

## **Suspension**

When each corner of the vehicle is pushed down, there should be no excessive stiffness or excessive bouncing

All road springs (both coiled and leaf types), anti-roll bars and suspension links must not be broken, corroded to excess, must be complete (and not cut down to lower the suspension), and sit correctly in their mountings. Any rubber mounting points must not be excessively worn, perished or split/cracked

Shock absorbers must be free from leaks and work

The suspension must remain free from touching any body work or any other components

Front wheel drive shafts must be secure, undamaged, and the outer CV joint rubber covers or all couplings secure and undamaged.