Driveline System

The driveline system consists of the following components:

- Rear drive axles with varying diameter ring gears and differential designs
- One-piece rear driveshaft with 2 U-joints and a front slip yoke or flange
- Two-piece rear driveshaft with a CV joint and a center support bearing
- Limited slip axle — Ford 8.8-in rear axle
- Torsen® axle— Ford 8.8-in rear axle (The Torsen® differential carrier is not servicable)

The source of the drivetrain's power is generated by the engine and delivered to the transmission. The driveline transfers the engine torque through the driveshaft to the axle. The driveshaft is connected to the output shaft of the transmission and to the axle. Vehicles with 3.7L engines use U-joints at both ends of the driveshaft to allow for angular motion. A slip-in-tube driveshaft is used to allow for any changes to the length of the driveshaft. Vehicles with 5.0L or 5.4L engines use a CV joint in the rear of the driveshaft and a U-joint in the front. A center bearing and the CV joint allow for length changes to the driveshaft. The engine torque enters the axle through the drive pinion, which rotates the ring gear. The ring gear is mounted to the differential case, which contains the gears that transmit power to the axle shafts. These shafts rotate the drive wheels.

Axle Identification

The axle ratio may be verified by checking the printed label on the axle housing. If worn or not visible, the VIN can be typed in the service parts ordering system or the VC label may be used to correctly identify the axle and ratio. The VC label is located in the driver door jamb. The first 2 digits of the axle code indicate the gear ratio and type of the rear axle. For information on the VC label, refer to Section 100-01.

VC Label Example