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MSS Install Guide

Supplied for the BMW M5 F90





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

Introduction

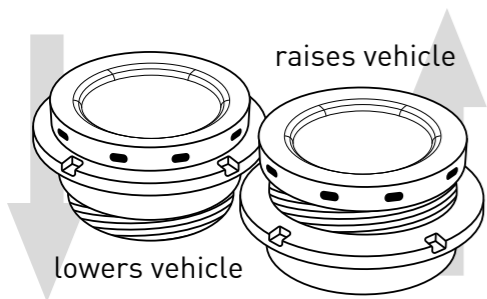
This short guide is intended for use with MSS Kit for the **BMW M5 F90**

Pre-install steps

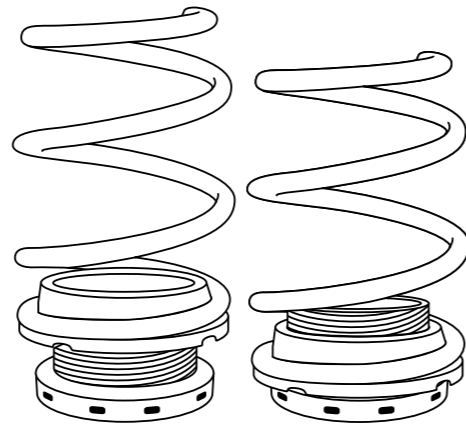
Refer to pages 3 and 4 of the latest version of the 'MSS INFO for Installer' or email support@mss.company for the latest copy, to measure the current ride height.

Front Axle Install Parts List

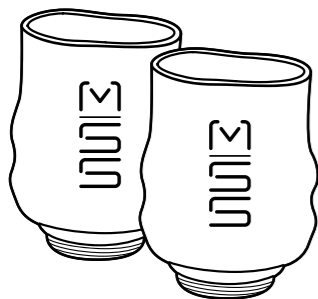
Before you start installing your new MSS Kit, check if all parts listed below have been supplied:



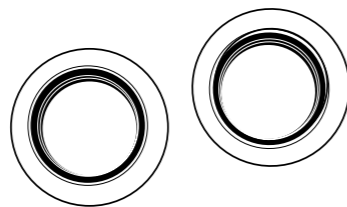
2x Large adjusters - these are the larger of the 2 sets
 NOTE: These have a bevelled top edge opening where the OE bearing fit securely



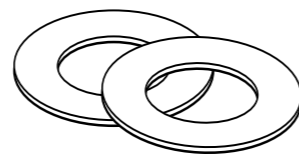
2x Large diameter MSS orange springs 245-1
 these fit the larger adjusters (Shown)



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



2 MSS supplied Bearings
 X



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



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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. Remove O.E lower rubber seat and fit the MSS supplied Bearing 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. OPTIONAL: Fit the MSS protective sleeves over the adjuster for protection from dust.
8. Fit the OE rubber dust boots over the strut shaft to protect it from debris.
9. Next, fit the large MSS orange spring MSS 245-1.
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.



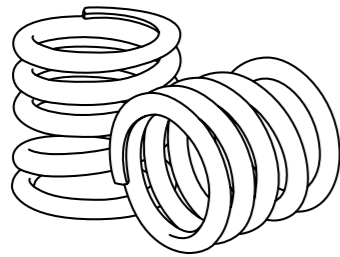
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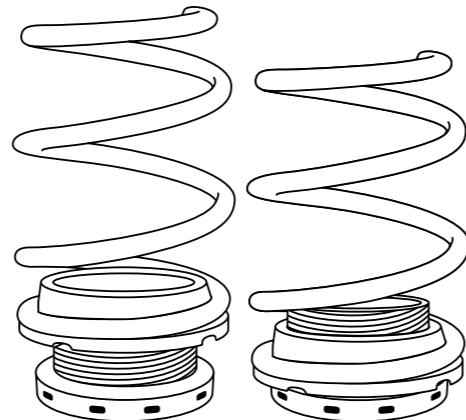
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Rear Axle Install Parts List

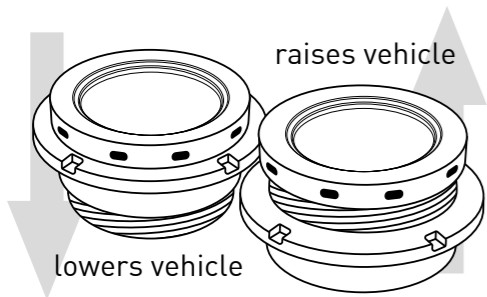
Before you start installing your new MSS Kit, check if all parts listed below have been supplied:



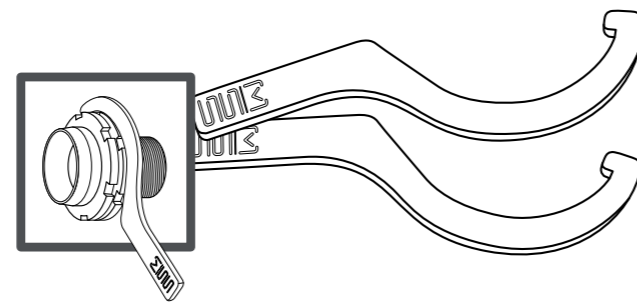
2x Black MSS springs - these are common parts used for almost all our products



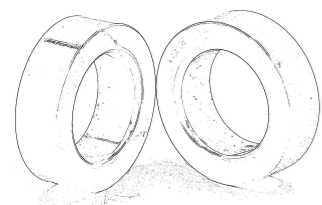
2x Large diameter MSS orange springs 220/110-1 these fit the combined adjusters (Shown)



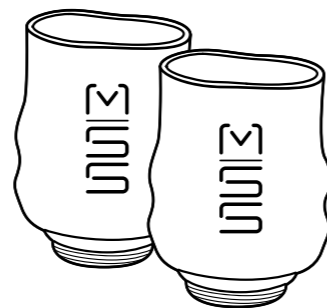
2x Combined adjusters - used to couple the black and orange springs
NOTE: These have a ridge inside the top opening where the MSS black spring fits in to



1x Adjuster spanners - for both front and rear adjusters



2x MSS supplied PU seats - to eliminate resonant road noise traveling through the system



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: 120 to 180 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 remove lower seat keep all other rubber and plastic OE parts for re-use.
2. Place the MSS PU seat 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.
10. 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.

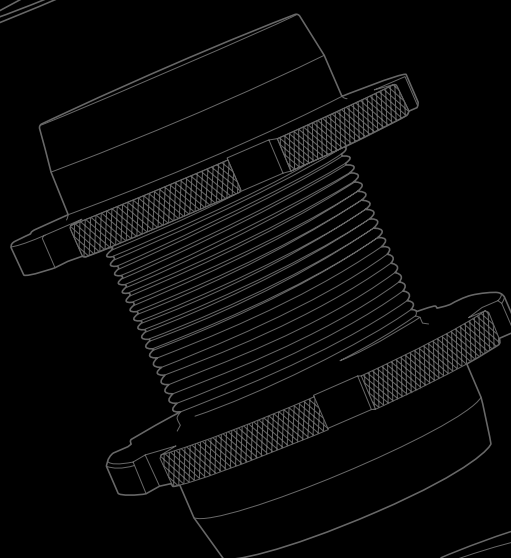


The rear axle ride height should be set to at least 5mm higher than the front axle ride height when measured as per page 3 of the latest version of the 'MSS INFO for Installer' guide. **This is a KEY step.**



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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