DRIVELINE/AXLE

03
SECTION

03–00 OUTLINE

DRIVELINE/AXLE ABBREVIATIONS

DPE030000000T01

ATX	Automatic Transaxle
LH	Left Hand
RH	Right Hand
~~MTX~~	~~Manual Transaxle~~

DRIVELINE/AXLE NEW FEATURES

DPE030000000T02

Improved driveability	• Unit-design, double angular ball bearings with low rotational resistance adopted for ~~and~~ rear axles • Bell-shaped constant velocity joint adopted for wheel-side joint of front drive shaft • Tripod-shaped constant velocity joint adopted for differential-side joint of front drive shaft
Reduced vibration and noise	• Bell-shaped constant velocity joint adopted for wheel-side joint of front drive shaft • Tripod-shaped constant velocity joint adopted for differential-side joint of front drive shaft
Improved serviceability	• Unit bearings that require no preload adjustment adopted for the rear wheels

DRIVELINE/AXLE SPECIFICATIONS

DPE030000000T03

Item			Specifications			
			~~LC~~	LF		~~MZR-CD (RF Turbo)~~
				ATX	~~MTX~~	
Front axle						
Wheel bearing type			Angular ball bearing			
Rear axle						
Wheel bearing type			Angular ball bearing			
Front drive shaft						
Joint type	Wheel side		Bell joint			
	Differential side	RH	Tripod joint		~~Double offset joint~~	Tripod joint
		LH			~~Tripod joint~~	
Shaft diameter	RH	(mm {in})	26.0 {1.02}			
	LH					
Joint shaft						
Shaft diameter		(mm {in})	~~40.0 {1.57}~~	28.0 {1.10}	~~40.0 {1.57}~~	

03–11 FRONT AXLE

FRONT AXLE OUTLINE

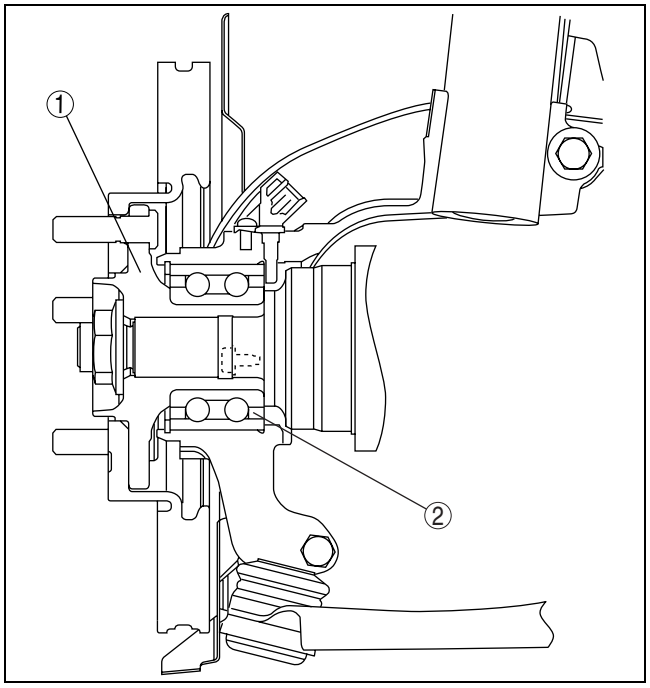
DPE031104000T01

Features

- Angular ball bearings with low rotational resistance have been adopted for the front axle wheel bearing. Due to this, driveability has been improved.

FRONT AXLE CROSS-SECTIONAL VIEW

DPE031104000T02



DPE311ZS1001

1	Wheel hub component
2	Wheel bearing

03–12 REAR AXLE

REAR AXLE OUTLINE

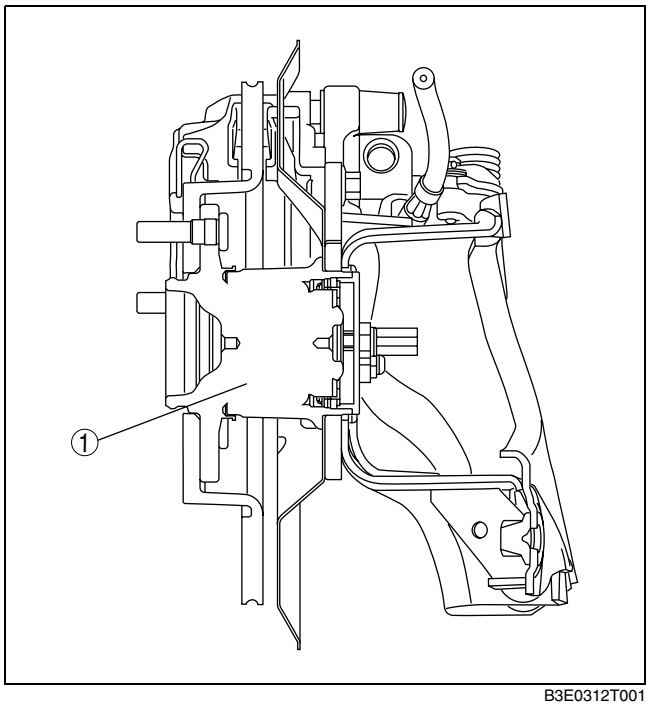
DPE031205000T01

Features

- Unit-design angular ball bearings have been adopted, improving driveability and serviceability.

REAR AXLE CROSS-SECTIONAL VIEW

DPE031205000T02



B3E0312T001

1	Rear wheel hub component (integrated with wheel bearing)

03–13 DRIVE SHAFT

FRONT DRIVE SHAFT OUTLINE

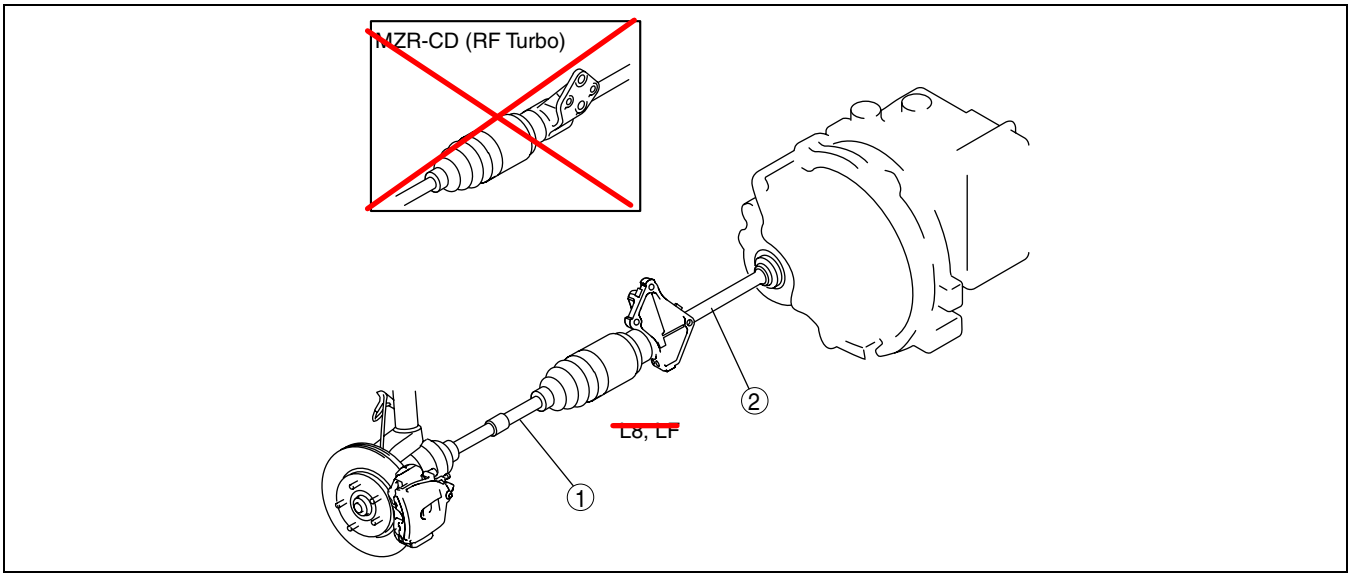
DPE031325500T01

Construction

- A bell joint has been adopted for the wheel-side constant velocity joint, reducing vibration and noise.
- A tripod joint ~~and double offset joint~~ have been adopted for the differential side constant velocity joint to reduce booming noise during high-speed driving and vibration when idling.
- ~~The double offset joint type drive shaft (for LF (MTX/RH)) is a single unit.~~

FRONT DRIVE SHAFT STRUCTURAL VIEW

DPE031325500T02



DPE313ZS1001

1	Front drive shaft
2	Joint shaft

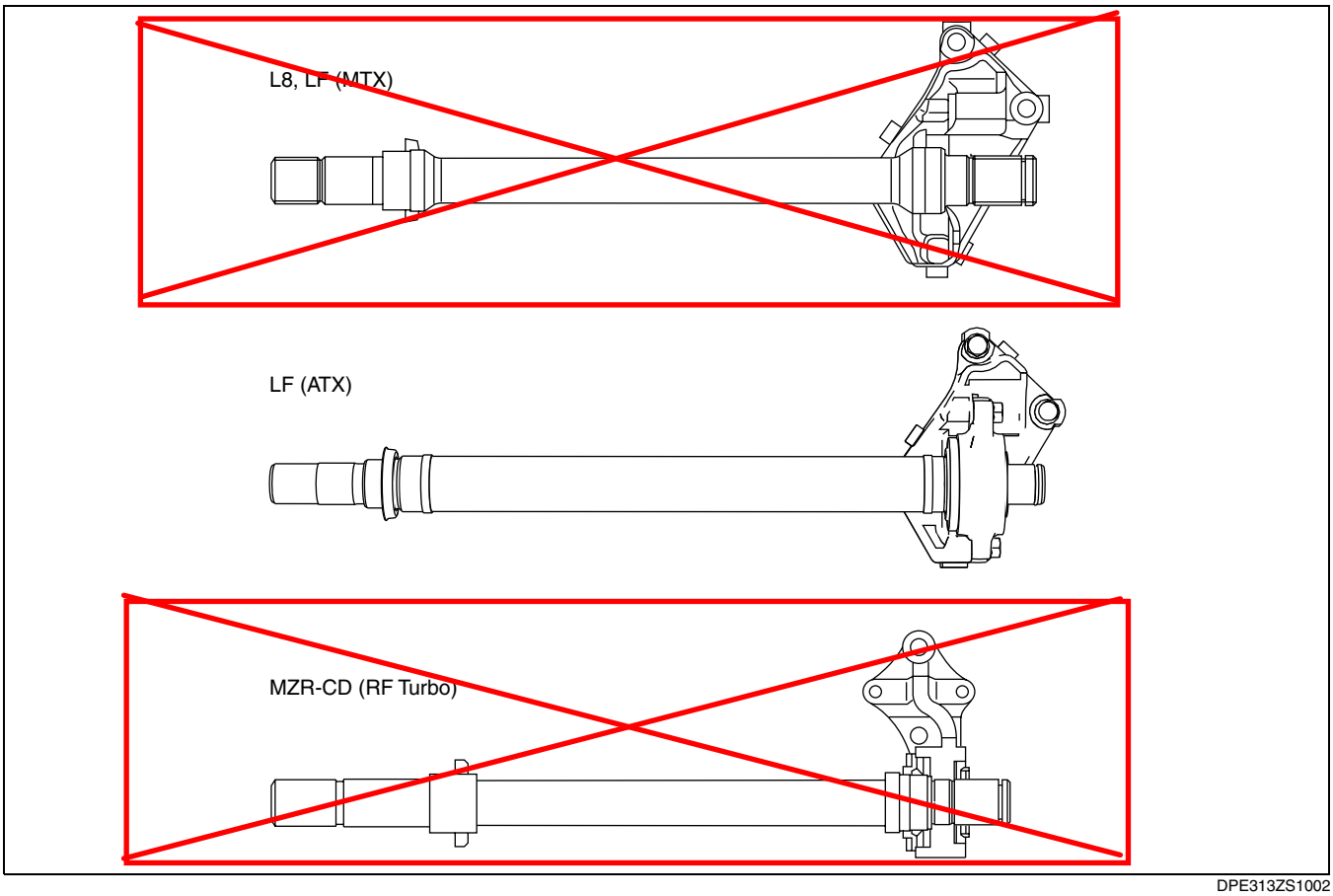
JOINT SHAFT OUTLINE

DPE031325700T01

Construction

- A joint shaft has been adopted to make the right and left sides of the drive shaft isometric, reducing torque

steer* when accelerating quickly from a standstill and improving driveability.



DPE313ZS1002

*Torque steer
The vehicle pulls to one side during acceleration from a standstill or normal acceleration due to a right-left difference in momentum created by engine torque.