1. Many light trucks and sport utility vehicles use a ____________ to provide ____________ engine torque to all four wheels and to allow a gear reduction for maximum power to get through mud or snow.

2. ______________ require that the hubs be rotated to the locked position by hand to allow torque to be applied to the front wheels.

3. A ______________ is commonly used on many four wheel-drive vehicles to provide an “automatic” lockup of the center differential.

4. The _____________ is the heart of a typical all-wheel-drive system.

5. A typical transfer case is attached to the output of the ________ and directs engine torque to the rear or to the front and rear differentials.
6. A _______________ is often incorporated in transfer cases to act as a differential.

7. The use of _______________ at the front wheels allows engine torque to be applied without changes in wheel speed, as can often occur if standard U-joints are used.

8. Many transfer cases use a planetary gear set for gear reduction in ________________

9. When the transfer case controls are in ________________, the front differential assembly is disconnected from the transfer case.

10. The purpose and function of the _______________ is to direct engine torque to the front and rear axle assemblies.