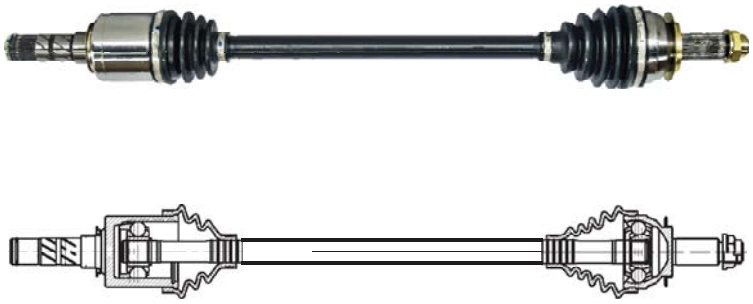
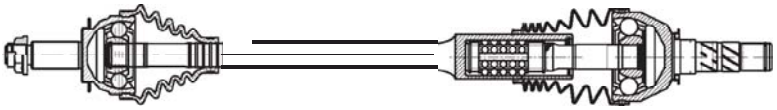
SUBARU – Heavy Duty CV Axle Shafts





Conventional Subaru CV Axle Shaft Assembly

Developed from Original Equipment design, these axles rely on the inboard joint to provide all-linear travel (plunge) for the axle.

This limits the maximum angle the axle can operate at without binding (23° for tripod joints and 30° for six-ball joints).

It also limits the linear travel the axle is capable of (around two inches).

This axle creates a binding issue when installed on vehicles where the transmission either has shifted too much from centre or experiences too much side-to-side motion during acceleration.

Heavy Duty Subaru CV Axle Shaft Assembly

Developed for increased linear travel and greater articulation, these axles compensate for worn or fatigued engine transmission mounts.

By moving the linear (telescopic) function of the axle from the inboard joint to the centre shaft, we can use six-ball joints with a full 45° of articulation on both sides.

This also allows up to 50% more linear travel than a conventional CV axle.

This axle design eliminates the binding issue encountered on vehicles where the transmission has either shifted away from centre or experiences too much side-to-side motion during acceleration.

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