

2. Front Axle

A: GENERAL

- The inboard end of each axle shaft is connected to the transmission via a constant velocity joint which is flexible in the axial directions while the outboard end is connected via a bell joint (BJ) to the wheel hub which is supported by a taper roller bearing located inside the axle housing. The BJ features a large operating angle.

Both the constant velocity joints ensure smooth, regular rotation of the drive wheels with minimum vibration.

- The bearing is a preloaded, non-adjustable tapered roller unit bearing. Each hub is fitted in the axle housing via the tapered roller bearing.
- The BJ's spindle is splined to the hub and is secured with an axle nut clinched to it.
- The disc rotor is an external mounting type. It is secured to the disc wheel using hub bolts to facilitate maintenance of the disc rotor.

1) 3.0 L engine models

- The hubs are induction-hardened.

2) 2.5 L engine models

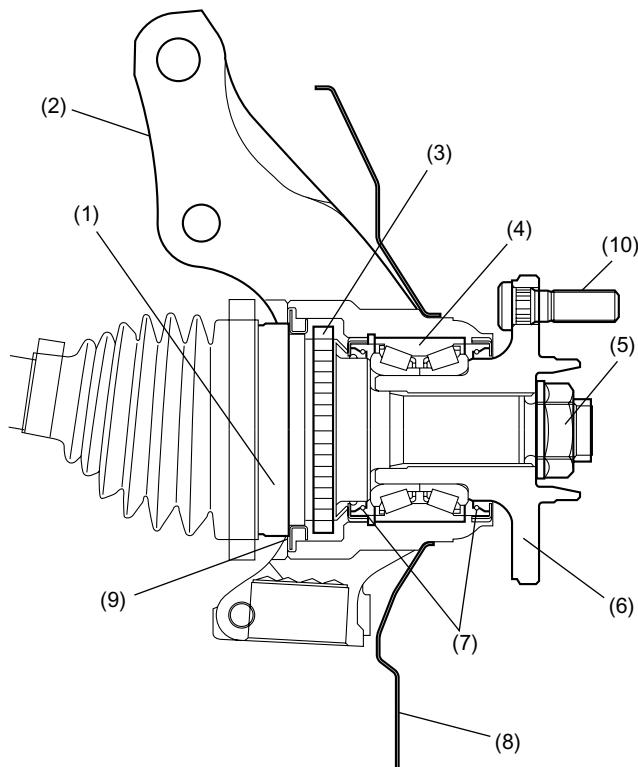
- The hubs are same as those used in the previous model.

3) Driveshaft types

- BAJA non-turbo AT models: AARI type (female spindle)
- BAJA turbo AT models: AARI type (male spindle)
- BAJA turbo MT models: AARI type (male spindle)
- Others: SFJ type

FRONT AXLE

DRIVE SHAFT SYSTEM

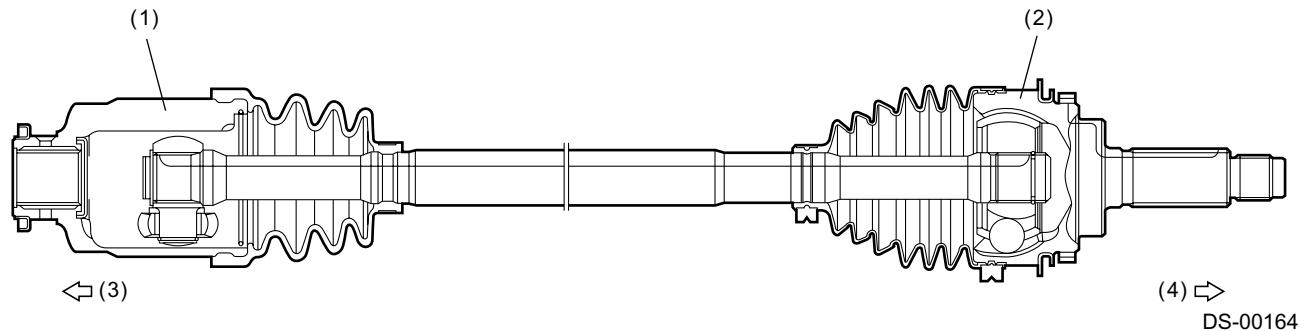


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(1) Bell joint (BJ)	(5) Axle nut	(9) Baffle plate
(2) Axle housing	(6) Hub	(10) Hub bolt
(3) Tone wheels	(7) Oil seal	
(4) Bearing	(8) Brake backing plate	

B: FRONT DRIVE SHAFT**1. SFJ TYPE**

- A shudder-less free ring tripod joint (SFJ) is used on the differential side of each front drive shaft. The SFJ can be disassembled for maintenance. It provides a maximum operating angle of 25° and can move in axial directions.
- A bell joint (BJ) is used on the wheel side of each front drive shaft. The BJ's maximum operating angle is 47.5°.



(1) Shudder-less free ring tripod joint (SFJ)
(2) Bell joint (BJ)

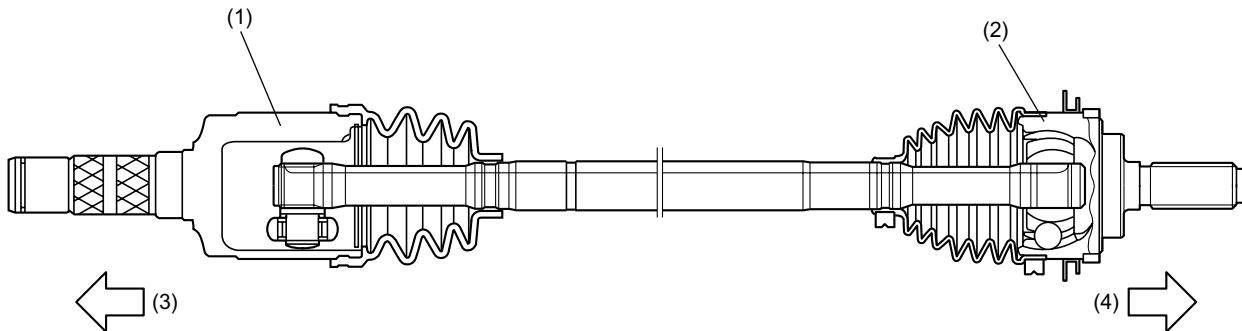
(3) Transmission side
(4) Wheel side

FRONT AXLE

DRIVE SHAFT SYSTEM

2. AARI TYPE

- An AARI (Angular Adjusted Roller-improved) joint is used on the transmission side of each front drive shaft. The AARI can be disassembled for maintenance. The AARI provides a maximum operating angle of 23° and can move in axial directions.
- An AC (Angular Contact) joint is used on the wheel side of each front drive shaft. The AC's maximum operating angle is 47.5°.



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(1) AARI
(2) AC

(3) Transmission side
(4) Wheel side

NOTE:

- The male spindle type is shown.
- AARI with female spindle also exists. (for BAJA non-turbo AT models)