



CONTROL IS
EVERYTHING

MSS Install Guide

Supplied for the BMW 5 Series 2017 onwards



R5 MSS Ltd
MSS House
A3 Albion Daedalus Park
Daedalus Drive
Lee On The Solent
Gosport
Hampshire
PO13 9FX
United Kingdom
Company No. 09360144



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PO13 9FX
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INTRODUCTION

This short guide is intended for use with MSS Kit for the **BMW 5 Series platforms 2017 onwards (excluding F90 M5)**.

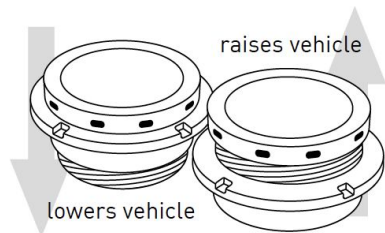
PRE-INSTALL STEPS

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

Assembly Video Youtube Link.

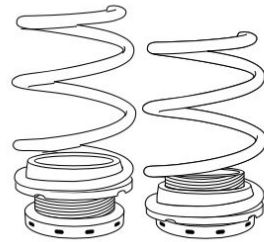
FRONT AXLE INSTALL PARTS LIST

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

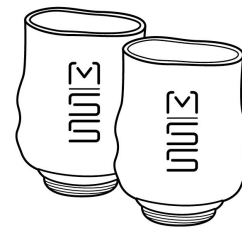


2x Large adjusters -
these are the larger of the 2 sets

NOTE: These have a bevelled top edge opening where the OE bearing fit securely



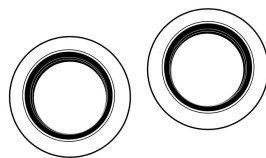
2x Large diameter MSS orange springs 225-2-
these fit the larger adjusters (Shown)



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



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



2x MSS supplied OE bearing parts -



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 BMW 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. Fit the MSS supplied OE bearing parts over the strut to sit at the base on the perch.
5. Ensure that the steel part is facing upwards to fit the MSS large adjuster.
6. Now fit the MSS supplied large rubber mat on top of the bearing and then place the MSS large adjuster to sit on top to the rubber mat & bearing.
7. Fit the OE rubber dust boots over the strut shaft to protect it from debris.
8. Next, fit the large MSS orange spring MSS 225-2.
9. OPTIONAL: Fit the MSS protective sleeves over the adjuster and bearing for protection from dust.
10. Fit the camberplate to the MSS spring and turn the MSS adjuster to take up any free play.
11. Secure the arrangement with the nut at the top of the camberplate.
12. Use a spring compressor to reduce spring height and help secure the arrangement.
13. Tighten to the correct torque with appropriate tools used to remove the camberplate.
14. Set the adjuster to the desired position. Later, you can always re-adjust as require

NOTE: The large adjuster sits at the bottom of the strut for easier access to adjustment.



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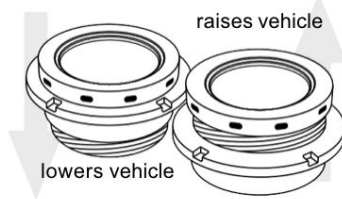
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REAR AXLE INSTALL PARTS LIST

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

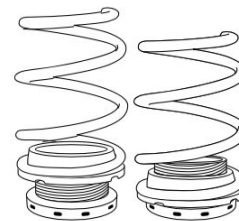


2x Black MSS Springs -
these are common parts used for
almost all our products



2X Combined adjusters -
used to couple the black and
orange springs

NOTE: These have a ridge inside
the top opening where the MSS
black spring fits in to



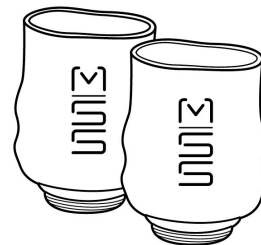
**2x Large diameter MSS
orange springs 220/110-1**
these fit the combined
adjusters (Shown)



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



Adjuster spanners -
for both front and rear adjusters



**2x OPTIONAL:
Small protective sleeves** -
these fit around the combined
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 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 BMW workshop/engineer.

1. Remove the OE springs and keep all rubber and plastic OE parts for re-use.
2. Place the MSS rubber slipmat on to the base.
3. Now fit the black short spring on the base of the spring seat.
4. Place the MSS large adjuster on top of the black spring. It will sit in the wider diameter part once the weight is applied.
5. Then fit large orange spring on to adjuster MSS 220/110-1.
6. Fit the camberplate onto the orange spring and tighten the nut on the strut.
7. OPTIONAL: Fit the MSS protective sleeves over the adjuster and bearing for dust protection.
8. Fit the MSS stacked arrangement back in place of the OE single form spring. 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.
9. 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. 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

Telephone: +44 (0)20 3507 1973

(select appropriate option when prompted)

Email: support@mss.company