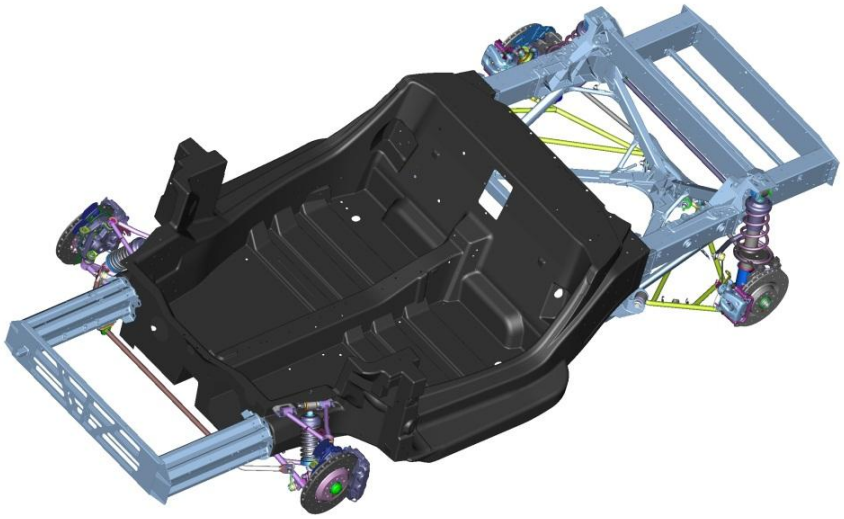
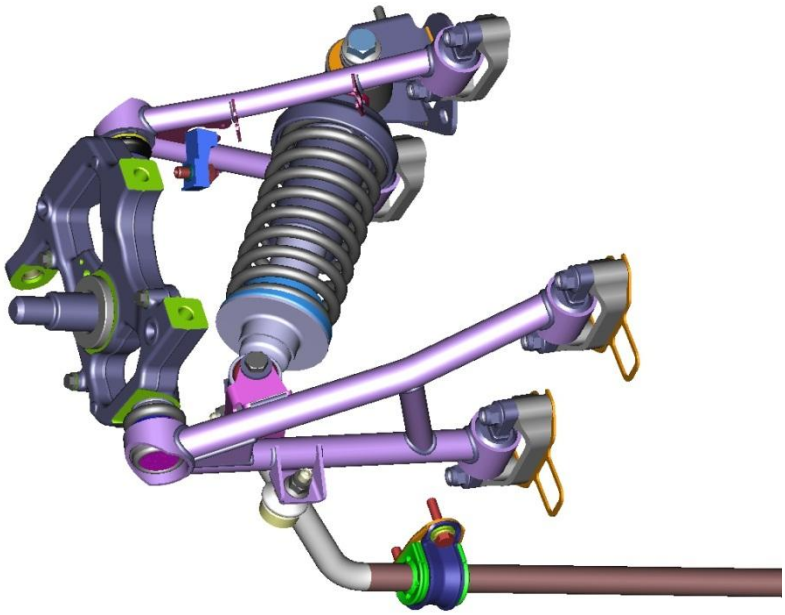
Suspension



The vehicle is equipped with two types of suspension:

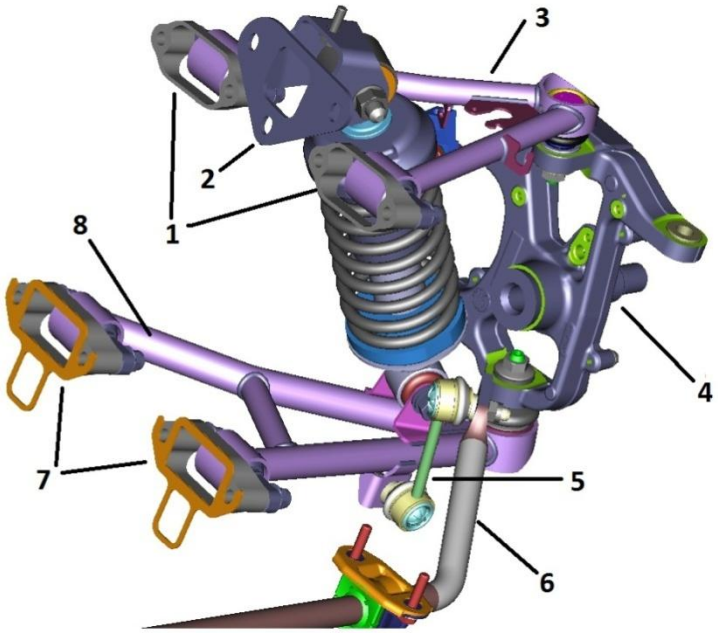
- Wishbones in the front part
- MacPherson in the rear part

Front suspension



The steering knuckle is guided by triangular wishbones both in the lower and in the upper part. The two triangles have a different size to allow the steering knuckle, and the wheel, to move. The shock absorber is connected, in the lower part of the lower wishbone, by means of a dedicated fixing support; in the upper part it is connected to the body with a dedicated support.
This type of suspension solution allows the wheel toe-in angle to be varied, by adjusting the steering box heads.
The suspension is connected to the carbon fibre body with supports.

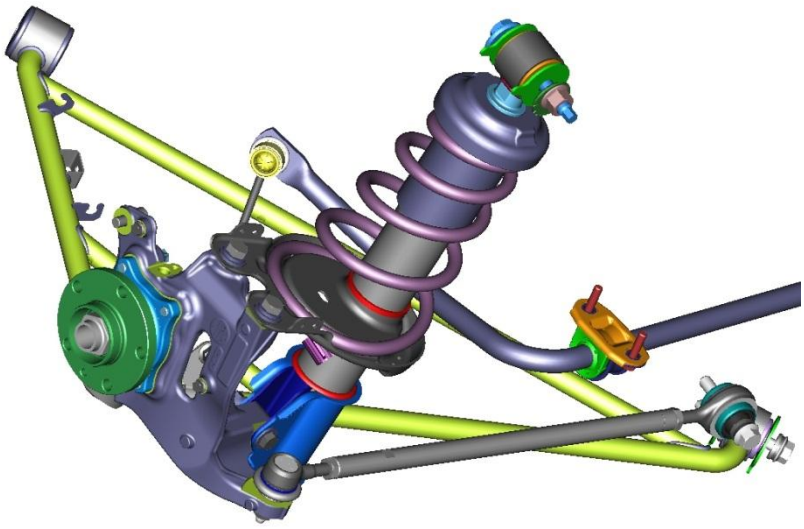
Using a wishbone suspension allows an excellent control of kinematics to be obtained, in particular for the recovery of camber in juddering.
This increases the seal.



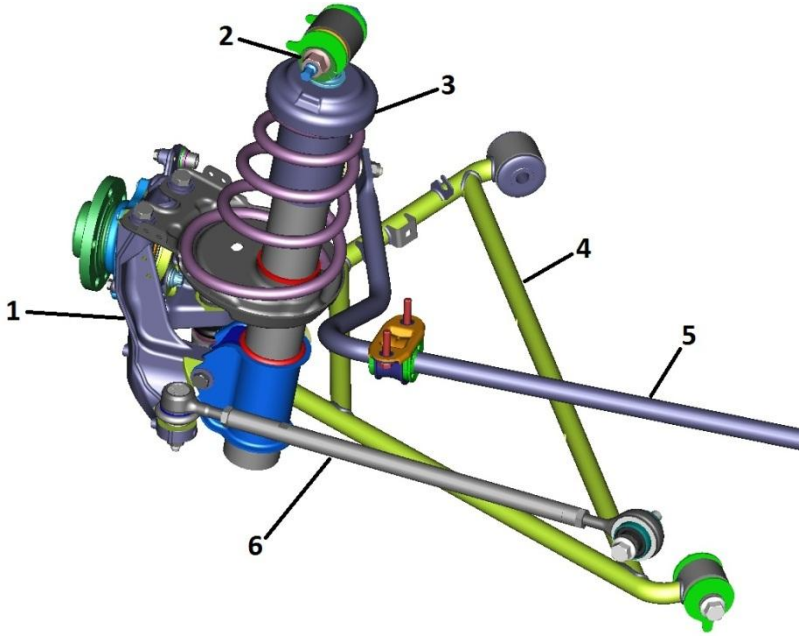
Key

1. Upper wishbone supports on the body
2. Shock absorber supports on the body (upper side)
3. Upper wishbone
4. Steering knuckle
5. Connecting rod for anti-roll bar
6. Anti-roll bar
7. Lower wishbone supports on the body
8. Lower wishbone

Rear suspension



The rear suspension is MacPherson type. This allows the camber and toe-in angles of the rear wheels to be adjusted.
The suspension consists of the following:



Key:

1. Steering knuckle
2. Cam for toe-in adjustment
3. Shock absorber
4. Lower wishbone
5. Anti-roll bar
6. Rod for camber adjustment

The rear suspension is connected to the rear aluminium chassis.