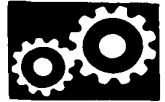


Driveshafts

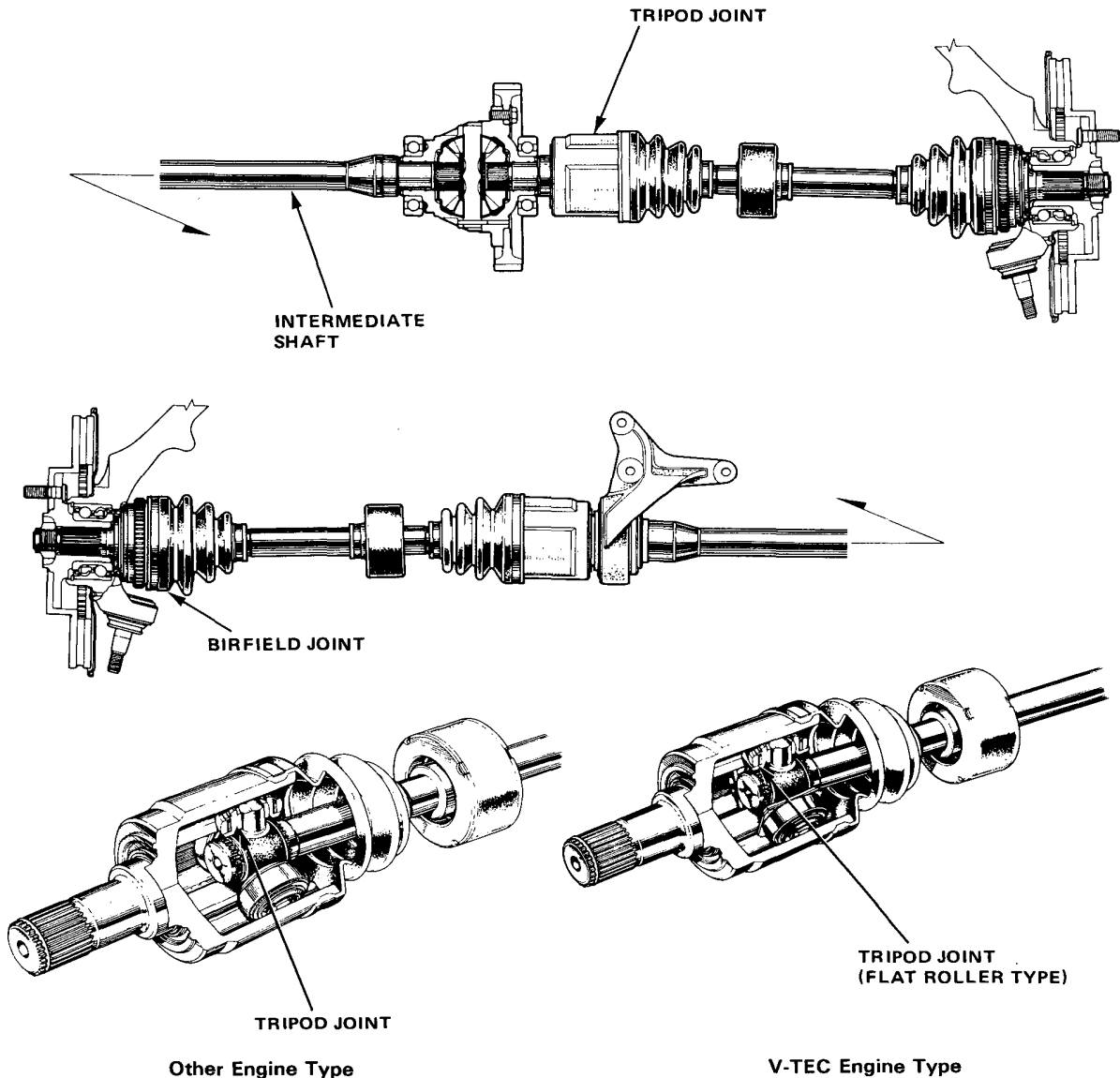


Driveshafts

At both ends of the driveshaft, constant velocity joints ensure power transmission are used. At the outboard side, a Birfield joint is used and, at the inboard side, a tripod joint incorporating a spherical bushing and needle bearing inside the roller to considerably reduce slide resistance when loaded with torque.

An intermediate shaft is used between the differential unit and the left-hand driveshaft to allow right- and left-hand driveshafts of the same length. Since the left end of the intermediate shaft is at the same level as the differential unit, the joint angles of the right and left wheels are the same and noise and vibration are reduced as well as less torque steer is generated.*¹⁾

Flat roller, a roller with flat rolling surface provided with a guide, is used as the tripod joint roller of the V-TEC engine model. To reduce the vibration and rolling to the sides when the car is started and accelerated, it regulates the rotating direction of the roller and restricts the tilt to the sliding direction.



* Torque Steer: Refers to the steering pull to one side when the car under power.