

ABSTRACT

Provided is a vehicle capable of adjusting a maximum inclination angle at the time of leaning. A vehicle includes a saddle, a wheel, a handlebar, a frame 5, and a differential lean mechanism 6A. The differential lean mechanism 6A includes a differential lean link 62 turnably attached to a shaft 631 and having both ends connected to both wheels via swing arms 51, an annular first cam 632 turnably attached to the shaft 631 and turning integrally with the differential lean link 62, an annular second cam 633 non-rotatably attached to the shaft 631 and fitted in the first cam 632, a slider 634 that moves the position of the second cam 633 along the shaft 631, and a spring holder 635 that restricts movement of the second cam 633 in a direction away from the first cam 632. The first cam 632 and the second cam 633 are fitted by fitting corrugated surfaces corresponding to each other.