



CONTROL IS  
EVERYTHING

# MSS Install Guide

Supplied for the Audi TT MK3





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## INTRODUCTION

This short guide is intended for use with MSS Kit for the **Audi TT MK3 2014 to present** (all variants to the RS).

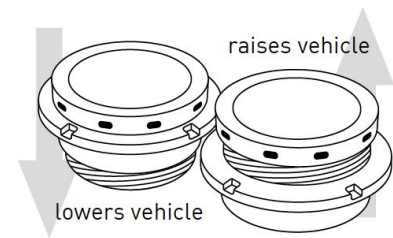
## PRE-INSTALL STEPS

Refer to pages 3 and 4 of the latest version of the 'MSS INFO for Installer' or email [support@mss.company](mailto:support@mss.company) for the latest copy, to measure the current ride height.

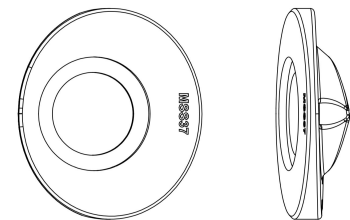
**Assembly Video Youtube Link.**

## FRONT AXLE INSTALL PARTS LIST

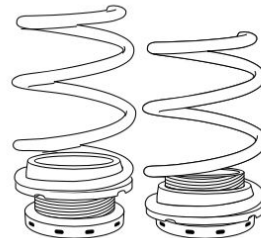
Before you start installing your new MSS Kit, check if all parts listed below have been supplied:



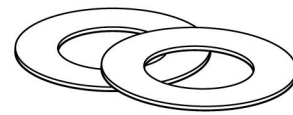
**2x Large adjusters -**  
these are the larger of the two sets



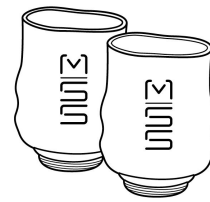
**2x MSS supplied replacement rubber dust boots**



**2x Large diameter MSS orange springs -**  
these fit the large adjusters



**2x MSS supplied flat rubber slip mats-**  
to eliminate resonant road noise travelling through the system



**2x OPTIONAL: Large protective sleeves -**  
these fit around the large adjusters



## FRONT AXLE INSTALL PROCEDURE

This is best done with struts removed from the vehicle. Refer to the manufacturer's workshop manual for steps on how to safely remove the struts from the vehicle, remove and refit the springs and on the correct torque settings.

**Difficulty Level:** High

**Estimated Time:** 60 to 90 minutes per side, assuming the bolts are not seized.

**Installing your new MSS Kit is best undertaken by an experienced VAG workshop/engineer.**

1. Remove the OE springs. These will be replaced by the MSS front system supplied.
2. Remove and keep the OE rubber dust boots. These will be re-used.
3. Keep the OE bump stop to re-use.
4. Remove, though retain, the OEM plastic bump stop cap that protects the strut seal.
5. Fit the supplied MSS PU seat to the base of the strut perch – rotate for a snug fit.
6. OPTIONAL: Fit the MSS protective sleeves over the MSS large adjuster and OE bearing for protection from dust.
7. Fit the retained OEM plastic bump stop cap that protects the strut seal. Put the MSS large adjuster on to the PU seat then insert the rubber centralization ring between the inside of the adjuster and bump stop cap.
8. Fit MSS large orange spring, ensure the flat grounded end faces downwards to mate to the MSS large adjuster.
9. Fit the OEM camberplate/strut bearing so that these sit against the open end of the MSS spring, turn the MSS adjuster to take up any free play.
10. Use a spring compressor to reduce spring height and help secure the arrangement.
11. Tighten to the correct torque using appropriate tools used to remove the camberplate.
12. Set the adjuster to the desired position by grabbing & twisting the knurled ring, you can always adjust later as required.



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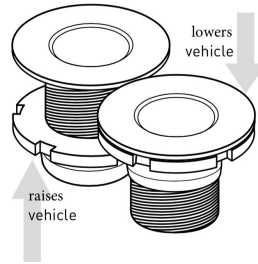
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## REAR AXLE INSTALL PARTS LIST

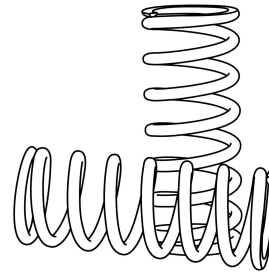
Before you start installing your new MSS Kit, check if all parts listed below have been supplied



**2x Black MSS Springs** -  
these are common parts used for  
almost all our products



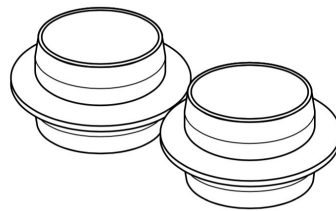
**2x Top located adjusters** -  
to couple the black and orange  
springs together and adjust  
height



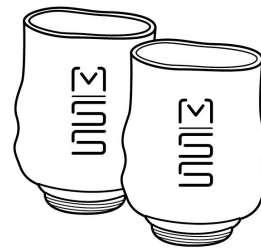
**2x Small diameter MSS  
orange springs**



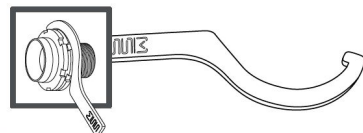
**2x MSS supplied flat  
rubber slip mats** -  
to eliminate resonant road noise  
travelling through the system



**2x Couplers** -  
for the orange and black springs



**2x OPTIONAL:  
Small protective sleeves** -  
these fit around the combined  
adjusters



**Adjuster spanner** -  
for both front and rear adjusters



## REAR AXLE INSTALL PROCEDURE

For the rear stacked arrangement, refer to the latest version of the 'MSS INFO for Installer' guide or email [support@mss.company](mailto:support@mss.company) for the latest copy.

**Difficulty level:** Medium

**Estimated Time:** 30 to 45 minutes per side, assuming the bolts are not ceased.

**Installing your new MSS Kit is best undertaken by an experienced VAG workshop/engineer.**

1. Remove the OE spring and top rubber spring seat. Both are replaced with MSS parts.
2. Fit the black spring in the lower arm and place the coupler into it. Ensure that the 60mm sleeve is facing upwards to mate to the MSS slimmer orange springs where appropriate.
3. Fit the orange spring on top of the coupler that is sat on the black spring.
4. OPTIONAL: Fit the MSS protective sleeves over the adjuster for dust protection.
5. Place the rear top located adjuster on the top of the slimmer orange spring.
6. Place the MSS rubber slip mat on top of the adjuster. Ensure it sits flush against the vehicle body to cover the protruding hump. The rubber slip mat prevents metal-to-metal contact.
7. Our stacked springs are a direct replacement for the factory single form springs. Therefore, no other OE parts are replaced during the rear axle install.
8. Tighten the suspension parts that had been removed. Refer to the manufacturer's workshop manual for steps on how to safely remove the struts from the vehicle, remove and refit the springs and on the correct torque settings.
9. Set the ride height to sit 5mm higher than the fronts when measured from fender edge to wheel hub centre.

**Please be aware that this is a MUST DO.**

## POST INSTALL STEPS

Complete a 1-mile journey before setting the ride height and 4-wheel alignment. Refer to pages 3 and 4 of the latest version of the 'MSS INFO for Installer' guide for assistance on how to measure ride height.

**NOTE:** The rear axle ride height should be set to at least 5mm higher than the front axle ride height when measured as per page 3 of the latest version of the 'MSS INFO for Installer' guide. This is a KEY step.





# Triple Engineered Suspension for Ultimate Performance, Comfort & Safety

**MSS Support Team**

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*(select appropriate option when prompted)*

**Email:** [support@mss.company](mailto:support@mss.company)