TrakMotive®

SUBARU HD

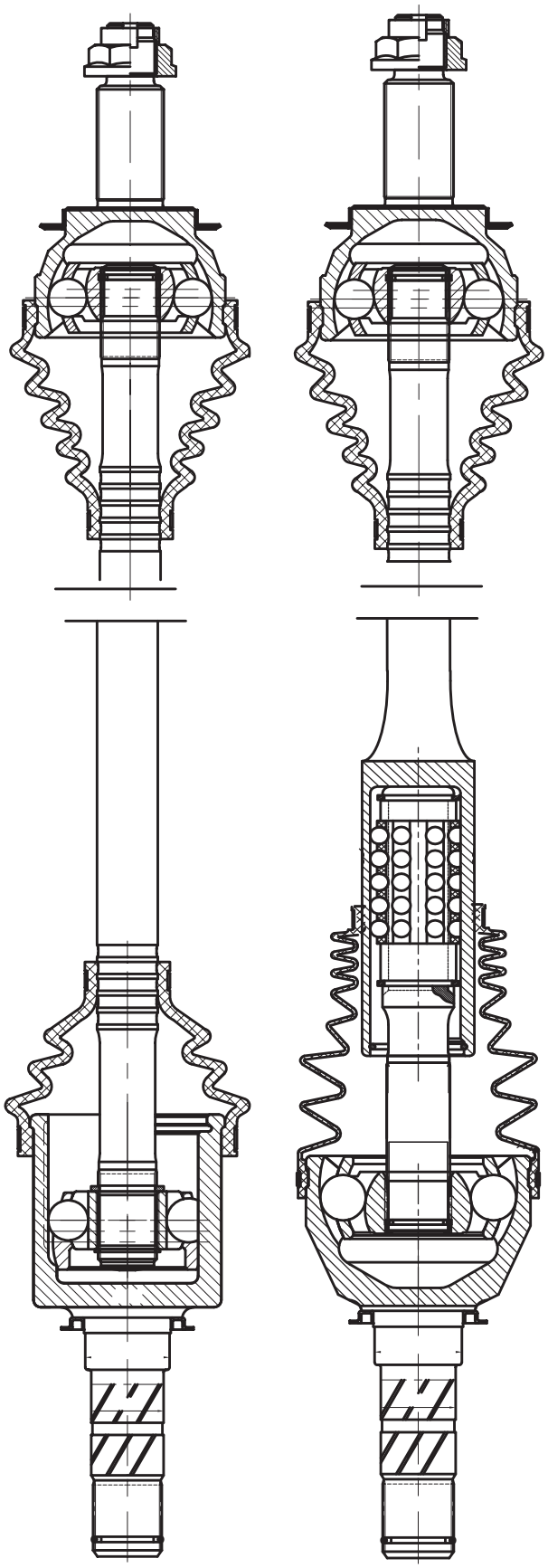
Conventional replacement Subaru CV axle.

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 this type of axle can operate at without binding to, 23° for a tripod style and 30° for 6 ball style joints.

This also Limits the amount of linear travel the axle is capable of, to roughly 2 inches.

This axle creates a binding issue when installed on vehicles where the transmission either has shifted excessivly from center, or experiences excessive side to side movement during acceleration.



TrakMotive Heavy Duty Subaru axle.

Developed for increased linear travel and greater articulation, to compensate for worn of fatiqued engine / transmission mounts.

Moving the linear (telescopic) function of the axle from the inboard joint to the center shaft, allows the use of 6-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 center or experiences side to side movement during acceleration.

SUBARU AXLE REPLACEMENT RELATED VIBRATIONS

Subaru transmission mounts used in these applications are susceptible to becoming very spongy and worn out due to the unique horizontal movement of a boxer (cylinders horizontally opposed) engine. When these mounts wear they are causing the engine/transmission to sit slightly off center and as they wear the inboard joint of the CV shaft wears as well due to the strain.

When a NEW CV Axle is installed (not worn), the axle becomes the mount that is holding the transmission in the correct location, which creates a binding vibration even possibly at idle. Most customers are convinced that the axle is at fault because the vehicle did not have the vibration before, so they will install a remanufactured unit and the vibration is much improved or solved. The reason that the remanufactured axle solves the problem is that this axle having already been worn and then reground to make the surface smooth again, so a remanufactured axle will never be as tight (articulation angle) as a brand new axle.

Original Equipment Subaru Trans mount (hollow rubber) causes off center vibration when new axle installed

Problem solver style Subaru transmission mounts are designed to eliminate off center vibrations. Many different styles are available through a variety of manufacturers