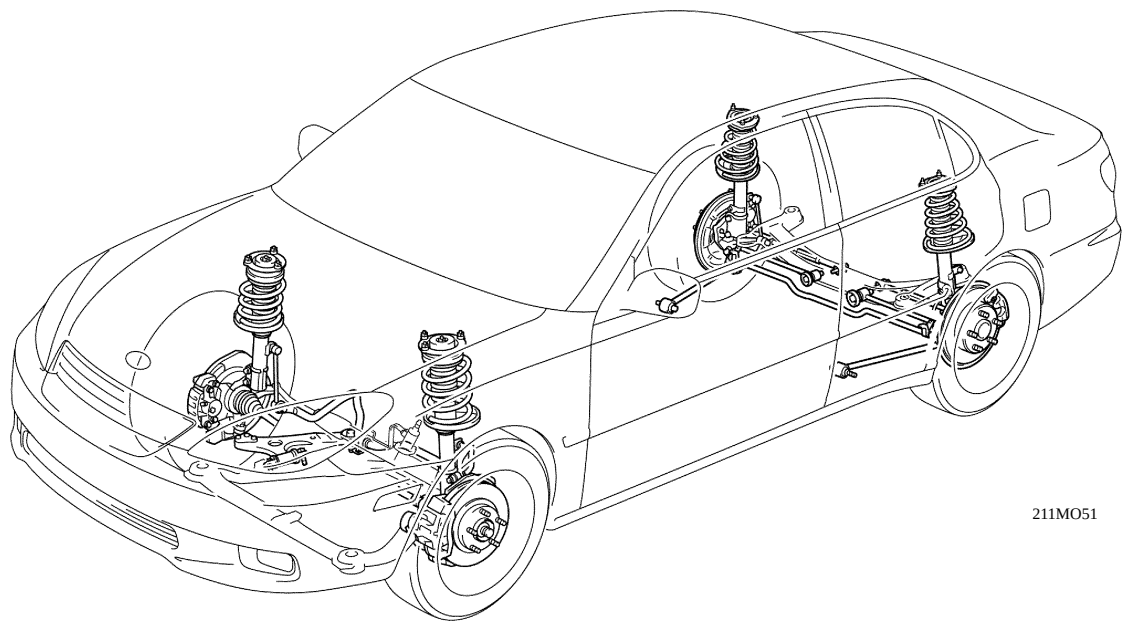


Main Mechanism – Chassis

Suspension

Front	MacPherson strut, coil spring, gas-pressurized shock absorber with linear control valve*
Rear	MacPherson strut, coil spring, gas-pressurized shock absorber
Option	Available Electric Modulated Suspension

*: Except for models with optional electric modulated suspension



211M051

Brake

Front	Type	Ventilated disc, floating 2-piston caliper
Rotor Size		
Rear	Type	Solid disc, floating 1-piston caliper
Rotor Size		269 × 12 mm (10.6 × 0.47 in.), for 14 in. Wheel
Parking Brake		Foot pedal type with foot release
ABS with EBD		Standard
Brake Assist & TRAC & VSC		Option

Power Steering

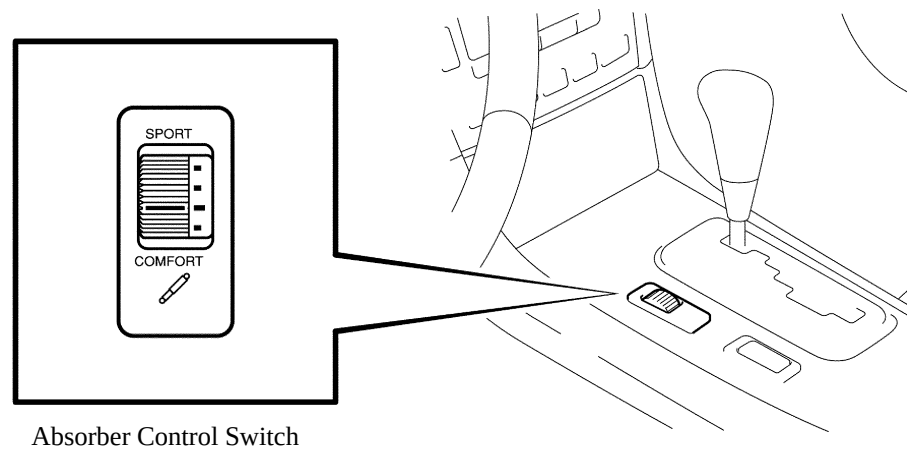
Type	Engine revolution sensing	
Gear	Type	Rack and pinion
Type		

Electric Modulated Suspension (Option)

This system electronically controls the damping force of the shock absorber automatically according to driving conditions and the setting of the absorber control switch, achieving excellent riding comfort and controllability.

In response to the previous system, acceleration sensors that detect vertical movement of the vehicle have been added to the front and back of the vehicle. Also, with the introduction of a new control theory, even smoother and more natural ride quality has been attained.

The absorber control switch on the center console has four positions, so the strength of the damping force can be selected according to the driver's desire.



Absorber Control Switch

Aerodynamics

A CD (Coefficient of Drag) of approximately 0.28 - the finest in the class - has been achieved, thanks to a smooth contour with few variances in level and the control of the airflow under the body.



- The height and shape of the front bumper have been optimized, and the airflow to the underbody and body sides has been rectified.

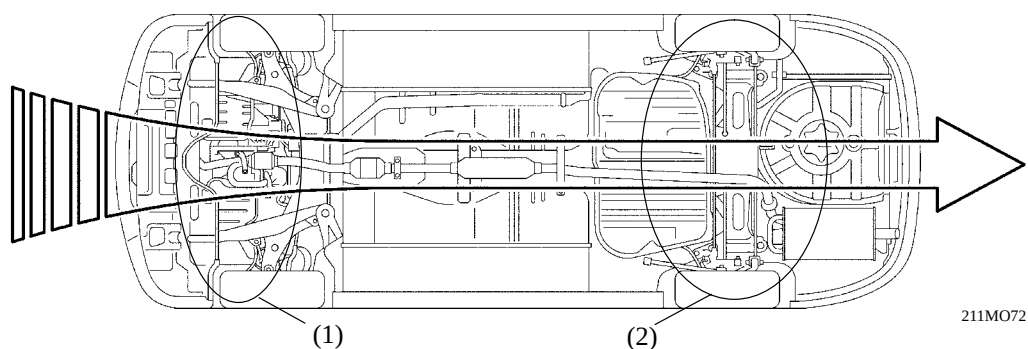
- Openings in the front bumper have been made as small as possible, decreasing the amount of air that gets in the engine area and improving aerodynamics.



- Air flows from the roof to the trunk without disturbance, decreasing swirl at the edge of the trunk.
- The height and shape of the rear bumper have also been optimized so as not to hinder the air-flow under the body.



- To enable a flat underbody, suspension parts, the fuel tank, muffler, and floor shape have all been optimized.



- (1): The engine under cover and front fender liner have been redesigned to the aerodynamically optimum shape.
- (2): Irregularities in contour of the center floor, fuel tank, rear suspension, muffler, spare tire house, etc., have been smoothed out, reducing wind drag under the floor.