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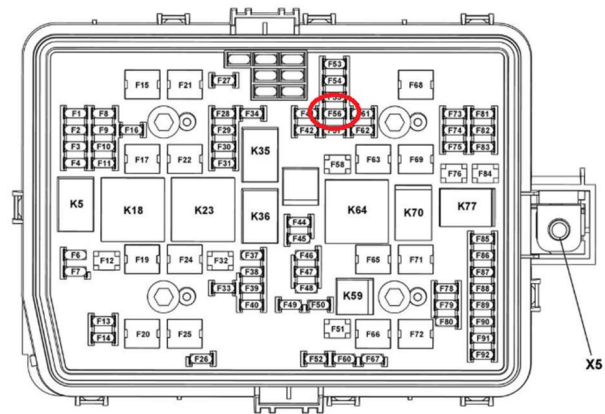
Magdelete.com recommends a certified technician installs our products. Professional knowledge of disassembly and re-assembly as well as post installation checks must be followed. Attempts to install our products without expertise and knowledge may lead to unsafe operation of the vehicle. The purchaser 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.

2019 – 2022.5 Sierra 1500 Bypass Module Instructions

Disconnect the negative cable from the battery before proceeding, it's imperative that the vehicle electronics are not powered while you install the module.

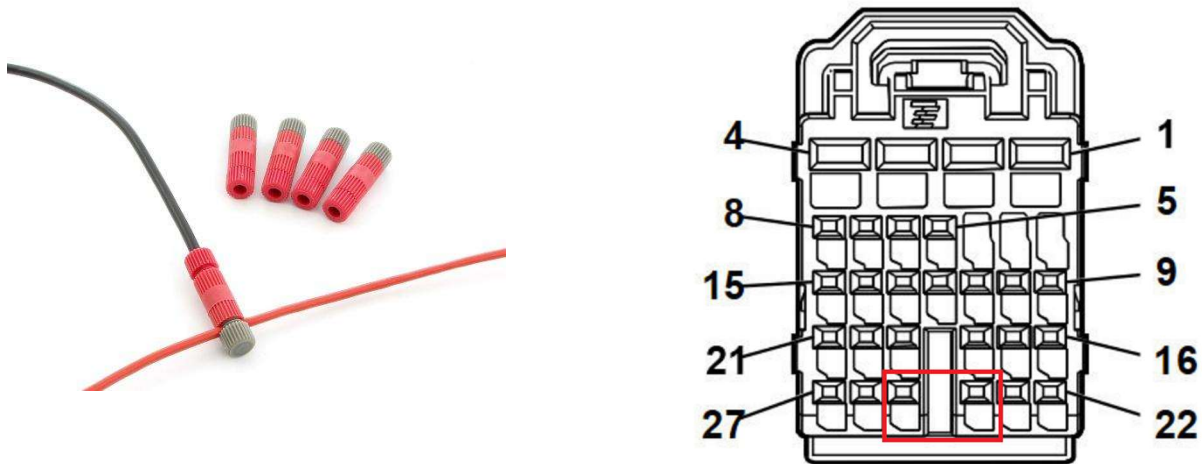
Remove the two screws holding the OBD port to the dash. Plug the OBD port you just removed from the dash into the corresponding connector on the bypass module. You may attach the new OBD port (on the module) to the dash, using the same screws that you previously removed. The module can be zip tied up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



Open the hood and locate the fuse box on the passenger side of the engine bay, in front of the battery. Open the fuse box cover and locate fuse F56. This is the fuse for the suspension control module. Remove this fuse and do not reinstall it as we don't want the factory suspension control module to receive power since the magdelete module will be replacing the SCM.

Power and ground for the module are sourced through the OBD port. The module also needs access to the canbus which is sourced through the white and yellow wires with posi-tap connectors (if you're unsure how a posi-tap connector works, google search "how to use a posi-tap connector"). The wire you're tapping on the BCM connector will fit in the slot on the grey cap from the posi-tap connector, then you'll thread the two pieces together until the connectors bottom out on the wire.

K9 Body Control Module PINK X6 Connector



White is “can low” and yellow is “can high”. We’ll access these by **tapping into the PINK BCM connector which is located above and to the left of the brake pedal.**

<u>OUR MODULE WIRE COLOR</u>	<u>BCM WIRE COLOR</u>	<u>BCM PIN LOCATION</u>	<u>FUNCTION</u>
YELLOW	BLUE	24	CAN (+)
WHITE	WHITE	25	CAN (-)

You will note that the BCM has six colored connectors, it’s very important that you select the pink colored connector. You can unplug the connector from the BCM and inspect it to locate the blue and white wires. The pin numbers are printed on the back of the connector. White from our module taps to white at pin location 25 on the pink connector. Yellow from our module taps to blue at pin location 24 on the pink connector. Once the posi-taps are successfully connected, you can plug the pink connector back into the BCM.

You may remove all ride height sensors and leave the ARC shocks unplugged. Reconnect negative battery cable and verify that there are no suspension warning messages prior to installing your shock package.

Shock Installation Instructions

Note: Please use factory torque specifications for the installation of all components listed below. It is your responsibility to ensure that the fasteners are torqued correctly. Please read the instructions completely before beginning and ensure that you follow the directions below. It is important to fully understand the process before beginning. This instruction sheet contains all the information you will need for a successful install.

Safely suspend the truck on the frame at all four corners, allowing the suspension to hang freely. Remove the wheels. Unplug the ARC shocks on all four corners by pulling out the red locking tab, depressing the lock and removing the connector. Soaking these connectors in WD40 will help to prevent damage to the connector. To clarify, you are unplugging the wires that lead into the shock itself. You may reroute the shock wiring to prevent the wire from hanging or being damaged

Begin on the front by cleaning up the threads on the upper and lower strut mount bolts. Remove the nuts that fasten each of these. You will need to remove the small bolt on the bracket holding the ABS sensor wire to the upper control arm. There are other attachment locations that you can unbolt or disconnect if required to get enough slack in the ABS sensor wire. Remove the nut retaining the sway bar end link and set the end link assembly aside. There is some discretion here on which parts you need to remove – the goal is to remove components such that you can gain enough clearance to remove the strut assembly. You can remove any combination that you see fit to achieve that goal.

You can try to slip the bottom of the strut inwards and pull the top of the strut through the upper control arm. If you cannot get enough clearance, you may need to separate the ball joint from the knuckle. This can be done with a small puller or by striking the knuckle with a hammer (do this at your own risk). You can gain further clearance by unbolting the tie rod end and disconnecting it from the knuckle.

Reassemble in reverse order and ensure that all fasteners are torqued to specification. The front should now be complete.

Remove the upper and lower rear shock mounting bolts. These are easy to access and removal is straightforward. Install the new rear shocks, reassemble in reverse order and ensure that all fasteners are torqued to specification. The rear should now be complete.

Hint: If you're worried about the ARC connectors on the vehicle side, you can pack the wire ends with some gasket maker or silicone to prevent water intrusion. Tape will also work. There are no dummy plugs available for this application and the wiring for the ARC shocks is completely deactivated by removing the SCM fuse, so there is no possibility of this causing a future issue.

Proceed with a wheel alignment. If you have any questions, please use the contact form on our website.