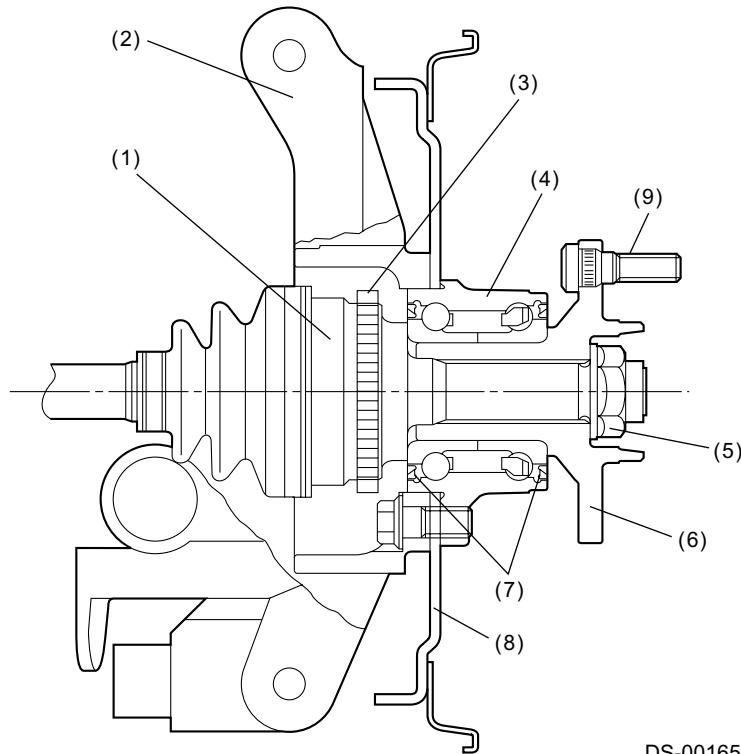


3. Rear Axle

A: GENERAL

- The inboard end of each axle shaft is connected to the differential via a constant velocity joint (double offset joint: DOJ) which is flexible in the axial directions.
- The axle shaft's outboard end is connected via a bell joint (BJ) to the wheel hub which is supported by the hub unit bearing. The BJ features a large operating angle. Both the constant velocity joints (DOJ and BJ) ensure smooth, regular rotation of the drive wheels with minimum vibration.
- The hub unit bearing's outer race forms integral part of the mounting flange. The hub unit bearing is bolted to the rear knuckle arm with the brake backing plate in between. Oil seals are fitted on both sides of the bearing. The bearing is a preloaded, non-adjustable angular contact ball unit bearing.
- The BJ's spindle is splined to the hub and is secured with an axle nut clinched to it.
- The disc rotor and drum are an external mounting type. It is secured to the disc wheel using hub bolts to facilitate maintenance of the disc rotor and drum.



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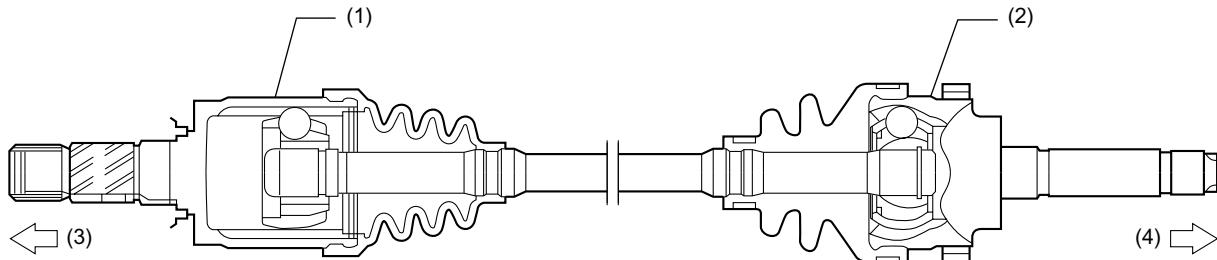
(1) Bell joint (BJ)	(6) Hub
(2) Rear knuckle arm	(7) Oil seal
(3) Tone wheels	(8) Brake backing plate
(4) Hub unit bearing	(9) Hub bolt
(5) Axle nut	

REAR AXLE

DRIVE SHAFT SYSTEM

B: REAR DRIVE SHAFT

- A double offset joint (DOJ) is used on the differential side of each rear drive shaft. The DOJ can be disassembled for maintenance. It provides a maximum operating angle of 23° and can move in axial directions.
- A bell joint (BJ) is used on the wheel side of each rear drive shaft. Its maximum operating angle is 42°.



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- (1) Double offset joint (DOJ)
- (2) Bell joint (BJ)
- (3) Differential side
- (4) Wheel side