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For more info check the size tables below. 2014 Volvo XC60 3.2iGeneration: I Facelift 2013 - 2017USA Market modelPower: 240 hpEngine: 3.2L, B6324S5, I6 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 T6Generation: I Facelift 2013 - 2017USA Market modelPower: 325 hpEngine: 3.0L, I6 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 D3Generation: I Facelift 2013 - 2017European Market modelPower: 134 hpEngine: 2.0L, D5204T7, I5 , DieselCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 D4Generation: I Facelift 2013 - 2017European Market modelPower: 178 hpEngine: 2.0L, D4204T5, I4 , DieselCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 D4Generation: I Facelift 2013 - 2017European Market modelPower: 178 hpEngine: 2.4L, D5244T12, I5 , DieselCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 D4Generation: I Facelift 2013 - 2017European Market modelPower: 161 hpEngine: 2.4L, D5244T17, I5 , DieselCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 D5Generation: I Facelift 2013 - 2017European Market modelPower: 212 hpEngine: 2.4L, D5244T15, I5 , DieselCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 T5Generation: I Facelift 2013 - 2017European Market modelPower: 245 hpEngine: 2.5L, B5254T12, I5 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 T5Generation: I Facelift 2013 - 2017European Market modelPower: 237 hpEngine: 2.0L, B4204T7, I4 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 T6Generation: I Facelift 2013 - 2017European Market modelPower: 300 hpEngine: 3.0L, B6304T4, I6 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 2.0TGeneration: I Facelift 2013 - 2017Middle East Market modelPower: 200 hpEngine: 2.0L, B4204T6, I4 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.52014 Volvo XC60 T6Generation: I Facelift 2013 - 2017Middle East Market modelPower: 282 hpEngine: 3.0L, B6304T2, I6 , PetrolCenter Bore (DIA): 63.4 mmPCD: 5x108Thread Size: M14 x 1.5Other Volvo XC60 production years2008200920102011201220132014201520162017201820192020202120 22Additional info:Cars with 5x108 bolt pattern Recent Articles You may also view a complete tire size chart for your Volvo XC60 below.Rim SizeTire SizesVolvo XC60 Options18-InchB5 MomentumT8 Recharge Inscription Expression19-InchB5 InscriptionB5 MomentumB5 R-DesignB6 InscriptionB6 R-DesignT8 Recharge InscriptionT8 Recharge Inscription ExpressionT8 Recharge R-Design20-InchB5 InscriptionB5 MomentumB6 InscriptionT8 Recharge InscriptionT8 Recharge Inscription Expression21-InchB5 R-DesignB6 R-DesignT8 Recharge PolestarT8 Recharge R-Design22-InchB5 Inscription (22 Inch Option)B5 Momentum (22 Inch Option)B5 R-Design (22 Inch Option)B6 Inscription (22 Inch Option)B6 R-Design (22 Inch Option)T8 Recharge Inscription (22 Inch Option)T8 Recharge Inscription Expression (22 Inch Opt.)T8 Recharge PolestarT8 Recharge R-Design (22 Inch Option)Rim SizeTire SizesVolvo XC60 Options18-InchT5 MomentumT6 MomentumT8 Recharge Inscription Expression19-InchT5 InscriptionT5 MomentumT5 R-DesignT6 InscriptionT6 MomentumT6 R-DesignT8 Recharge InscriptionT8 Recharge Inscription ExpressionT8 Recharge R-Design20-InchT5 InscriptionT5 MomentumT6 InscriptionT6 MomentumT8 Recharge InscriptionT8 Recharge Inscription Expression21-InchT5 R-DesignT6 R-DesignT8 Recharge PolestarT8 Recharge R-Design22-InchT8 Recharge PolestarRim SizeTire SizesVolvo XC60 Options18-InchT5 Momentum19-InchT5 InscriptionT5 MomentumT5 R-DesignT6 InscriptionT6 MomentumT6 R-DesignT8 InscriptionT8 MomentumT8 R-Design20-InchT5 InscriptionT5 MomentumT6 InscriptionT6 MomentumT8 InscriptionT8 Momentum21-InchT5 R-DesignT6 R-DesignT8 PolestarT8 R-Design22-InchT8 PolestarRim SizeTire SizesVolvo XC60 Options18-InchT5 Momentum19-InchT5 InscriptionT5 MomentumT5 R-DesignT6 MomentumT6 R-DesignT8 MomentumT8 R-Design20-InchT5 InscriptionT5 MomentumT6 InscriptionT6 MomentumT8 InscriptionT8 Momentum21-InchT5 R-DesignT6 R-DesignT8 R-DesignRim SizeTire SizesVolvo XC60 Options18-InchT5 Momentum19-InchT5 InscriptionT5 MomentumT5 R-DesignT6 MomentumT6 R-DesignT8 MomentumT8 R-Design20-InchT5 InscriptionT5 MomentumT6 InscriptionT6 MomentumT8 InscriptionT8 Momentum21-InchT5 R-DesignT6 R-DesignT8 R-DesignRim SizeTire SizesVolvo XC60 Options18-InchT5 DynamicT5 Inscription19-InchT6 Dynamic20-InchT5 DynamicT5 InscriptionT6 DynamicT6 InscriptionT6 R-Design PlatinumRim SizeTire SizesVolvo XC60 Options18-InchT5T5 PlatinumT5 PremierT6T6 Platinum19-InchT5T5 PlatinumT5 PremierT6T6 Platinum20-InchT5T5 PlatinumT5 PremierT6T6 PlatinumT6 R-DesignT6 R-Design PlatinumRim SizeTire SizesVolvo XC60 Options18-Inch3.2T5T620-Inch3.2T5T6T6 R-DesignRim SizeTire SizesVolvo XC60 Options18-Inch3.2T619-InchT620-Inch3.2T6T6 R-DesignRim SizeTire SizesVolvo XC60 Options18-Inch3.2T619-Inch3.2T620-InchT6 R-DesignRim SizeTire SizesVolvo XC60 Options17-Inch3.218-Inch3.2T619-InchT6 R-Design20-Inch3.2 R-DesignT6 R-DesignRim SizeTire SizesVolvo XC60 Options17-Inch3.218-Inch3.2T619-InchT6 R-Design20-Inch3.2 R-DesignT6 R-DesignRim SizeTire SizesVolvo XC60 Options17-Inch3.218-Inch3.2T619-InchT6 R-Design20-InchT6 R-Design Your Volvo was manufactured with different tire sizes. To determine the best tire size for your specific 2014 Volvo XC60, we first need to determine your rim size. Please review the information below.Check your existing tires. Your Volvo XC60's rim size is the number to the right of the R. In the example pictured here, the tire size fits 16-inch rims.Now that you know your rim size, make a selection below to filter your results.Select a Rim Size18-Inch19-Inch20-InchThe original tire size for your 2014 Volvo XC60 is listed below. Tap on the box to view a color-coded explanation of your Volvo XC60's' tire size.Trim Options:3.2T6235/60R18 103HSimplified Size: 235-60-18Simplified size is useful for shopping and buying tires.The original tire size for your 2014 Volvo XC60 is 235/60R18 103H. A color-coded explanation of the 2014 Volvo XC60's tire size is shown below.235This number indicates that your tire has a width of 235 millimeters.18The tire size was designed to fit rims or wheels that are 18 inches in diameter.103This tire has a load index of 103, which means it's capable of carrying a load of 1925 pounds (875 kg) or less. A higher number means the tire can carry more weight. A lower number means the opposite.60This number means that your tire has an aspect ratio of 60%. In other words, your tire's sidewall height (from the edge of the rim to the tire's tread) is 60% of the width. In this case, the sidewall height works out to be 141 millimeters.RThis letter denotes how your tire was constructed. Radial is the standard construction method for about 99% of all tires sold today.RRadialBBias BeltDDiagonalHThis tire has a speed rating of H, which means 130 mph (210 km/h) is the maximum speed that can be sustained for 10 minutes. A higher speed becomes dangerous.The original tire size for your 2014 Volvo XC60 is listed below. Tap on the box to view a color-coded explanation of your Volvo XC60's' tire size.Trim Options:T6235/55R19 101VSimplified Size: 235-55-19Simplified size is useful for shopping and buying tires.The original tire size for your 2014 Volvo XC60 is 235/55R19 101V. A color-coded explanation of the 2014 Volvo XC60's tire size is shown below.235This number indicates that your tire has a width of 235 millimeters.19The tire size was designed to fit rims or wheels that are 19 inches in diameter.101This tire has a load index of 101, which means it's capable of carrying a load of 1815 pounds (825 kg) or less. A higher number means the tire can carry more weight. A lower number means the opposite.55This number means that your tire has an aspect ratio of 55%. In other words, your tire's sidewall height (from the edge of the rim to the tire's tread) is 55% of the width. In this case, the sidewall height works out to be 129 millimeters.RThis letter denotes how your tire was constructed. Radial is the standard construction method for about 99% of all tires sold today.RRadialBBias BeltDDiagonalVThis tire has a speed rating of V, which means 149 mph (240 km/h) is the maximum speed that can be sustained for 10 minutes. A higher speed becomes dangerous.The original tire size for your 2014 Volvo XC60 is listed below. Tap on the box to view a color-coded explanation of your Volvo XC60's' tire size.Trim Options:3.2T6T6 R-Design255/45R20/ 105VSimplified Size: 255-45-20Simplified size is useful for shopping and buying tires.The original tire size for your 2014 Volvo XC60 is 255/45R20/XL 105V. A color-coded explanation of the 2014 Volvo XC60's tire size is shown below.255This number indicates that your tire has a width of 255 millimeters.20The tire size was designed to fit rims or wheels that are 20 inches in diameter.The mark of XL means extra load. A tire with this designation can handle higher inflation pressures than a regular tire, which increases its maximum load.105This tire has a load index of 105, which means it's capable of carrying a load of 2035 pounds (925 kg) or less. A higher number means the tire can carry more weight. A lower number means the opposite.45This number means that your tire has an aspect ratio of 45%. In other words, your tire's sidewall height (from the edge of the rim to the tire's tread) is 45% of the width. In this case, the sidewall height works out to be 114 millimeters.RThis letter denotes how your tire was constructed. Radial is the standard construction method for about 99% of all tires sold today.RRadialBBias BeltDDiagonalVThis tire has a speed rating of V, which means 149 mph (240 km/h) is the maximum speed that can be sustained for 10 minutes. A higher speed becomes dangerous. Are the tires on your Volvo XC60 getting old and worn down? We'll help you pick out some new ones! To do that, we're going to list and review the best tires for the Volvo XC60. We'll pick tires that are best for convenience, rain, snow, budget, etc. This way, you can find the perfect one that will suit your needs and preferences. So let's begin! The best tire is the one that fits your lifestyle and budget without sacrificing functionality and quality. That being said, we split each best-chosen tire into five categories: Let's get into the details of each tire. Source: continental-tires.com The Volvo XC60 usually comes with these Continental tires: ContiEcoContact 5 ContiSportContact 5 ContiCrossContact LX Sport The ContiEcoContact 5 is an all-season touring tire. It provides maximum comfort during rides thanks to excellent handling on wet and dry roads. Overall, it's great for driving long distances. The ContiSportContact 5 combines the features of the EcoContact and adds performance. It's built for long rides and a bit of off-road terrain as well. The ContiCrossContact LX is a high-performance summer tire. It has an exceptional grip and is built to withstand high heat. Perfect for long, on or off-road travels. Source: tirerack.com If it snows heavily where you live, it's always a good idea to keep winter tires in stock. If so, we'll go with the Bridgestone Blizzak DMV2 — it's designed for powering through heavy slush, but it also rolls comfortably on dry roads. Blizzaks, though unstudded, work wonderfully during the winter. The tremendous amount of sipes provide you with great traction, giving you a safe and comfortable ride. The stock tires that come with your Volvo XC60s are usually great on their own for winter — if there's not much snow to drive through. But if the snow is thick, then it's a great idea to switch to the Bridgestone Blizzak DMV2. Get Bridgestone Bizzak DMV2 Here! Source: tirerack.com Getting a high-performance tire like the Firehawk Indy 500 is one of the cheapest investments you can make. Cheap?!? If you compare it to the other tires that can fit the Volvo XC60, then you'll figure out that this tire is actually one of the cheaper ones. Being a summer tire, it's surprisingly great for wet roads, too. You get good traction on wet and dry surfaces. What's more, the huge center grooves in these tires help combat hydroplaning, which means you get shorter stopping distances when driving on wet roads. Overall, it's a great tire that can last you all season, rain or shine. Get Firehawk Indy 500 Here! Source: tirerack.com If you want something mid-tier, the Hankook Dynapro HP2 is a high-performance tire built for sporty handling. Drivers who are confident when driving out the road may want such a tire. In addition, it grips well on wet surfaces and provides great traction for turns, making it a decent option for an all-season mid-tier tire. Get Hankook Dynapro HP2 Here! Source: tirerack.com Hands down, Michelin delivers some of the best tires out there. And the Defender LTX M/S is undoubtedly one of the greats in its lineup. The Defender LTX M/S is a highway all-season tire built for versatility and durability. Its compound tread is specially engineered for more extended wear, allowing you to skip out on a few more seasons for tire replacement. All-season tires aren't made for heavy winters, but these tires are great when snow isn't that packed. So if you live in warmer climates, investing in a Defender might mean you won't have to swap your tires that often. Get Michelin Defender LTX Here! Your Volvo XC60 is a crossover SUV — it hits the sweet spot between the practicality of a sedan and the functionality of a light truck. Being the middle-ground of this means having more tire options to choose from. Below are a couple of tire types that synergize well with the Volvo XC60: If you're a fan of long drives, you'll love touring tires. Touring tires typically have a larger surface area than other tires, which makes driving smoother and quieter. Touring tires work perfectly for the simple driver who just wants a nice ride out on the road. If you're particular about flawless handling and your overall driving experience, performance tires are the way to go. Performance tires get their name after their primary function — improving the driver's performance. They typically have greater traction and more robust construction compared to standard touring tires. For drivers with a competitive streak, you might want to go with performance tires. If you live in a cold climate, winter tires should be essential in your tire arsenal. Other tires — to date — can never replicate the functionality of a snow tire. The difference between driving through a pile of heavy snow with specialized winter tires vs. your OEM tires is night and day. The amount of traction is significantly more remarkable when you're properly equipped within the season. You'll be able to make tighter stops and turns, making your driving experience all the more safe and comfortable. Like touring tires, highway tires are designed for extended trips and commuting. This, of course, comes together with fuel efficiency. But you do cut back on performance, though, which shouldn't be a problem if you're simply looking to get from point A to point B in the most efficient way possible. Touring and highway tires are no different in terms of functionality. The only difference is that highway tires are commonly associated with light trucks while touring tires are typically associated with passenger cars. All-terrain tires are the king of practicality. As their name suggests, you can use these tires on pavement or off-road. This makes them a convenient choice because you won't have to keep swapping out your tires. Their greatest strength is their versatility. They're decent with practically every driving situation. And those were the best tires for your Volvo XC60. Did anything catch your eye? With a compact SUV like your Volvo XC60, you have a wider array of tire choices, ranging from light truck tires to regular ones. Remember that your choice ultimately comes down to quality, lifestyle, and budget. Happy tire hunting! Our Wheel Size app is now available in App Store and Play Store! Wheel Fitment for any car, your search history, latest news about professional tire tests — all in one app for: iOS and Android Term used in automotive technology This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Find sources: "Front-engine, front-wheel-drive layout" – news · newspapers · books · scholar · JSTOR (November 2011) (Learn how and when to remove this message) FF transversely mounted engine layout FF longitudinally mounted engine layout In automotive design, a front-engine, front-wheel-drive (FWD) layout, or FF layout, places both the internal combustion engine and driven roadwheels at the front of the vehicle. Further information: Automobile layout and Front-wheel-drive Front-engine, rear-wheel-drive layout Historically, this designation was used regardless of whether the entire engine was behind the front axle line. In recent times, the manufacturers of some cars have added to the designation with the term front-mid which describes a car in which the engine is in front of the passenger compartment but behind the front axle. The engine positions of most pre–World-War-II cars are front-mid or on the front axle. This layout is the most traditional form and remains a popular, practical design. The engine, which takes up a great deal of space, is packaged in a location passengers and luggage typically would not use. The main deficit is weight distribution—the heaviest component is at one end of the vehicle. Car handling is not ideal, but usually predictable. In contrast with the front-engine, rear-wheel-drive layout (RWD), the FWD layout eliminates the need for a central tunnel or a higher chassis clearance to accommodate a driveshaft providing power to the rear wheels. Like the rear-engine, rear-wheel-drive layout (RR) and rear mid-engine, rear-wheel-drive layout (RMR) layouts, it places the engine over the drive wheels, improving traction in many applications. As the steered wheels are also the driven wheels, FWD cars are generally considered superior to RWD cars in conditions in which there is low traction such as snow, mud, gravel or wet tarmac. When hill climbing in low-traction conditions, RR is considered the best two-wheel-drive layout, primarily due to the shift of weight to the rear wheels when climbing. The cornering ability of an FWD vehicle is generally better, because the engine is placed over the steered wheels.[1] However, as the driven wheels have the additional demands of steering, if a vehicle accelerates quickly, less grip is available for cornering, which can result in understeer.[2] High-performance vehicles rarely use the FWD layout because weight is transferred to the rear wheels under acceleration, while unloading the front wheels and sharply reducing their grip, effectively capping the amount of power which could realistically be utilized; in addition, the high power of high-performance cars can result in torque steer. Electronic traction control can avoid wheel-spin but largely negates the benefit of extra power.[3] This was a reason for the adoption of the all-wheel-drive quattro system in the high performance Jensen FF and Audi Quattro road cars. Early cars using the FWD layout include the 1925 Alvis, 1929 Cord L-29, 1931 DKW F1, the 1948 Citroën 2CV, 1949 Saab 92, the 1957 Trabant P50, and the 1959 Mini. In the 1980s, the traction and packaging advantages of this layout caused many compact and mid-sized vehicle makers to adopt it in the US. Most European and Japanese manufacturers switched to front wheel drive for the majority of their cars in the 1960s and 1970s, the last to change being VW, Ford of Europe, and General Motors (Vauxhall - UK and Opel - Germany). Toyota was the last Japanese company to switch in the early 1980s. BMW, focused on luxury vehicles, however retained the rear-wheel-drive layout in even their smaller cars,[4] though their MINI marque are FWD. There are four different arrangements for this basic layout, depending on the location of the engine, which is the heaviest component of the drivetrain. The earliest front wheel drive cars were mid-engine, front-wheel-drive layout (MF). The engine was mounted longitudinally (fore-and-aft, or north–south) behind the wheels, with the transmission ahead of the engine and differential at the very front of the car. With the engine so far back, the weight distribution of such cars as the Cord L-29 was not ideal; the driven wheels did not carry a large enough proportion of weight for good traction and handling. The 1934 Citroën Traction Avant solved the weight distribution issue by placing the transmission at the front of the car with the differential between it and the engine. Combined with the car's low slung unibody design, this resulted in handling which was remarkable for the era. Renault is the most recent user of this format - having used it on the Renault 4, and the first generation Renault 5, but it has since fallen out of favor since it encroaches into the interior space. A 1975 Alfa Romeo Alfasud Sprint Veloce using a Longitudinally mounted front-engine and front-wheel drive. The 1946 Panhard Dyna X, designed by Jean-Albert Grégoire, had the engine longitudinally in front of the front wheels, with the transmission behind the engine and the differential at the rear of the assembly. This arrangement, used by Panhard until 1967, potentially had a weight distribution problem analogous to that of the Cord L29 mentioned above. However, the Panhard's air-cooled flat twin engine was very light, and mounted low down with a low centre of gravity reducing the effect. The air-cooled flat twin engine of the Citroën 2CV was also mounted very low, in front of the front wheels, with the transmission behind the axle line and the differential between the two. This became quite popular; cars using this layout included the German Ford Taunus 12M and the Lancia Flavia and Fulvia. This is the standard configuration of Audi and Subaru front-wheel-drive vehicles. In 1979, Toyota introduced and launched their first front-wheel-drive car, the Tercel, and it had its engine longitudinally mounted, unlike most other front-wheel-drive cars on the market at that time. This arrangement continued also on the second-generation Tercel, until 1987, the third generation received a new, transversely mounted engine. Other front-wheel-drive Toyota models, such as Camry, and Corolla, had transversely mounted engines from the beginning on. The 1966 Oldsmobile Toronado (along with its sister model the Cadillac Eldorado) used a novel arrangement which had the engine and transmission in a 'side-by-side' arrangement with power being transmitted between the two via a heavy-duty chain, and a specially designed intermediate driveshaft that passed under the engine sump. This family has the distinction of being the highest engine capacity (8.2 L) front-wheel-drive vehicles ever built. The Saab 99 and "classic" Saab 900 also used a similar arrangement. The Eagle Premier used a similar powertrain arrangement found in the Renault 21 and 25 – later becoming the basis for the Chrysler LH sedans produced until the 2004 model year. Today, Audi is the most prominent user of this mechanical layout, having used it since the 1950s in its predecessor companies DKW and Auto Union, and it can be found in its larger models from the A4 upward. The latest evolution of the format in Audi's MLB platform attempts to address the long-standing drawback of uneven weight distribution. This is done by packaging the differential in front of the clutch, allowing the axle line to be further forward in relation to the rear face of the engine block. The bonnet on this original Mini is open, showing the transversely mounted engine that drives the front wheels. The first popular transverse engined FWD cars were the DKW 'Front' made from 1931, which had a twin cylinder two-stroke engine. Saab copied this design on their first car, the 1949 Saab 92. The Trabant in 1957 was also one of the only cars to have a transverse mounted engine, being a sort of DKW successor. This was a novelty, especially for a car being made in a communist country. Issigonis's Mini of 1959 and related cars such as the Maxi, Austin 1100/1300 and Allegro had the four-cylinder inline water-cooled engine transversely mounted. The transmission was located in the sump below the crankshaft, with power transmitted by transfer gears. Other models that used the "transmission-in-sump" layout included the Datsun 100A (Cherry) and various applications of the PSA-Renault X-Type engine such as the Peugeot 104 and Renault 14. The 1955 Suzuki Suzulight also introduced a front engine with a transversely installed two-stroke twin-cylinder engine (using DKW technology) in a city car/kei car application, based on the German Lloyd LP400. Dante Giacosa's Autobianchi Primula of 1964, Fiat 128 and Fiat 127, put the transmission on one side of the transversely mounted engine, and doubled back the drivetrain to put the differential just behind the transmission, but offset to one side. Hence the driveshafts to the wheels are longer on one side than the other. This located the weight just a bit in front of the wheels. It is this system which dominates worldwide at present. Front-wheel-drive vehicles tend to suffer from torque steer under heavy acceleration.[5] This is caused by differing drive shaft lengths which in turn results in different incident angles at the joints of the driveshaft. The farther these joints are articulate, the less effective they are at delivering torque to the wheels. Mid-engine, front-wheel drive (MF layout): Renault 4 mid-engine, front-wheel-drive layout allows greater distance between front doors and wheelwells, and short front overhang. Longitudinally front-mounted engine, front-wheel drive (FF longitudinal layout): The Auto Union 1000, (today Audi) longitudinal layout superseded the DKW F89 front transverse engines in the 1950s. Transverse front-mounted engine, front-wheel drive (FF transverse layout): Fiat 128, followed the footsteps of the Autobianchi Primula. In front wheel drive vehicles, the drive shafts transfer the drive directly from the differential to the front wheels. A short inner stub shaft is splined to the differential side gear and an outer stub shaft is splined to the front wheel hub. Each stub shaft has a yoke, or housing, to accommodate a universal joint, at each end of a connecting intermediate shaft. Universal joints let the shaft keep rotating while allowing for changes due to suspension movement, such as shaft length and horizontal angle, and shaft angle as the steering turns. Constant-velocity universal joints are normally used to transfer power smoothly between the components. The inner universal can be a plunge or tripod type joint. The tripod is splined to the intermediate shaft and held by a circlip. A ball, supported on needle roller bearings, is fitted to each post of the tripod, and these slide in a trunion inside the yoke. This caters for changes in shaft length and horizontal angle. The drive is transferred through the trunion and balls to rotate the shaft. The outer universal joint allows greater angular changes but not changes in shaft length. It is normally a ball and cage type with an inner race splined to the intermediate shaft. An outer race is formed in the yoke. The cage retains the balls in location in grooves in both races. The balls transfer the drive from the shaft to the hub and allow for changes in horizontal angle and for a wide steering angle to be achieved. A flexible rubber boot fitted to each joint retains grease and keeps out dirt and moisture. Where the differential is not located in the center line of the vehicle, an intermediate shaft can be fitted to maintain equal length drive shafts on each side. This keeps drive shaft angles equal on both sides and helps prevent steering irregularities and vibration. The outer end of the intermediate shaft is supported by a bearing secured to the transaxle case and a universal joint assists with alignment. In some cases a longer drive shaft is used on one side. A rubber dynamic damper may be fitted to absorb vibrations. Front-wheel drive Front-engine, rear-wheel-drive layout Front-engine, four-wheel-drive layout Front-mid-engine, front-wheel-drive layout Rear-engine, rear-wheel-drive layout Rear mid-engine, rear-wheel-drive layout ^ Hillier, Victor; Peter Coombes (2004). Fundamentals of motor vehicle technology. Nelson Thornes. p. 9. ISBN 978-0-7487-8082-2. ^ "Engine & Driveline Layouts". Drivingfast.net. Archived from the original on 27 September 2016. Retrieved 6 January 2010. ^ www.motortrend.com Archived 2011-07-18 at the Wayback Machine Road Test: Rear Drive vs. Front Drive vs. All-Wheel Driv ^ "BMW Technology Guide: Rear wheel drive". Retrieved 1 September 2016. ^ "What the heck is torque steer?". Sedgwick, Michael Cars of the 50s and 60s. Gothenburg, Sweden: A B Nordbok, 1983. (Includes pictures of the engine layouts of the Traction Avant and other designs.) Retrieved from " Share — copy and redistribute the material in any medium or format for any purpose, even commercially. 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