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 freeing 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.

![Diagram of front axle components]

(1) EBJ  (3) Tone wheels
(2) Axle housing  (4) Bearing
(3) Wheel hub  (5) Axle nut
(4) Oil seal  (6) Hub
(5) Wheel hub  (7) Baffle plate
(6) Hub bolt  (8) Baffle plate
(7) Oil seal  (9) Hub bolt
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.

![Diagram of front axle components]
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° 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°.

![Diagram of driveshaft system](DS-00214)

- (1) SFJ
- (2) EBJ
- (3) Transmission side
- (4) Wheel side
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° 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°.

![Diagram of driveshaft system with labels](DS-00215)