

## FRONT AXLE

DRIVESHAFT SYSTEM

### 2. Front Axle

#### A: GENERAL

##### 1. EXCEPT STi MODEL

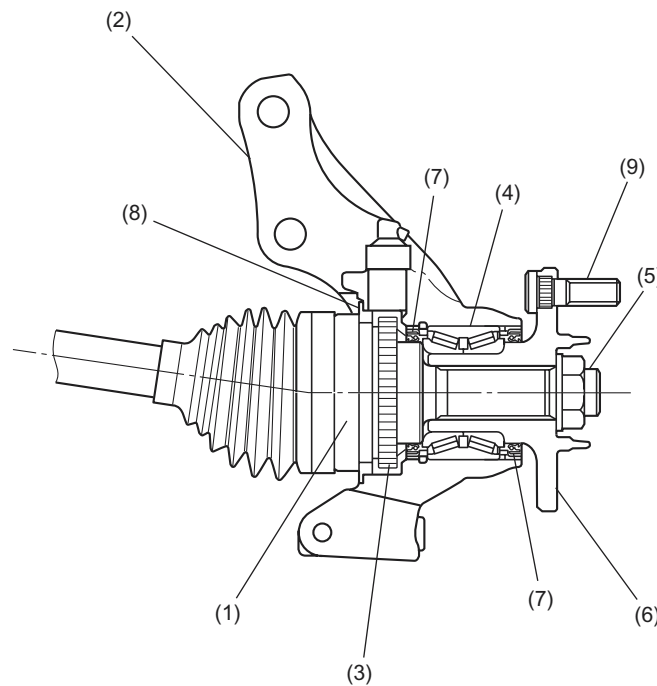
- The inboard end of the axle shaft is connected to the transmission via a constant velocity joint (shudder-less freering tripod joint: SFJ) which is flexible in the axial directions, while the outboard end is connected via a high efficiency compact ball fixed joint (EBJ) to the wheel hub which is supported by a taper roller bearing located inside the axle housing. The EBJ features a large operating angle.

Both the constant velocity joints (SFJ 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.



DS-00213

- (1) EBJ
- (2) Axle housing
- (3) Tone wheels

- (4) Bearing
- (5) Axle nut
- (6) Hub

- (7) Oil seal
- (8) Baffle plate
- (9) Hub bolt

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## FRONT AXLE

### DRIVESHAFT SYSTEM

#### 2. STi MODEL

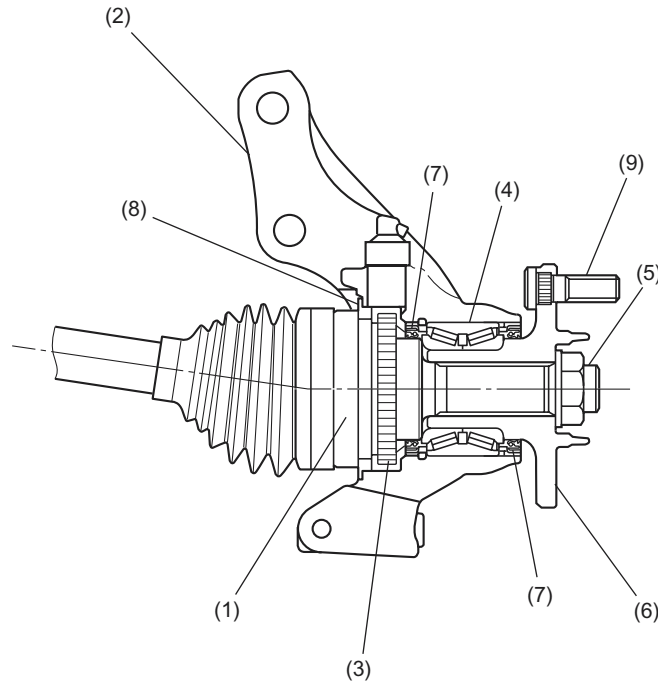
- The inboard end of the axle shaft is connected to the transmission via a constant velocity joint (double offset joint: DOJ) which is flexible in the axial directions, while the outboard end is connected via a bell joint (BJ) to the wheel hub which is supported by a taper roller bearing located inside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

Both the constant velocity joints (DOJ and BJ) 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.



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- (1) BJ
- (2) Axle housing
- (3) Tone wheels

- (4) Bearing
- (5) Axle nut
- (6) Hub

- (7) Oil seal
- (8) Baffle plate
- (9) Hub bolt

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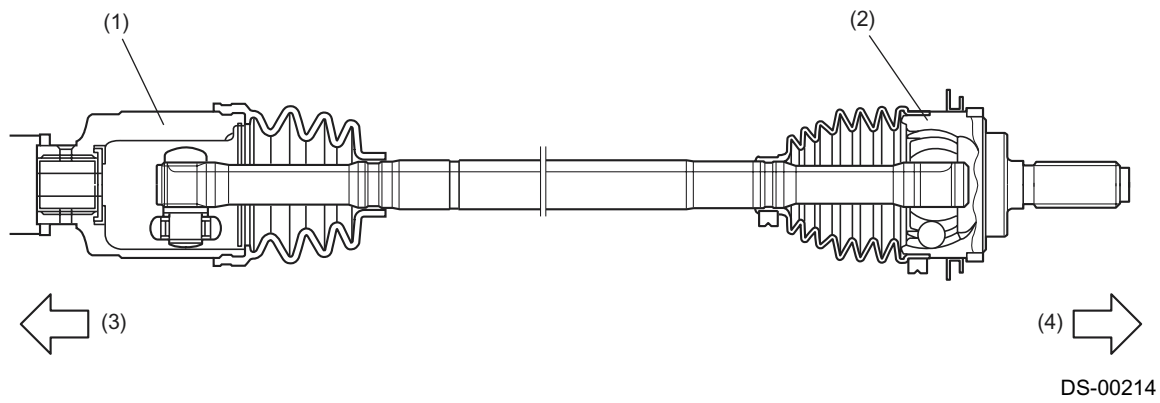
## FRONT AXLE

DRIVESHAFT SYSTEM

### B: FRONT DRIVESHAFT

#### 1. EXCEPT STi MODEL

- A shudder-less free ring tripod joint (SFJ) is used on the differential side of each front driveshaft. The SFJ can be disassembled for maintenance. It provides a maximum operating angle of  $25^{\circ}$  and 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. The EBJ's maximum operating angle is  $46.5^{\circ}$ .



(1) SFJ  
(2) EBJ

(3) Transmission side  
(4) Wheel side

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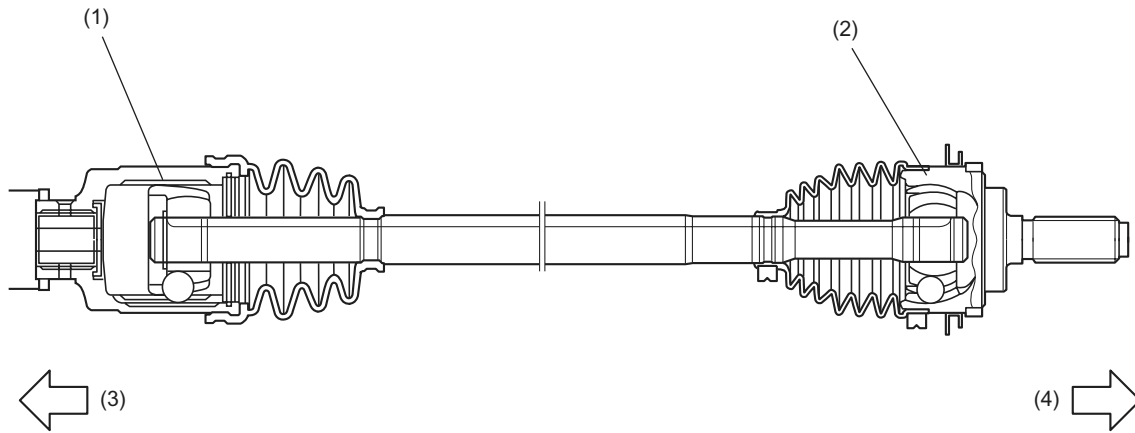
## FRONT AXLE

### DRIVESHAFT SYSTEM

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#### 2. STi MODEL

- A double offset joint (DOJ) is used on the differential side of each front driveshaft. The DOJ can be disassembled for maintenance. It provides a maximum operating angle of  $23^\circ$  and can be moved in the axial directions.
- A bell joint (BJ) is used on the wheel side of each front driveshaft. The BJ's maximum operating angle is  $47.1^\circ$ .



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- (1) DOJ  
(2) BJ

- (3) Transmission side  
(4) Wheel side

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