

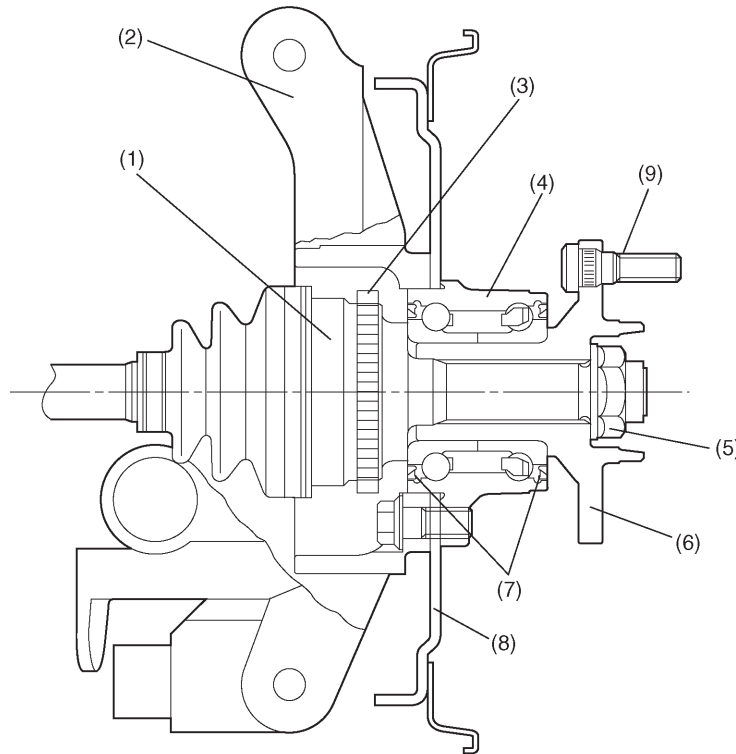
4-2 [M2A0] 2. Rear Axle

MECHANISM AND FUNCTION

2. Rear Axle

A: GENERAL

- The inboard end of the axle shaft is connected to the transmission via a constant velocity joint (double offset joint: DOJ) which provides flexible capabilities in the longitudinal direction.
- The outboard end is supported by hub unit bearing via a bell joint (BJ) which features a large operating angle. Since the drive shaft employs constant velocity joints, it provides smooth, even rotation of the drive wheels without any vibration.
- The hub unit bearing is used which has its outer race integrated with a mounting flange. The hub unit bearing is bolted to the rear arm with brake back plate in between. The oil seals are incorporated in the bearing. The bearing is a preloaded, non-adjustable angular contact ball unit type.
- The BJ's spindle is "serration-fitted" to the hub and is clinched to it with axle nuts.
- The disc rotor and drum are an external mounting type. It is secured together with the disc wheel using hub bolts to facilitate maintenance of the disc rotor and drum.

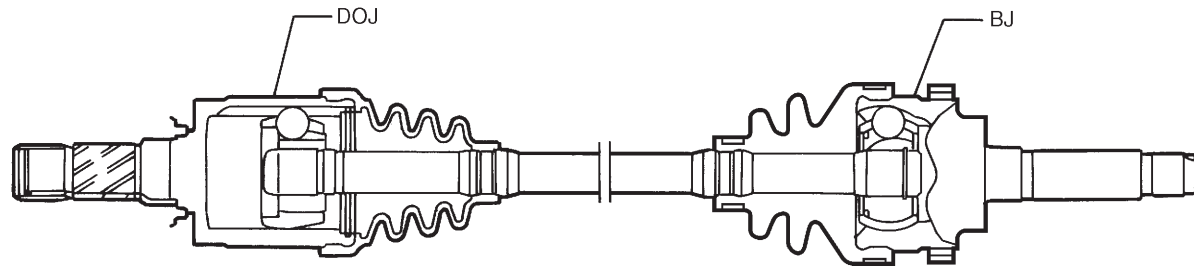


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|----------------------|----------------------|
| (1) BJ (Bell Joint) | (6) Hub |
| (2) Rear arm | (7) Oil seal |
| (3) Tone wheel | (8) Brake back plate |
| (4) Hub unit bearing | (9) Hub bolt |
| (5) Axle nut | |

B: REAR DRIVE SHAFT

- The constant-velocity joint on the differential side is a double offset joint (DOJ) which can be disassembled for maintenance. It provides the maximum operating angle of 23° and can be moved in the axial direction.
- The constant-velocity joint on the tire side is a bell joint (BJ) which provides a maximum operating angle of 42°.



← Differential side

Tire side →

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4-2

MECHANISM AND FUNCTION

MEMO