



Release and Disclaimer

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To the maximum extent permitted by law, the magdelete.com services and products are provided on an "as is" and "as available" basis and the entire risk of installation, use and performance remains with you.

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Magdelete.com recommends a certified technician installs our products. Professional knowledge of disassembly and re-assembly as well as post installation checks must be followed. Attempts to install our products without expertise and knowledge may lead to unsafe operation of the vehicle. The purchaser expressly agrees to indemnify and hold harmless magdelete.com for all claims resulting from the purchase, ownership, or use of our products.

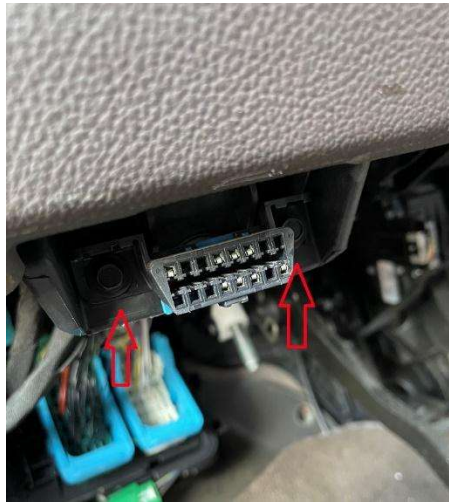
By installing our product, you agree to the above terms.

Magdelete.com Bypass Module Instructions

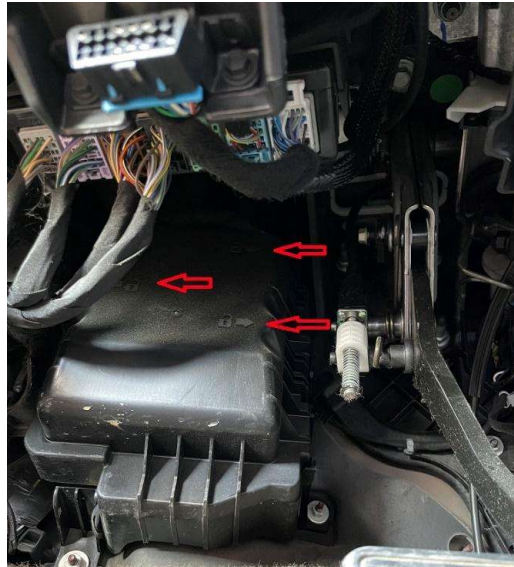
Please note that all ride height sensors must remain connected and in the proper position!

Hint: If you're worried about the magneride connectors on the vehicle side, you can make your own "dummy plugs" by cutting the connector off of the old shocks right where the wire enters the connector. Pack the wire ends with some gasket maker or silicone, then plug them back into the vehicle's harness for a water tight connection.

Remove the two screws holding the OBD port to the dash. Plug the OBD port you just removed from the dash into the corresponding connector on the bypass module. You may attach the new OBD port (on the module) to the dash, using the same screws that you previously removed.



Remove the IECM cover, this is located under the dash on the drivers side, near the left hand foot well. Remove locking clips on the IECM cover (red arrows below).



Plug the white connector from the bypass module into the port in the lower left hand corner of the IECM (ensure that the blue lever is in the upwards position as you plug in the connector). Close the blue locking lever as you seat the connector.

Check the IECM cover and identify the location in the top left corner where the wire can be routed as the cover is installed. Route the red wire up to the top left corner and install the IECM cover.



Note that all ride height sensors must remain connected. Turn the ignition on and start the vehicle. Verify that there are no suspension warning messages on the dash.

I still have a warning message on the dash!?? – The most common reason for this is a blown fuse on the 12V+ feed to the module (the red wire that you plugged into the RAP connector). To verify - once the battery is connected and the key is turned to the run position, there should be lights illuminated on the circuit board inside of the bypass box (you can remove the cover to verify). If no lights are illuminated, this means that the module is missing either 12V+ or negative which would require you to diagnose the reason for this (usually a blown fuse). Check the RAP retained accessory power fuse which can be located using your owners manual. Use a test light or a multimeter to diagnose. If you see LED's illuminated on the circuit board, then you know that the module is functioning correctly.

If you have power to the module and a warning message is still present, then you have one or more unrelated issues that are causing the suspension warning message. The module suppresses all four shock actuator codes (C0575, C0580, C0585, and C0590) which normally occur when the shock electrical connectors are unplugged. The module does not suppress or alter any other DTC. The most common issue that can cause a suspension warning message is ride height sensors that are not sending a valid signal to the SCM. You can diagnose these by reading codes from the SCM using an appropriate scan

tool. You can use active data on the scan tool to check the voltage for each ride height sensor. All ride height sensors should be between 2.2V and 2.8V, otherwise there's an issue with the sensor.

NOTE: If your vehicle is equipped with automatic level control (SUV's ONLY) and you've removed them in favour of a non air shock, you'll need to plug the air circuit so that the compressor does not continually run. Locate the tee fitting fastened to the outside of the compressor mounting bracket (on the drivers side behind the rear quarter panel, below the gas cap). You may also follow the air lines from the shocks until you reach the tee. Push the tab from the outside to free the tee from the bracket.

Unplug the line labelled below as "To passenger shock". The end marked X is located on the drivers shock, unplug this and plug it into the "To passenger shock" male port that you just unhooked. This will simply create a loop so that the compressor can pressure up even though there are no shocks present.



Turn the ignition on and start the vehicle. Verify that there are no suspension warning messages on the dash. If you have any questions, please use the contact us form on our website.