



**MEYLE**  
Products

MEYLE No. 116 050 0029/HD (with 2 stabilizer links)  
MEYLE No. 116 050 0020/HD  
Reference No. 8D0 498 998  
to fit Audi A4, A6 / VW Passat / Skoda Superb

MEYLE No. 116 050 0030/HD (with 2 stabilizer links)  
MEYLE No. 116 050 0021/HD  
Reference No. 4D0 498 998 C  
to fit Audi A8

## Control arm sets, front axle

to fit

### Audi A4, A6, A8 / VW Passat / Skoda Superb

The four-link front suspension in the above vehicles has been highly praised by the experts for its dynamic driving properties. This does not quite tie in with the recall campaign in spring 2004 which affected approx. 870,000 Audi and VW vehicles.

This front axle is in need of frequent repairs, indicating inadequate design. The reasons for the failure include in particular:

- Mounting the strut on the control arm

The weight of the vehicle and the dynamic forces lie on the marked ball joint. This is fitted upside-down (fig. 1). Gravity causes the grease to run into the boot and the load-bearing point (arrow) on the joint is without lubrication. The part fails. In a joint project with the **Lufthansa Technik Intercoat GmbH**, MEYLE has developed a new, wear-optimised combination of metal surfaces, shell plastic and lubricant and has applied for a patent.

- Bushing with hydro filling is prematurely destroyed by high dynamic loads

One is aware of this by the squeaking noises coming from the front end when braking. Here MEYLE has developed a solid rubber bushing (fig. 2) designed for a long service life. We can guarantee that you will not notice any effect on driving comfort.

- Inadequate, dimensioned tie rod end

Thanks to power steering, today's driver no longer feels the great forces which are at play when turning the wheels while the vehicle is at a standstill. These forces create excessive surface pressure on the ball pin in the bearing shell, resulting in premature failure. MEYLE has enlarged the diameter of the ball pin (fig. 3) and thus increased the load-capability by 50%. In addition, we have eliminated the susceptible rubber element in the tie rod end, replacing it with a full metal version. The result of both developments is a tie rod end with considerably increased service life.



additionally reinforced bushings □ □

**MEYLE - Miles in Motion**