

# FRONT AND REAR AXLE

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67U09X-501

## OUTLINE

### OUTLINE OF CONSTRUCTION

The independent rear suspension (IRS) has necessitated the adoption of:

- long type differential
- differential mounting
- driveshafts
- rear axle bearing housing
- angular type wheel bearing

The power from the propeller shaft is transmitted to the rear wheel hub through the differential and driveshafts.

To reduce weight, aluminum material is used as follows:

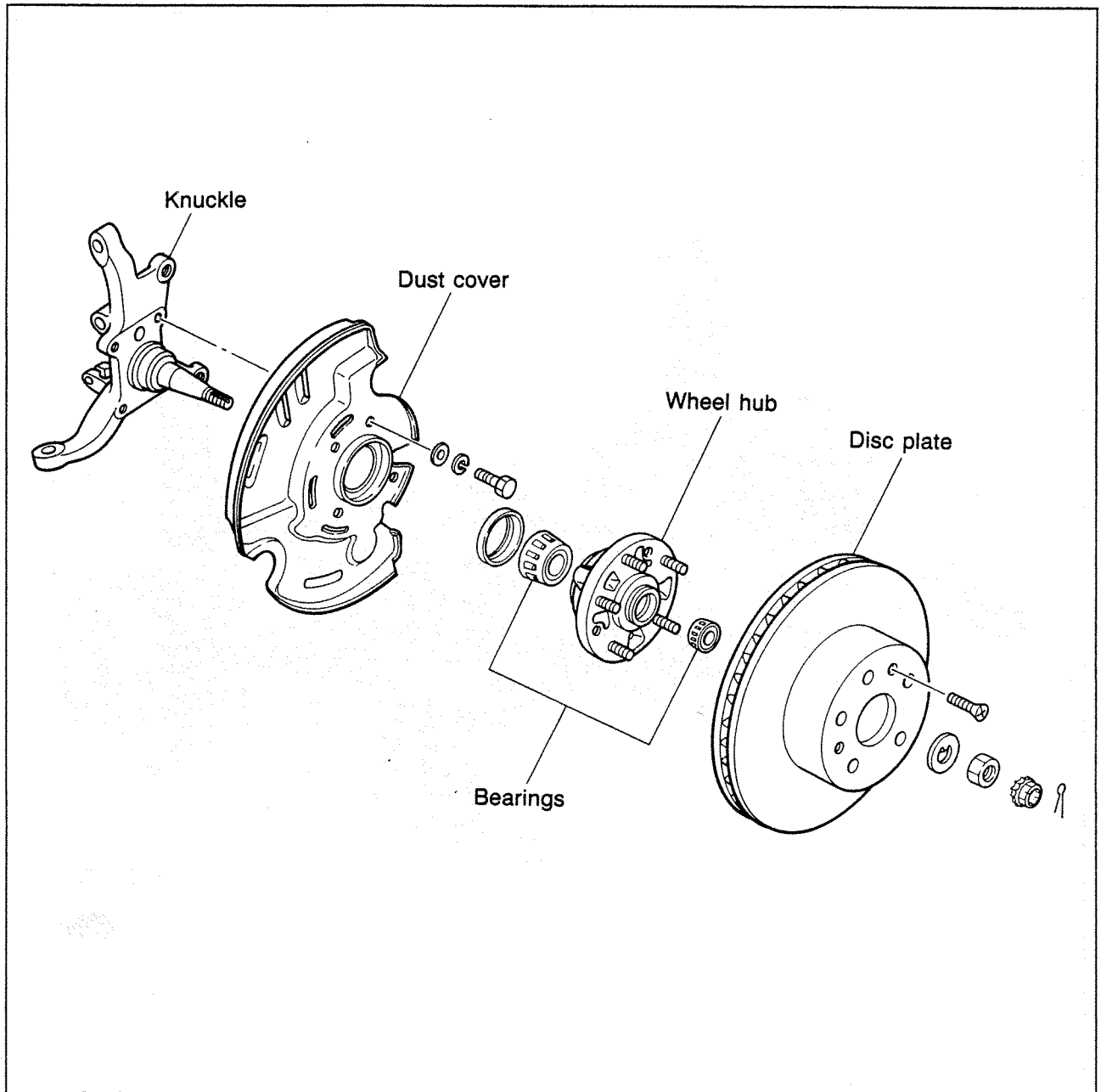
- front wheel hub
- differential case
- rear bearing housing

### SPECIFICATIONS

		New model		Previous model	
Axle shaft support		Independent rear suspension with drive shafts		Semi-floating type	
Differential		<b>AUSTRALIA</b>	<b>EXCEPT AUSTRALIA</b>	<b>AUSTRALIA</b>	<b>EXCEPT AUSTRALIA</b>
	Type	Standard, LSD	Standard	Standard	Standard, LSD
	Reduction gear	Hypoid gear			
	Reduction ratio (AT)	4.100 (3.909)	4.300	3.909	3.933
	Differential gear	Straight-bevel gear			
	Number of teeth	Ring gear M/T(A/T)	41 (43)	43	43
Drive piston M/T(A/T)		10 (11)	10	11	15

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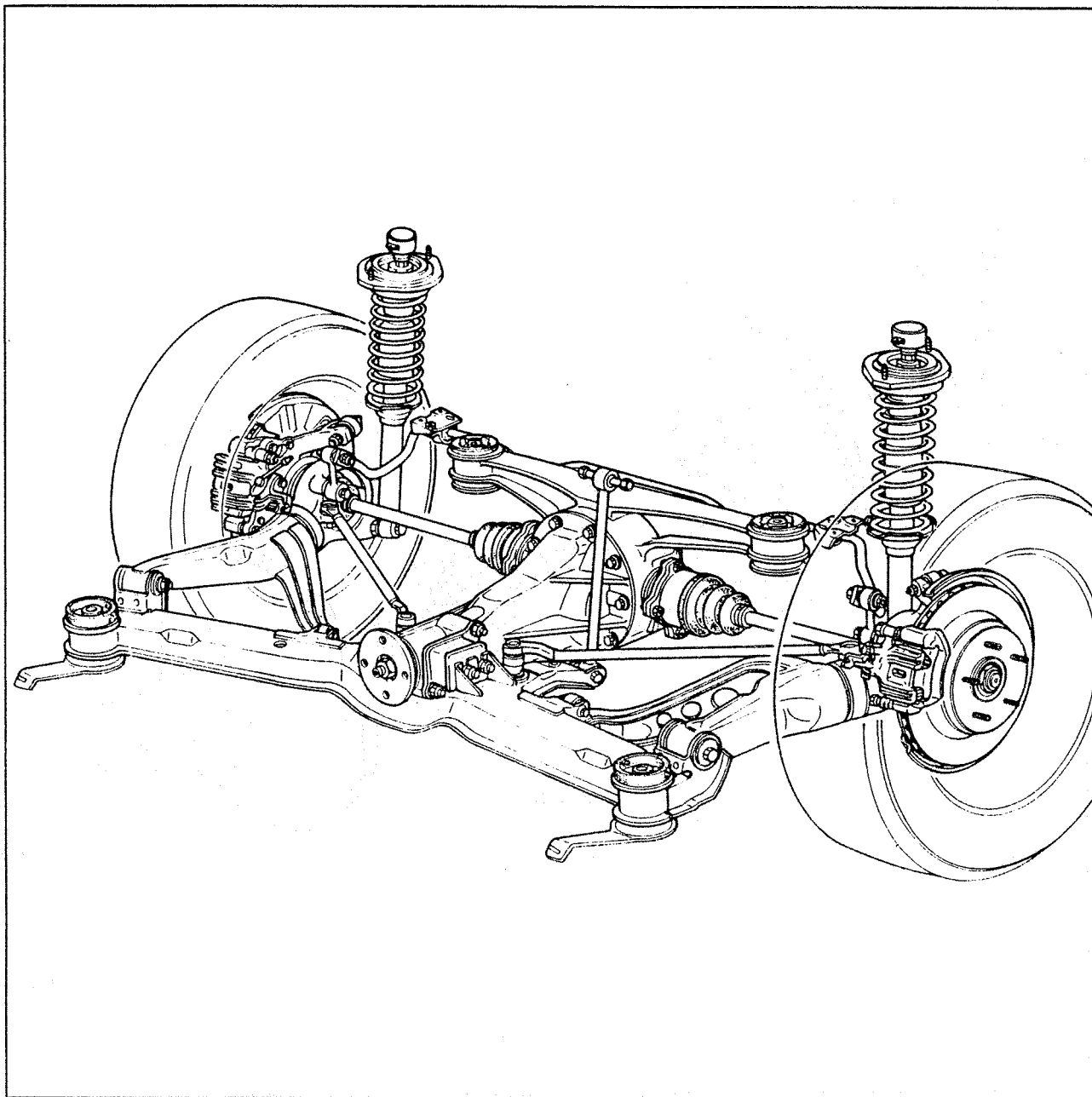
# FRONT AXLE



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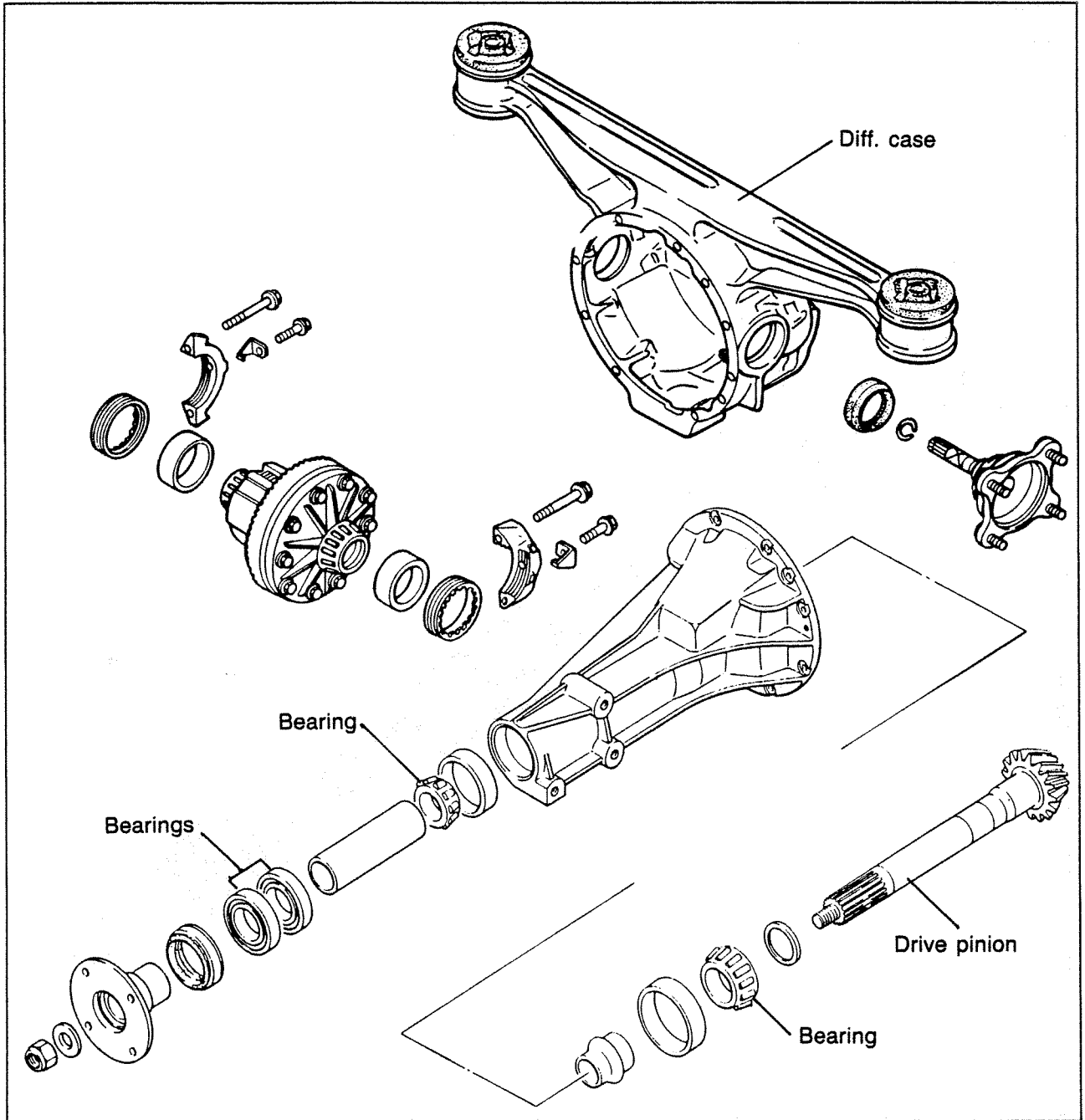
The front axle is the same design as the previous model, but to reduce weight, the wheel hub is made of aluminum.

## DIFFERENTIAL



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The long type differential is adopted, the differential mountings are separate from the rear suspension, to reduce the differential noise.



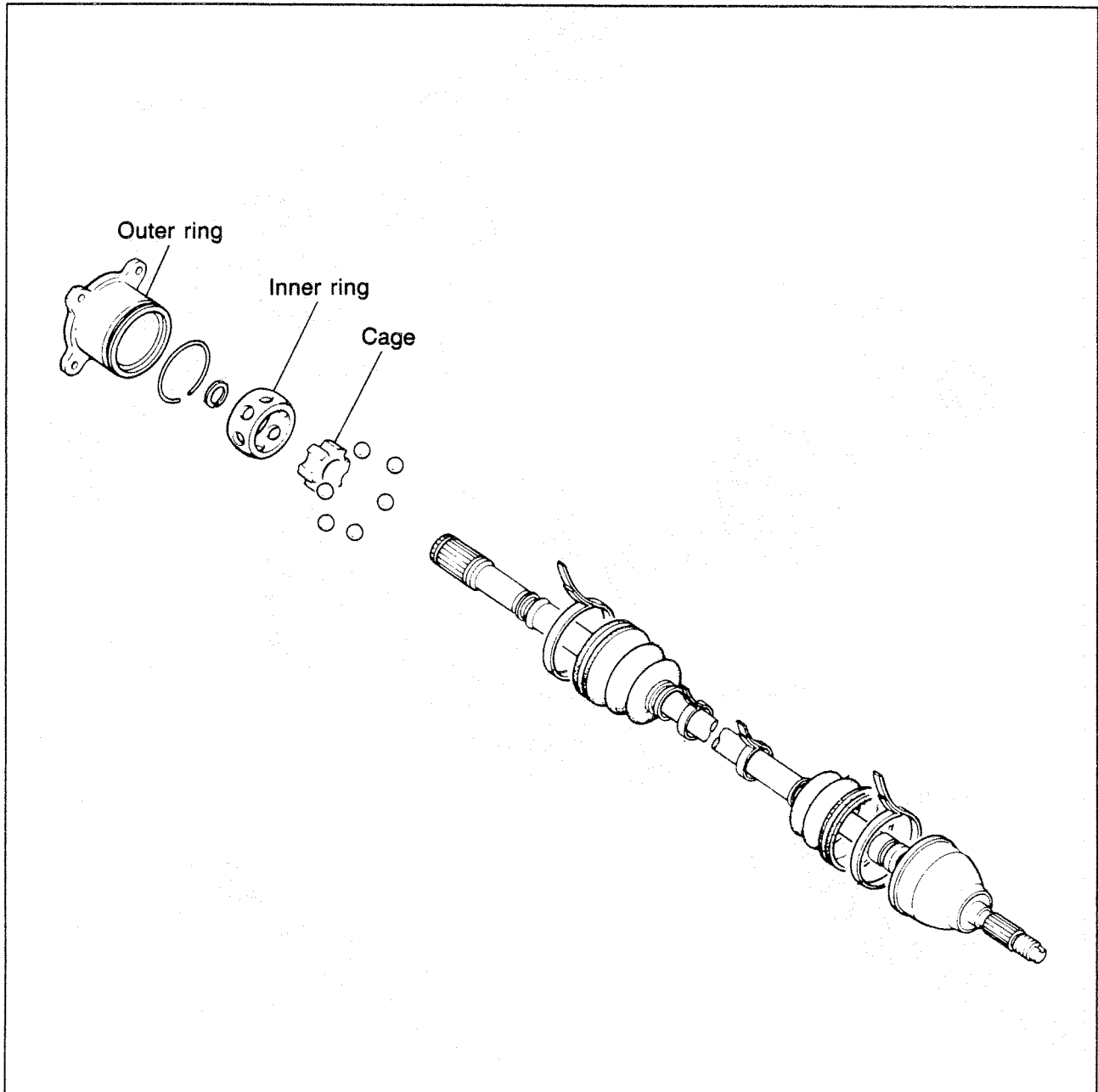
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To reduce weight, the differential case is made of aluminum.

The construction of differential (standard differential and limited slip differential) is basically the same as the previous model, except the length of the differential carrier and drive pinion are increased.

The drive pinion is supported by four bearings (front bearings, center bearing and rear bearing) to improve reliability.

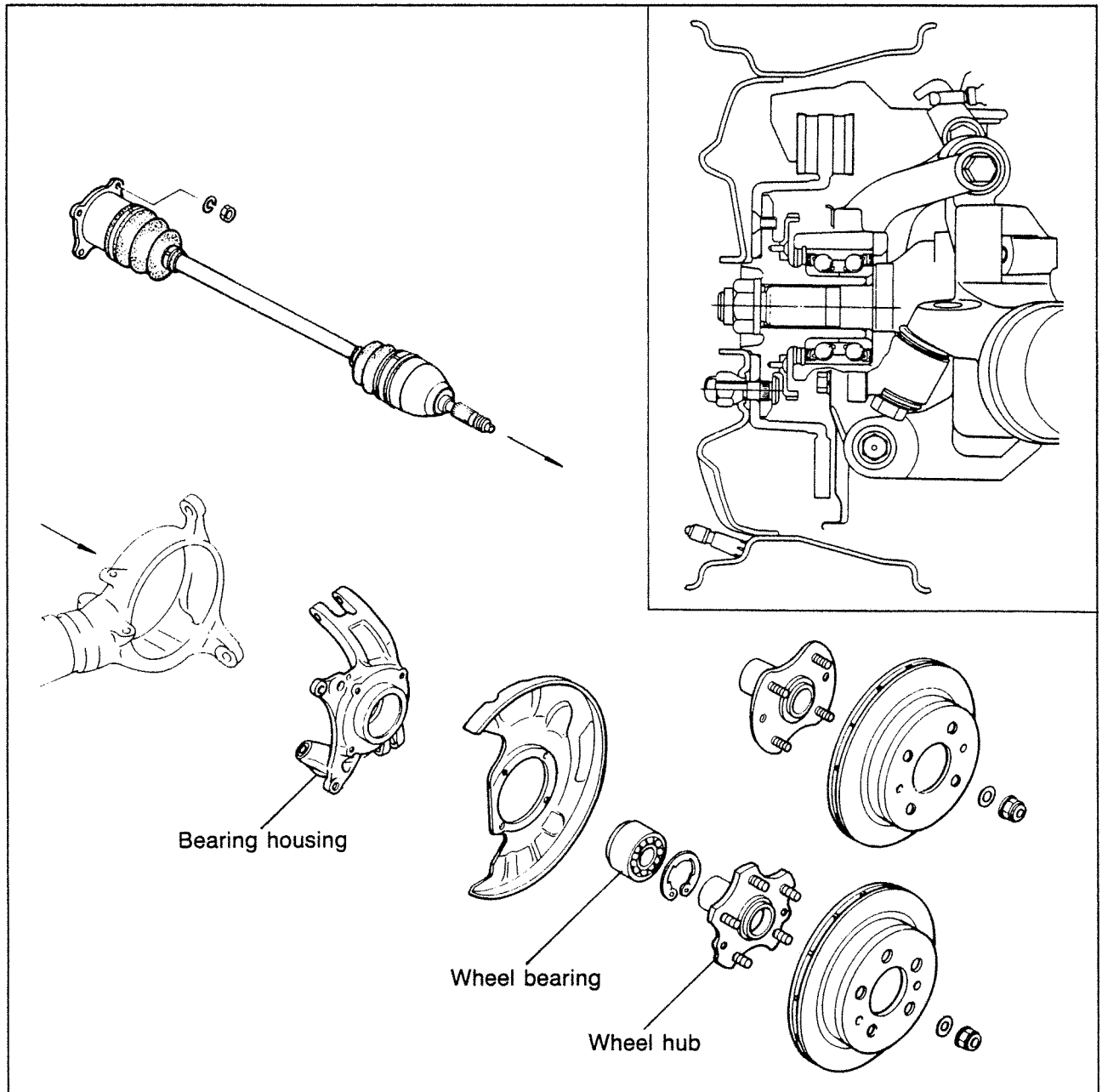
## DRIVE SHAFT



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The independent rear suspension (IRS) is adopted, the rear axle shafts are changed to driveshafts. The driveshafts transmit power to the rear wheels from the differential. Both ends of each driveshaft are provided with constant-velocity (cv) joints. The construction of driveshafts is basically the same as the 929 (IRS) model.

## REAR AXLE



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The rear wheel hub splined to the driveshaft and is supported on an angular type ball bearing integrally sealed in a race.

The angular ball bearing has a lower rolling-resistance than a tapered roller bearing and the bearing preload is easily set by tightening, the wheel hub lock nut.

The rear wheel bearings are maintenance free and do not require periodic lubrication.

To reduce weight, the bearing housings are made of aluminum.