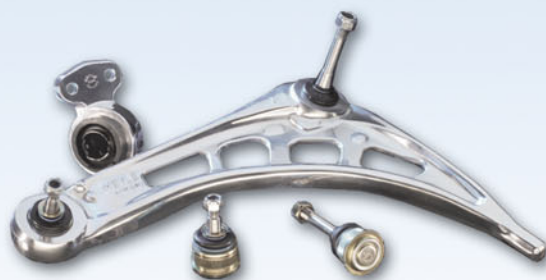


**Exceeds OE Specifications**  
For information please check [www.meyle.com](http://www.meyle.com) or contact your sales person



**MEYLE®**  
Products



**Control arm, left**

MEYLE No. 316 050 0003/HD, Ref. No. 31 12 6 758 519

**Control arm, right**

MEYLE No. 316 050 0004/HD, Ref. No. 31 12 6 758 520

**Ball joint, left + right, short/outside**

MEYLE No. 316 010 0003, Ref. No. 31 12 6 758 510

**Ball joint, left + right, long/middle**

MEYLE No. 316 010 4305

**Set of brackets incl. rubber bushings**

MEYLE No. 300 311 2604/HD, Ref. No. 31 12 6 757 623

**Rubber bushing set, control arm**

MEYLE No. 300 311 2919/HD

## Control arm

to fit

### BMW E46



The BMW 3-series E46 is right at the top of the popularity scale. It symbolises the pleasure of driving and a sporty performance. Appearance, workmanship, motorisation, everything is just right. Everything? Well, not really. It has inherited the front axle weaknesses of its predecessor.

The ball joint was already the Achilles heel of the BMW E36. It was only our MEYLE full-metal ball joint that provided a satisfactory solution. Here once again in the BMW E46, worn ball joints are already being diagnosed after only short mileage. But the ball joints cannot be replaced because they are worked directly into the control arm. In other words, both control arms must be replaced together with the control arm bushings and a wheel alignment must be performed. All in all, a costly repair.

To achieve clear reductions in the failure rates for the control arms and in the corresponding repair costs, MEYLE has developed a control arm with reinforced aluminium. The outer ball joint is our full-metal joint, originally designed for the BMW36. This ball joint is well-known for its long service life and can be easily replaced just like the inner ball joint.

Together with the premature failure of the outer ball joint of the control arm both the vehicle owners and the staff of AutoBild are also irritated by vibrations in the steering (see AutoBild Spezial: TÜV Auto-Report 2003). This is caused by slight imbalances in the tires, alloy wheels or brake discs. To make the design of the front axle less sensitive MEYLE engineers have redesigned the control arm bushings to be harder, more durable and with greater shock absorption. After repairing your BMW E46 with MEYLE components, we can guarantee you many more dependable miles of driving pleasure.

**Auto  
Bild**



**STRASSENVERKEHR**

Ball joint  
durability tested

**MEYLE - Miles in Motion**

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