
DRIVELINE/AXLE FEATURES

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Improved driveability	<ul style="list-style-type: none">• Bell-shaped constant velocity joint adopted for wheel-side joint of front and rear drive shaft• Tripod-shaped constant velocity joint adopted for differential-side joint of front drive shaft (ATX) and rear drive shaft• Double offset-shaped constant velocity joint adopted for differential-side joint of front drive shaft (MTX)
Improved rigidity, reduced noise and vibration	<ul style="list-style-type: none">• Characteristics of front drive shaft optimized• Constant velocity joint type rear drive shaft adopted (4WD)• 2-part, 1-joint type propeller shaft with middle shaft bearing has been adopted
Improved off-road mobility, handling stability and marketability	<ul style="list-style-type: none">• Electronic 4WD control system adopted
Size and weight reduction	<ul style="list-style-type: none">• Rear differential with an integrated coupling component adopted• Aluminum differential carrier adopted
Improved serviceability	<ul style="list-style-type: none">• Self diagnostic function adopted for electronic 4WD control system• A maintenance-free transfer has been adopted