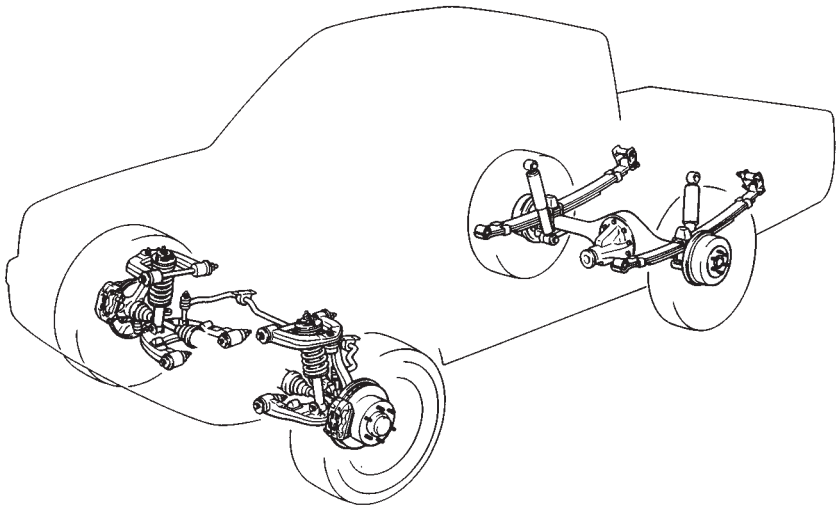
SUSPENSION

■ DESCRIPTION

Double–wishbone independent suspension is used in the front, and leaf–type rigid suspension in the rear. The basic construction and operation of the suspension are the same as those for the '95 Truck. However, the Toyota Tacoma offers the following characteristics:

- A nachlauf caster configuration that provides a large caster trail has been adopted in the front suspension of the 2WD model.
- The kingpin inclination of the 4WD model has been made smaller to improve the steering feeling.
- The front suspension spring has been changed from the torsion bar spring to the coil spring.
- The layout and characteristics of the rear suspension components have been revised to improve the riding comfort.



4WD Model

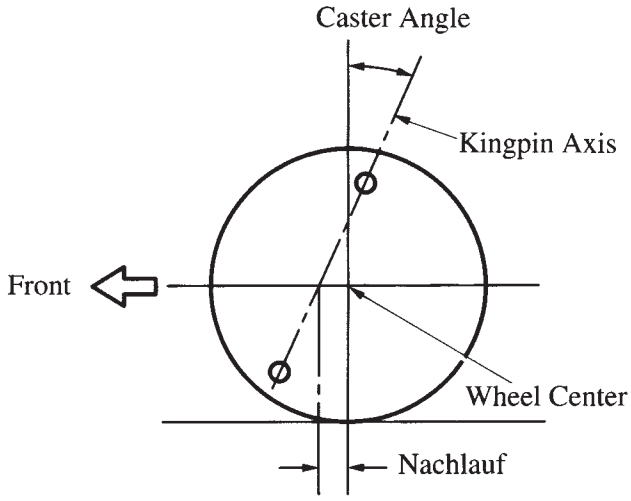
▶Specifications◀

Model	Toyota Tacoma				'95 Truck			
Drive Type	2WD		4WD		2WD		4WD	
Suspension / Item	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Tread mm (in.)	1400 (55.12) 1424*1 (56.06)	1415 (55.71) 1439*1 (56.65)	1460 (57.48) 1500*2 (59.06)	1455 (57.28) 1495*2 (58.86)	1355 (53.35) 1370*3 (53.94)	1370 (53.94) 1380*3 (54.33)	1430 (56.30) 1475*2 (58.07)	1425 (56.10) 1470*2 (57.87)
Caster degrees	1°50'	—	2°50'	—	1°50'	—	2°30'	—
Camber degrees	0°	—	0°	—	0°30'	—	0°45'	—
Toe–In mm (in.)	0	—	0	—	1 (0.04)	—	1 (0.04)	—
King Pin Inclination degrees	10°00'	—	10°45'	—	10°00'	—	11°50'	—

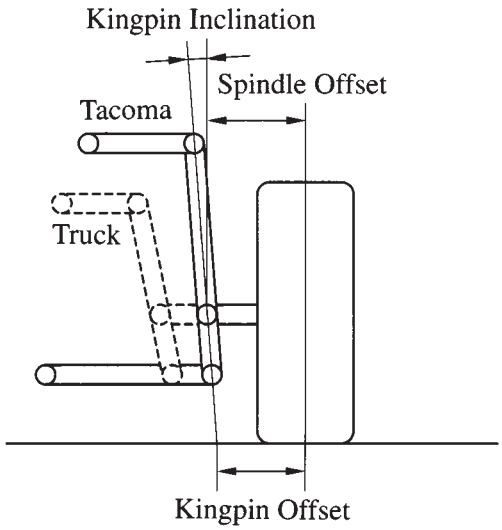
*1: With P215/70R14 Tire 6J/6JJ Wheel
*2: With 31 x 10.5 R15 Tire 7JJ Wheel
*3: Extra Long Wheelbase Model

■ FRONT SUSPENSION

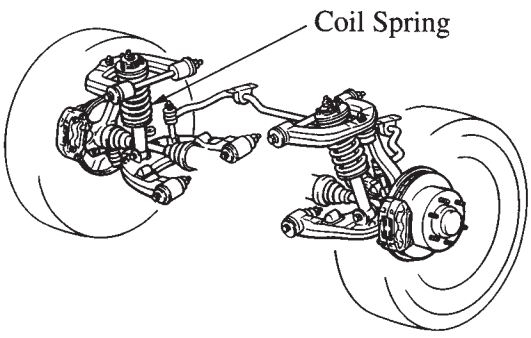
- A nachlauf caster configuration has been adopted in the front suspension of the 2WD model to offset the wheel center to the rear of the kingpin axis. This enables the front suspension to provide a large cast trail even when the caster angle remains the same. As a result, the vehicle's high–speed stability on straightline and lane change operations has been finely tuned.



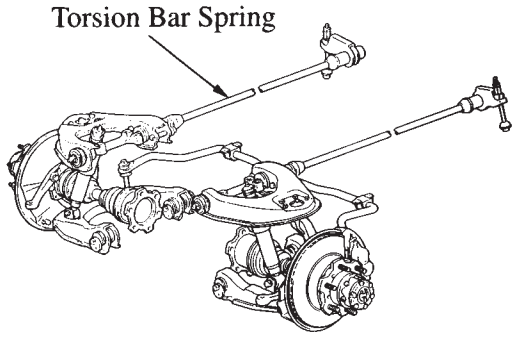
- On the 4WD model, the upper arm is mounted higher and the lower arm is longer than on the '95 Truck. This allows excellent steering feeling to be realized by decreasing the kingpin inclination, kingpin offset and spindle offset.



- The front suspension of both the 2WD and 4WD models use the same double–wishbone independent suspension used on the '95 Truck. However, the suspension spring has been changed from the torsion bar spring to the coil spring.



Toyota Tacoma (For 4WD Model)

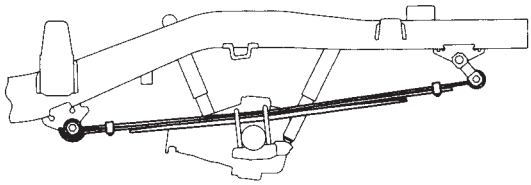


'95 Truck (For 4WD Model)

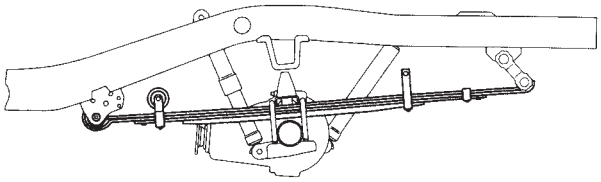
■ REAR SUSPENSION

The basic construction and operation of the rear suspension are the same as in the '95 Truck. However, the component layout and characteristics for both the 2WD and 4WD models have been changed as described below.

- The leaf spring configuration has been changed from 4 leaves to 3 to reduce interleaf friction and unsprung weight, thereby making the ride more comfortable.

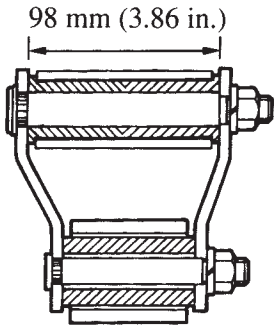


Toyota Tacoma

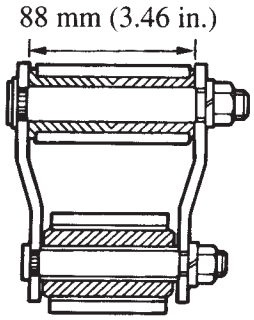


'95 Truck

- The support of the spring shackle on the frame side has been enlarged by 10 mm (0.40 in.), enhancing suspension lateral rigidity.



Toyota Tacoma



'95 Truck

- The leaf spring is mounted to the bracket 20 mm (0.79 in.) lower to provide constant understeer to the axle steer that is generated during cornering, regardless of the movable load. As a result, an excellent steering stability, particularly stability under load, has been realized.

