**Problem**

Extreme dynamic and in part high frequent strain causes early damage of the rubber metal bonding between the tie rod end and the threaded bolt, as well as high surface pressure on the tie rod end (head circumference 22 mm)

**Effect**

Noise and play in the steering

**Solution**

- Use of a full-metal version tie rod end
- Increased diameter of the ball head of the tie rod end to 27 mm

**Advantage**

- Distinctly more stable execution
- Improved driving pleasure
- Significant longer lifetime

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**as OE**

1. "Anchor"
2. Threaded bolt
3. Rubber-metal adhesive surface
4. Danger of being wrenched

**MEYLE version**

Maximum stability (with constant high driving comfort)

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**MEYLE - Miles in Motion**

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