

MSS INSTALL GUIDE

Supplied for the VW Golf Mk7/7.5 & MK8



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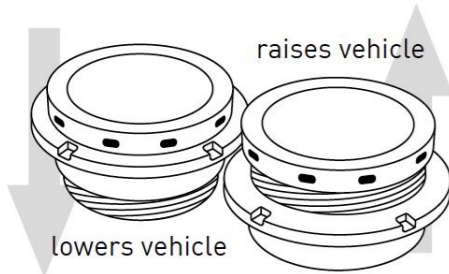
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FRONT PARTS LIST

FRONT AXLE INSTALL PARTS LIST

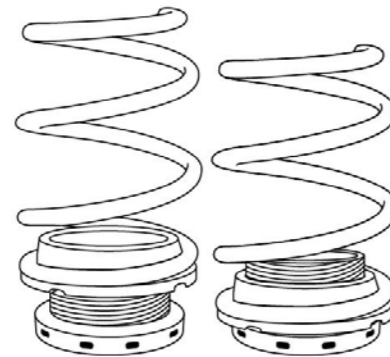
Find these parts in the sections of the box numbered below.
Before you start installing your new MSS Kit, check if all parts listed below have been supplied:

BOX SECTION 4



2X LARGE ADJUSTERS
- these are the larger of the two sets

BOX SECTION 2/3



2X LARGE DIAMETER MSS ORANGE SPRINGS
- These fit the large adjusters

BOX SECTION 1



2X OPTIONAL SMALL PROTECTIVE SLEEVES
- these fit around the combined adjusters

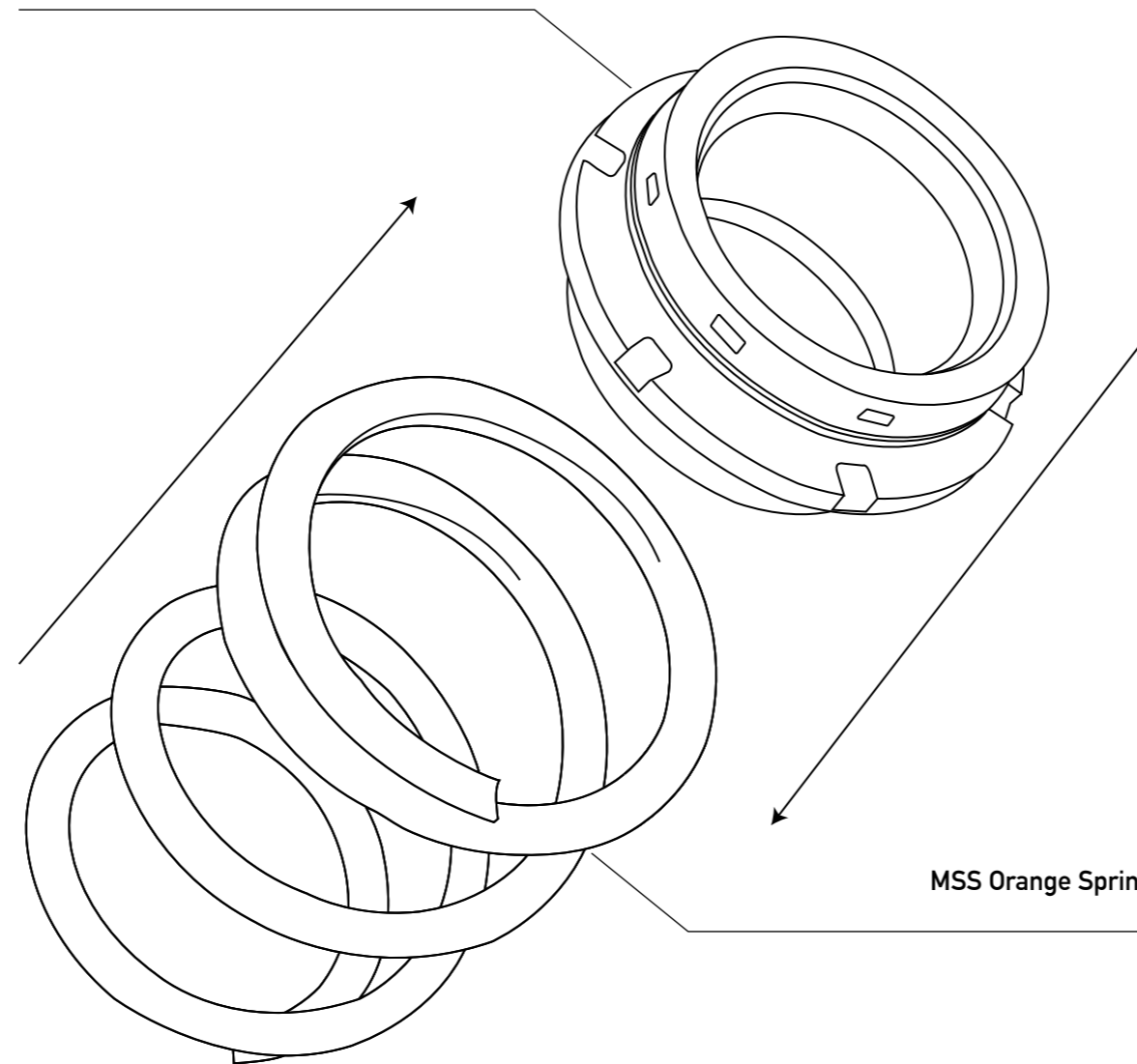
ASSEMBLED VIEW



FRONT AXLE INSTALL PROCEDURE

MSS Large Adjusters

TOP



BOTTOM

FRONT INSTALLATION STEPS

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: 90 to 120 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 O.E. springs. These will be replaced by the MSS front system supplied.
2. Remove and keep the OE rubber dust boots. Keep these as they will be re-used.
3. Keep the O.E. bump stop to reuse.
4. OPTIONAL: Fit the MSS protective sleeves over the adjuster and bearing for dust protection.
5. Fit the MSS large adjuster flush to the flat grounded end of the orange spring.
6. 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.
7. Use a spring compressor to reduce spring height and help secure the arrangement
8. Use a spring compressor to reduce spring height and help secure the arrangement.
9. Tighten to the correct torque with appropriate tools used to remove the camberplate.
10. Set the adjuster to the desired position. Later, you can always re-adjust as required.

VW GOLF MK7/7.5 & MK8 TORQUE SETTINGS - FRONT

Droplink Nut 65 Nm / Camber plate bolts 15 Nm + 90°
Damper rod nut 60 Nm / Pinch bolt 70 Nm + 180°

OEM WHEEL BOLT 120 NM



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REAR PARTS LIST

REAR AXLE INSTALL PARTS LIST

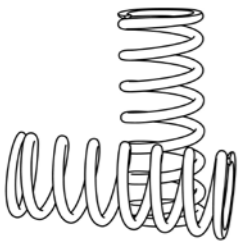
Find these parts in the sections of the box numbered below.
Before you start installing your new MSS Kit, check if all parts listed below have been supplied:

BOX SECTION 1



2X BLACK MSS SPRINGS
- These are common parts used for almost all our products

BOX SECTION 2/3



2X LARGE AND SMALL DIAMETER MSS ORANGE SPRINGS
- These fit the large adjusters

BOX SECTION 1



2X MSS COUPLERS
- for orange and black springs

BOX SECTION 4

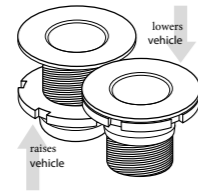


2X MSS SUPPLIED FLAT RUBBER SLIP MATS
- to eliminate resonant road noise travelling through the system



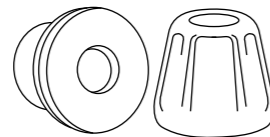
1X ADJUSTER SPANNER
- for both front and rear adjusters

BOX SECTION 4



2X TOP LOCATED ADJUSTERS
- to couple the black and orange springs together and adjust height

BOX SECTION 4



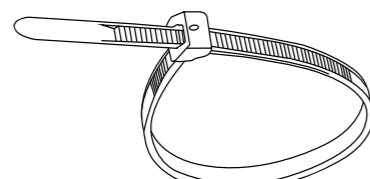
2X MSS BUMP STOPS

BOX SECTION 1



2X OPTIONAL: SMALL PROTECTIVE SLEEVES
- these fit around the combined adjusters

BOX SECTION 1



CABLE/ZIP TIES



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ASSEMBLED VIEW



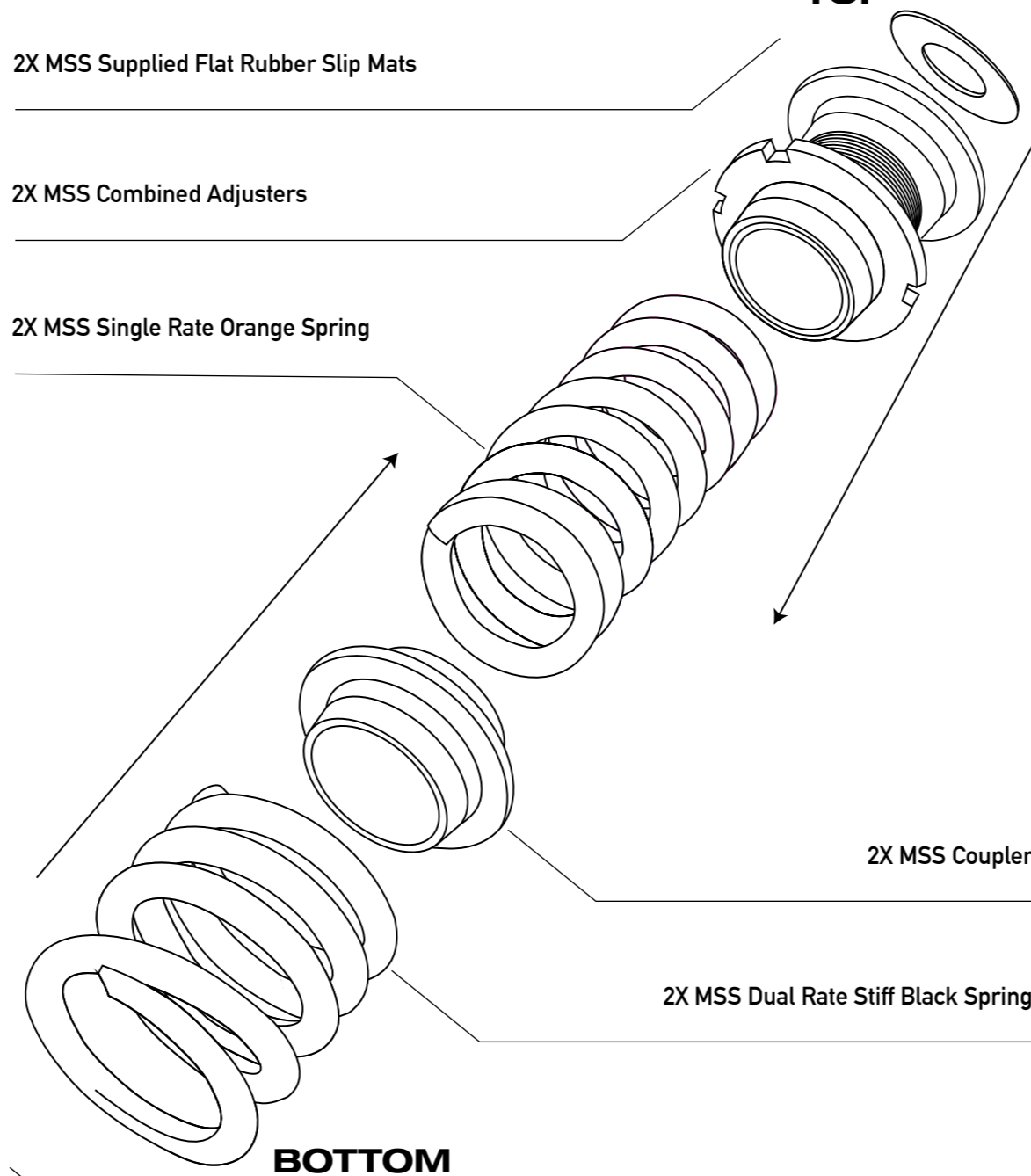
REAR AXLE INSTALL PROCEDURE

2X MSS Supplied Flat Rubber Slip Mats

2X MSS Combined Adjusters

2X MSS Single Rate Orange Spring

TOP



2X MSS Couplers

2X MSS Dual Rate Stiff Black Springs

BOTTOM

REAR INSTALLATION STEPS

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 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. other OE parts are replaced during the rear axle install.
8. Remove and replace O.E. bump stop with MSS supplied. Insure MSS supplied cable/zip ties are used.
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 front 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. This is a **KEY** step.

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.

VW GOLF MK7/7.5 & MK8 TORQUE SETTINGS - REAR

Lower arm hub bolt (outer) 70 Nm + 180° / Damper lower bolt 70 Nm + 180°
Drop link (top) 55 Nm / Drop link (bottom) 20 Nm + 180°
Damper rod nut 25 Nm / Damper rod mount 50 Nm + 45°

OEM WHEEL BOLT 120 NM