

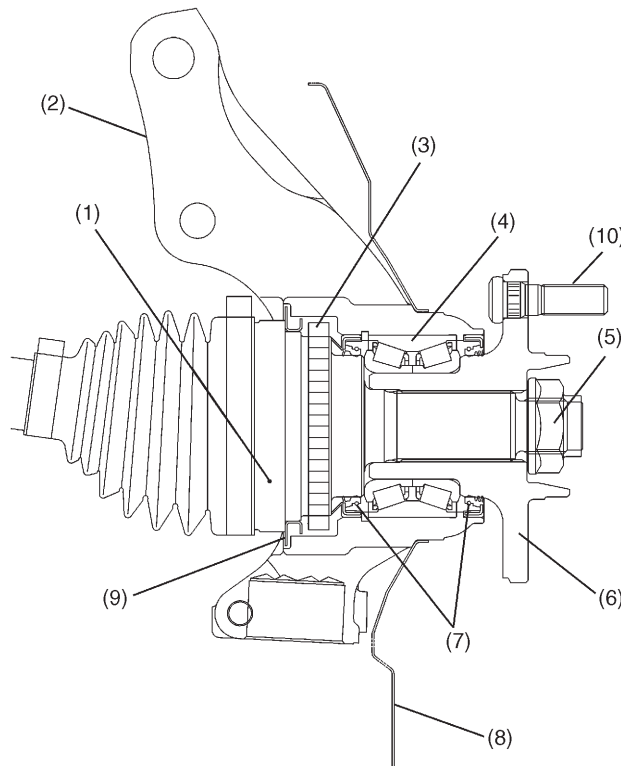
**4-2 [M1A0]****1. Front Axle****MECHANISM AND FUNCTION****1. Front Axle****A: GENERAL**

- The inboard end of the axle shaft is connected to the transmission via a constant velocity joint (shudder-less freering tripod joint: SFJ) which provides flexible capabilities in the longitudinal direction while the outboard end is supported by taper roller bearings located inside the housing 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 bearing utilizes a preloaded, non-adjustable tapered roller unit design. The hub is fitted to the tapered roller bearing inside the housing.

- The BJ's spindle is "serration-fitted" to the hub and is clinched to it with axle nuts.

- The disc rotor is an external mounting type. It is secured together with the disc wheel using hub bolts to facilitate maintenance of the disc rotor.



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(1) BJ (Bell Joint)

(2) Housing

(3) Tone wheel

(4) Bearing

(5) Axle nut

(6) Hub

(7) Oil seal

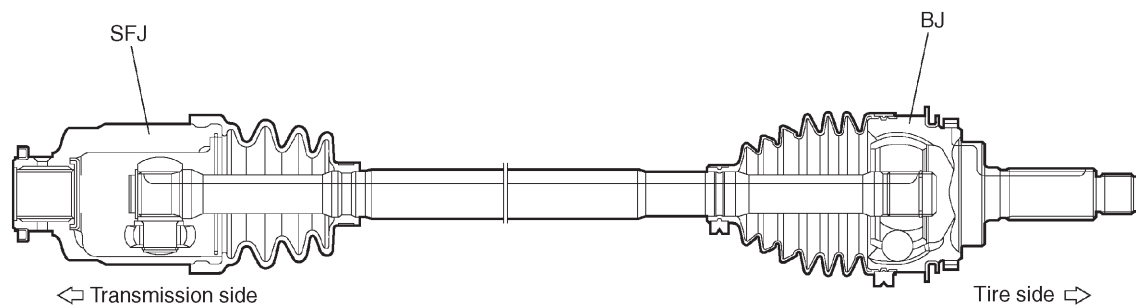
(8) Brake back plate

(9) Baffle plate

(10) Hub bolt

**B: FRONT DRIVE SHAFT**

- The constant-velocity joint on the differential side is a shudder-less freeing tripod joint (SFJ) which can be disassembled for maintenance. It provides the maximum operating angle of 25° and can also be moved in the axial direction.
- For the constant-velocity joint on the tire side, the bell joint (BJ) is adopted. The maximum operating angle of BJ is 47.5°.



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