

REAR AXLE

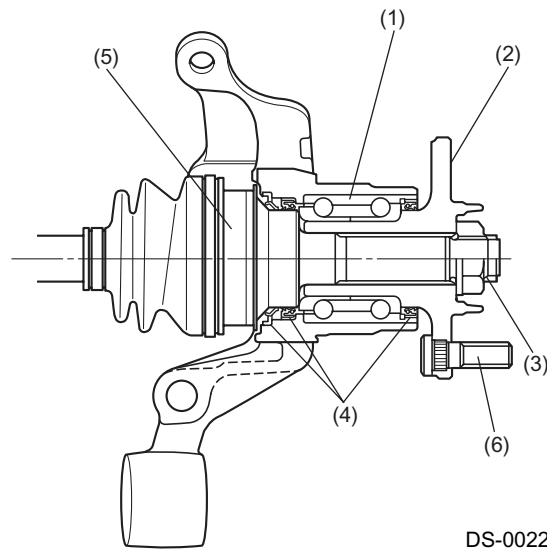
DRIVESHAFT SYSTEM

3. Rear Axle

A: GENERAL

1. EXCEPT DOHC 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) which 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 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

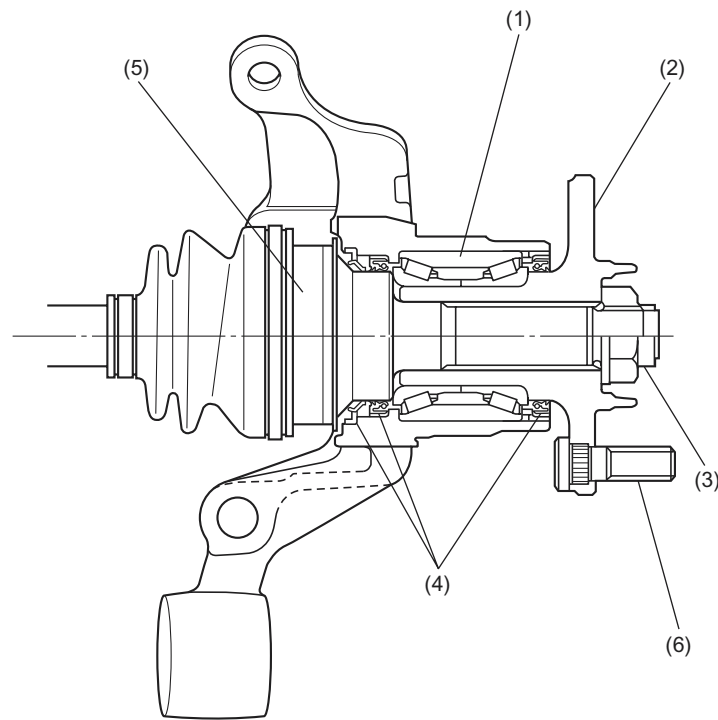
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REAR AXLE

DRIVESHAFT SYSTEM

2. DOHC 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) which features a large operating angle. 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 | (4) Oil seal |
| (2) Hub | (5) EBJ |
| (3) Axle nut | (6) Hub bolt |

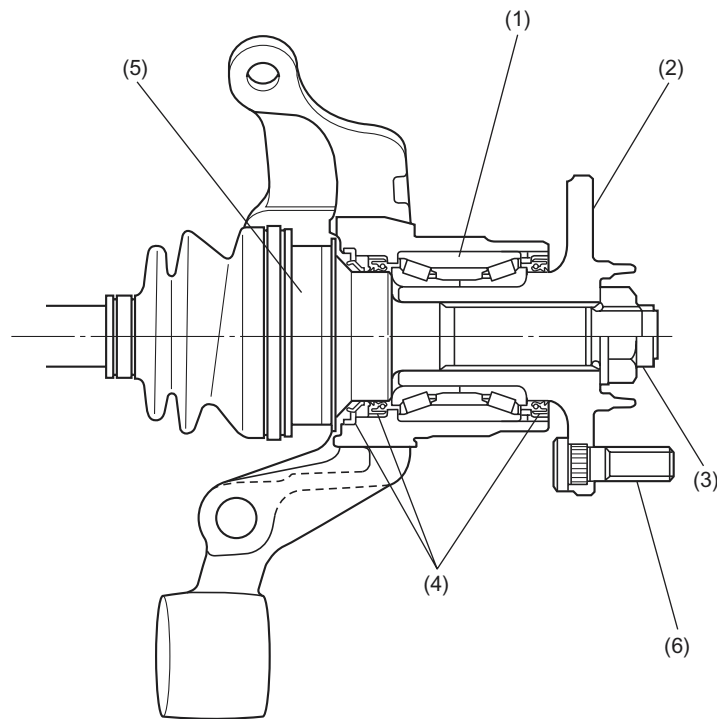
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REAR AXLE

DRIVESHAFT SYSTEM

3. STi MODEL

- 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 angular contact ball bearings located inside the axle housing via a bell joint (BJ) which features a large operating angle. Both the constant velocity joint (DOJ and BJ) 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 BJ'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 | (4) Oil seal |
| (2) Hub | (5) BJ |
| (3) Axle nut | (6) Hub bolt |

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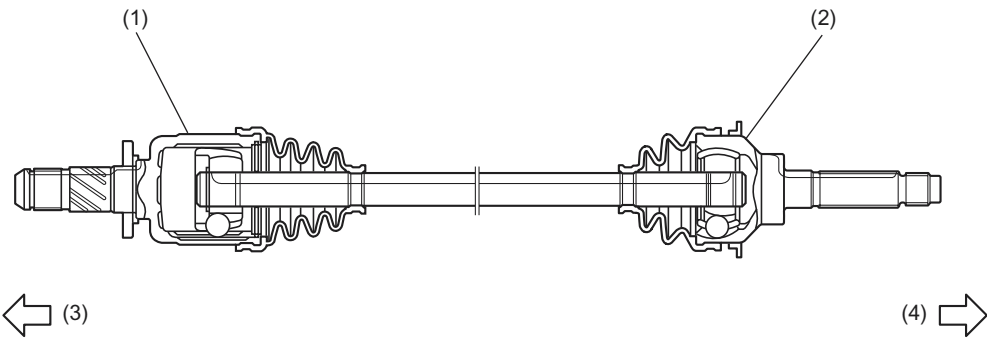
REAR AXLE

DRIVESHAFT SYSTEM

B: REAR DRIVESHAFT

1. EXCEPT DOHC 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 provides a maximum operating angle of 23° and can be moved in the axial directions.
- A bell joint (BJ) is used on the wheel side of each driveshaft. The BJ's maximum operating angle is 42° .



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

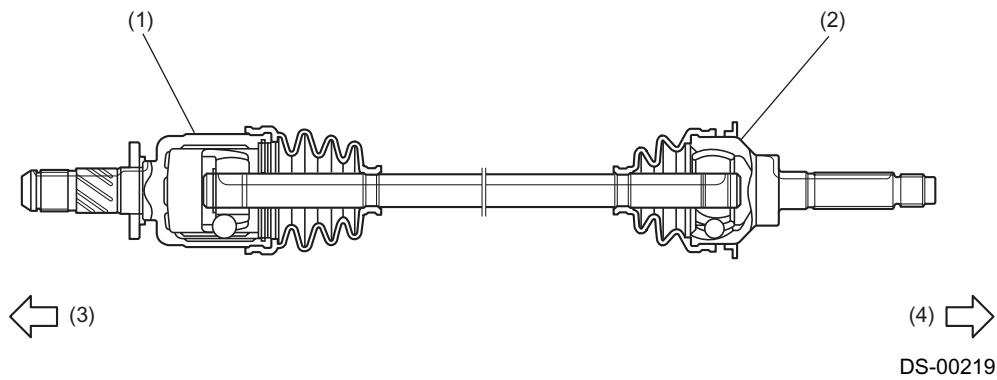
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REAR AXLE

DRIVESHAFT SYSTEM

2. DOHC 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 provides a maximum operating angle of 23° and 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. The EBJ's maximum operating angle is 42° .



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

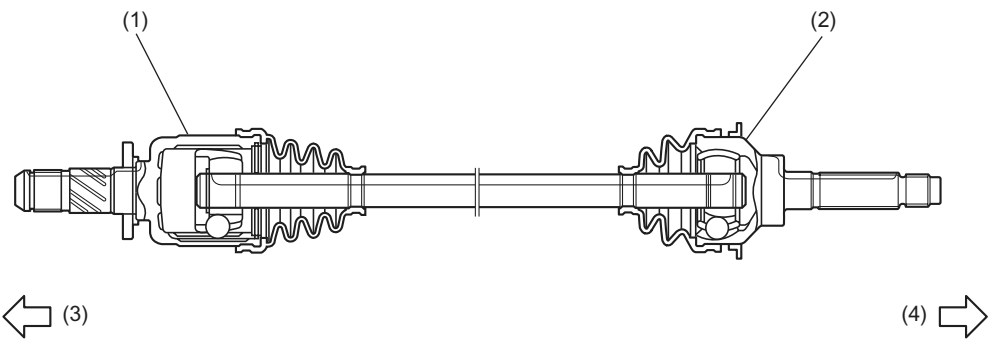
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REAR AXLE

DRIVESHAFT SYSTEM

3. STi MODEL

- A double offset joint (DOJ) is used on the differential side of each rear driveshaft. The DOJ can be disassembled for maintenance. The DOJ provides a maximum operating angle of 23° and can be moved in the axial directions.
- A bell joint (BJ) is used on the wheel side of each rear driveshaft. The BJ's maximum operating angle is 43° .



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

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