

DRIVESHAFT SYSTEM

DS

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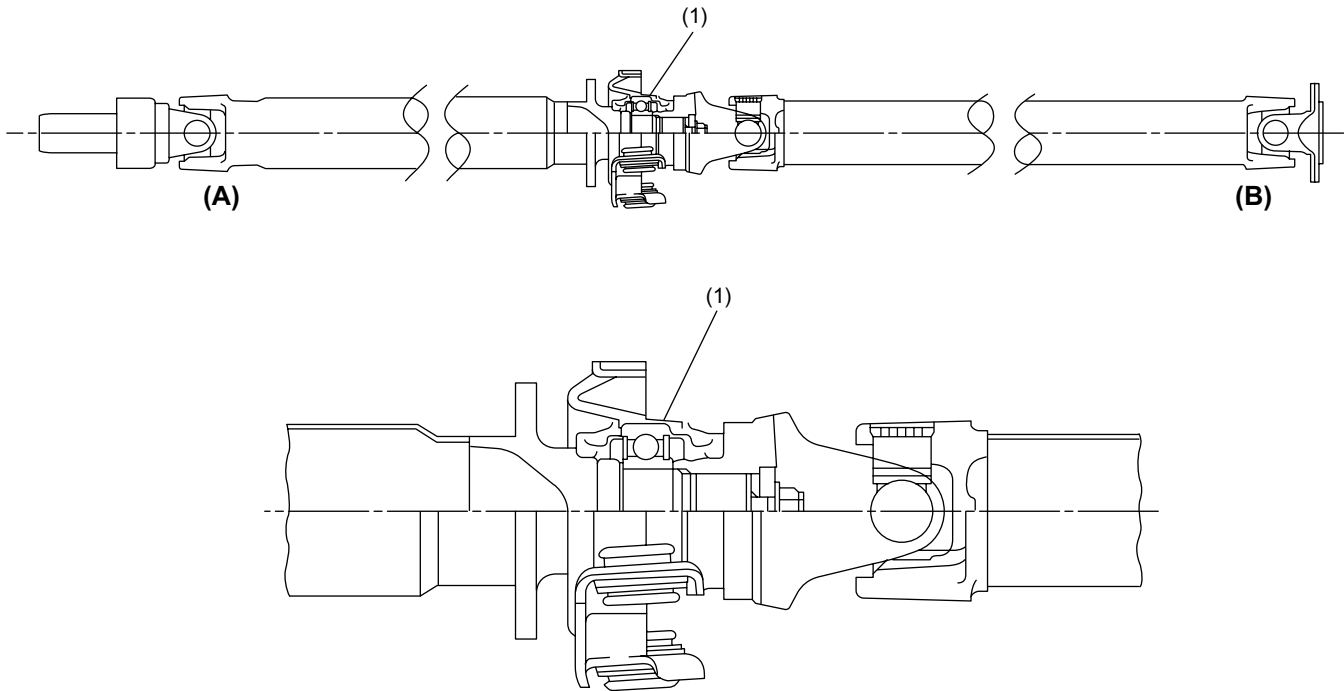
PROPELLER SHAFT

DRIVESHAFT SYSTEM

1. Propeller Shaft

A: NON-TURBO MODELS

The propeller shaft is of a two-piece design that uses three joints.



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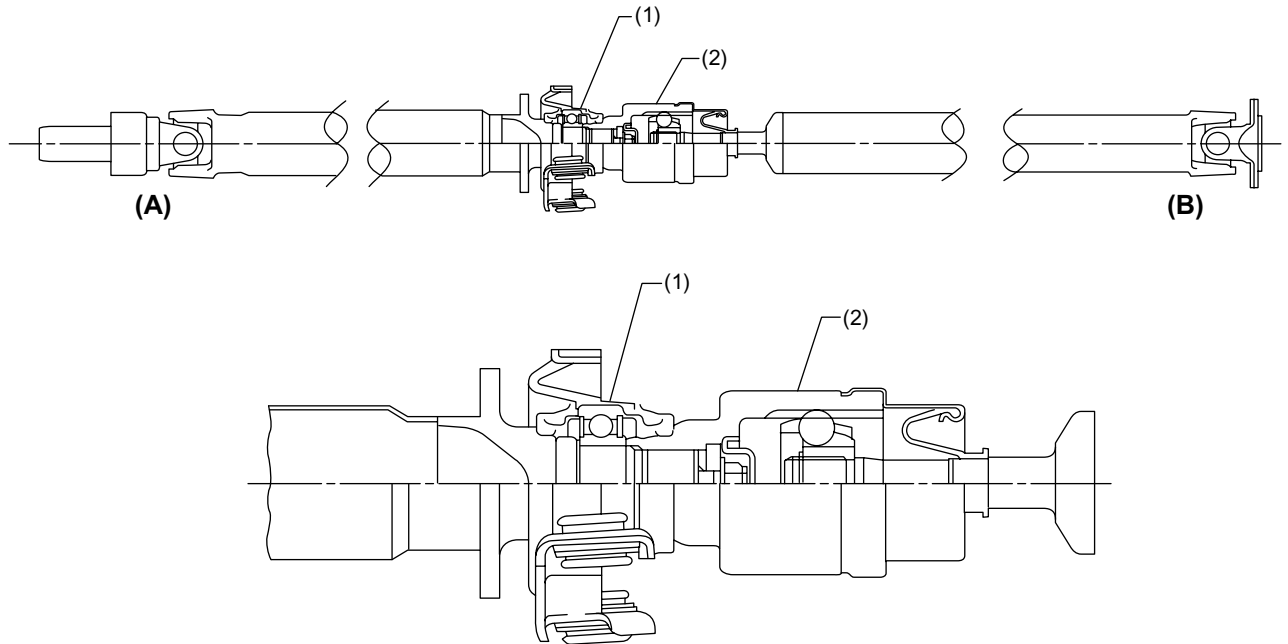
(1) Center bearing

(A) Transmission side

(B) Rear differential side

B: TURBO MODELS

The propeller shaft uses constant velocity joints for quiet operation of the driveline components. The center joint is a double offset joint (DOJ) type which can extend and retract in the axial directions.



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(1) Center bearing

(2) DOJ

(A) Transmission side

(B) Rear differential side

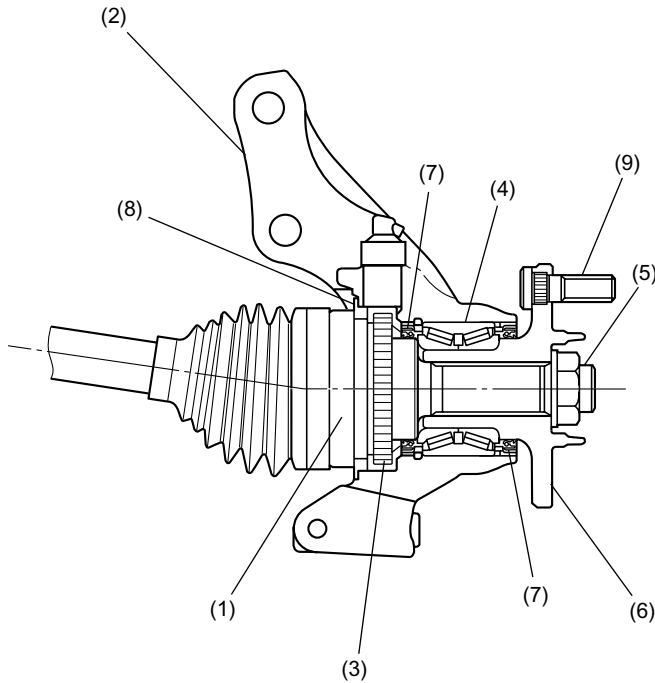
FRONT AXLE

DRIVESHAFT SYSTEM

2. Front Axle

A: GENERAL

- The inboard end of the axle shaft is connected to the transmission via a constant velocity joint (pillow tripod joint: PTJ) which is flexible in the axial directions, while the outboard end is connected via a high efficiency compact ball fixed joint (EBJ) to the wheel hub which is supported by a taper roller bearing located inside the axle housing. Both the constant velocity joints (PTJ and EBJ) ensure smooth, regular rotation of the drive wheels with minimum vibration.
- The bearing is a preloaded, non-adjustable taper roller unit type. Each hub is fitted in the axle housing via the tapered roller bearing.
- The EBJ'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.

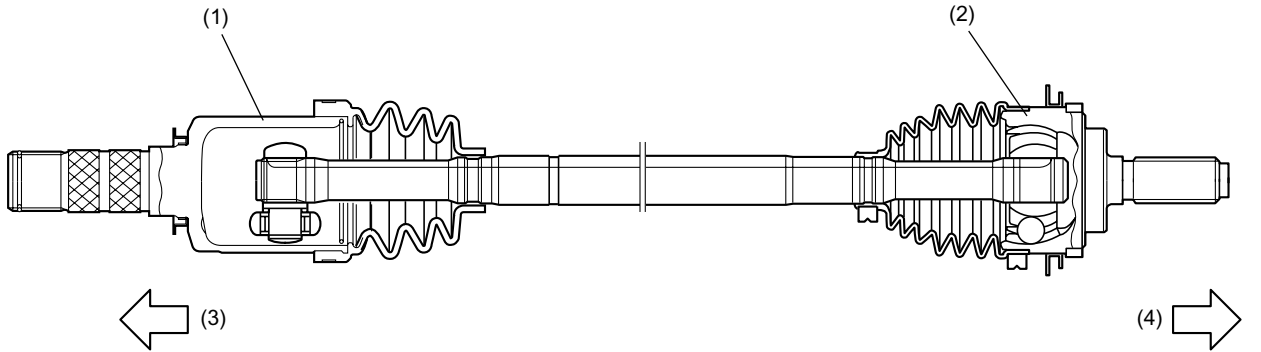


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- | | | |
|------------------|--------------|------------------|
| (1) EBJ | (4) Bearing | (7) Oil seal |
| (2) Axle housing | (5) Axle nut | (8) Baffle plate |
| (3) Tone wheels | (6) Hub | (9) Hub bolt |

B: FRONT DRIVESHAFT

- A pillow tripod joint (PTJ) is used on the differential side of each front driveshaft. The PTJ can be disassembled for maintenance. It can be moved in the axial directions.
- A high efficiency compact ball fixed joint (EBJ) is used on the wheel side of each front driveshaft.



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(1) PTJ

(2) EBJ

(3) Transmission side

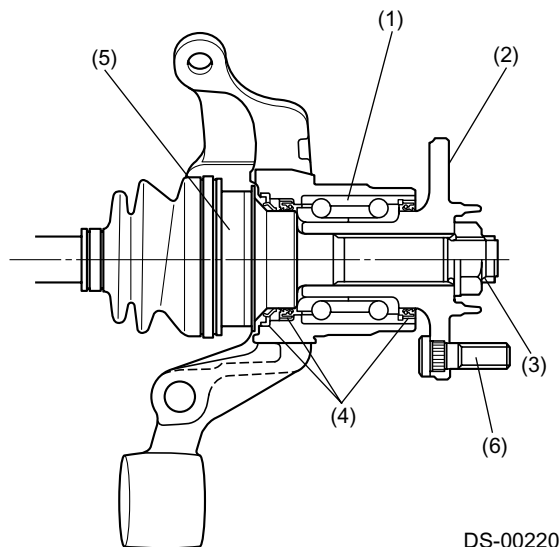
(4) Wheel side

3. Rear Axle

A: GENERAL

1. NON-TURBO MODELS

- The inboard end of each axle shaft is connected to the transmission via a double offset joint (DOJ) which can extend and retract in the axial directions.
- The outboard end of the axle shaft is supported by angular contact ball bearings located inside the axle housing via a bell joint (BJ). Both the constant velocity joints (DOJ and BJ) ensure smooth, regular rotation of the drive wheels with minimum vibration.
- The bearing is a preloaded, non-adjustable angular contact ball unit type. Each hub is fitted in the axle housing via the angular contact ball bearing.
- The BJ's spindle is splined to the hub and is secured with an axle nut clinched to it.
- The disc rotor or brake drum is held in position by the hub bolts and wheel nuts together with the wheel. This facilitates removal and installation of the disc rotor or brake drum and thus improves serviceability.

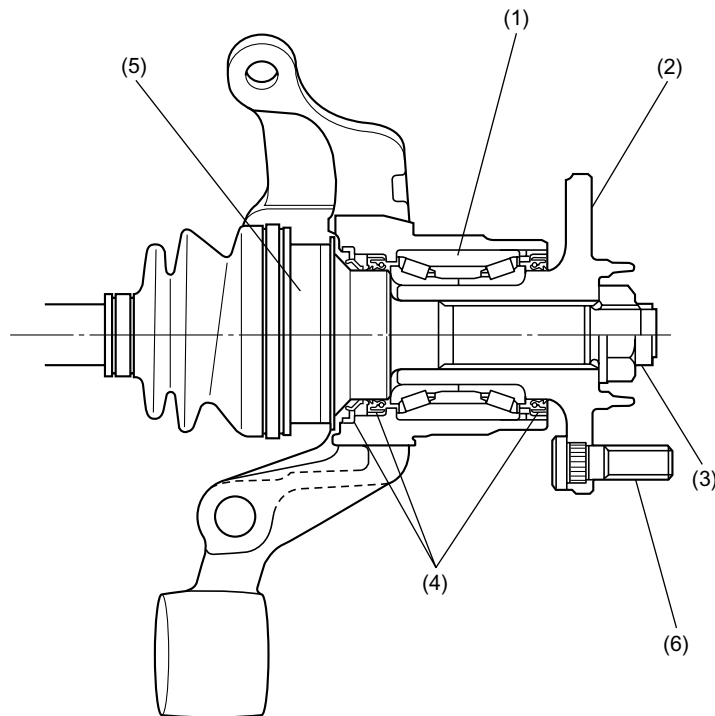


- (1) Bearing
- (2) Hub
- (3) Axle nut

- (4) Oil seal
- (5) BJ
- (6) Hub bolt

2. TURBO MODELS

- The inboard end of each axle shaft is connected to the transmission via a double offset joint (DOJ) which can extend and retract in the axial directions.
- The outboard end is supported by taper roller bearings located inside the axle housing via a high efficiency compact ball fixes joint (EBJ). Both the constant velocity joint (DOJ and EBJ) ensure smooth, regular rotation of the drive wheels with minimum vibration.
- The bearing is a preloaded, non-adjustable taper roller unit type. Each hub is fitted in the axle housing via the taper roller bearing.
- The EBJ's spindle is splined to the hub and is secured with an axle nut clinched to it.
- The disc rotor is held in position by the hub bolts and wheel nuts together with the wheel. This facilitates removal and installation of the disc rotor and thus improves serviceability.



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- (1) Taper roller bearing
- (2) Hub
- (3) Axle nut

- (4) Oil seal
- (5) EBJ
- (6) Hub bolt

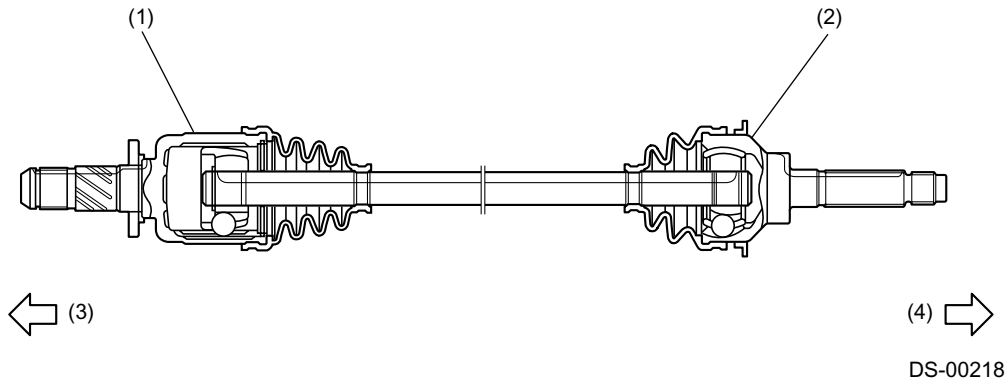
REAR AXLE

DRIVESHAFT SYSTEM

B: REAR DRIVESHAFT

1. NON-TURBO MODELS

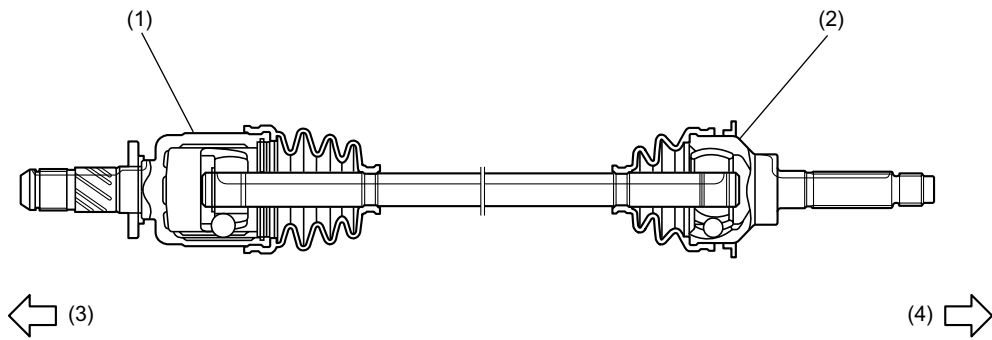
- A double offset joint (DOJ) is used on the differential side of each rear driveshaft. The DOJ can be disassembled for maintenance. The DOJ can be moved in the axial directions.
- A bell joint (BJ) is used on the wheel side of each driveshaft.



- (1) DOJ
- (2) BJ
- (3) Differential side
- (4) Wheel side

2. TURBO MODELS

- A double offset joint (DOJ) is used on the differential side of each rear driveshaft. The DOJ can be disassembled for maintenance. The DOJ can be moved in the axial directions.
- A high efficiency compact ball fixed joint (EBJ) is used on the wheel side of each rear driveshaft.



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- (1) DOJ
- (2) EBJ
- (3) Differential side
- (4) Wheel side

REAR AXLE

DRIVESHAFT SYSTEM

MEMO