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

Magdelete.com Bypass Module Instructions (2021+ GM SUV Z95 ONLY)

DOES NOT FIT RPO F47 AIR SUSPENSION

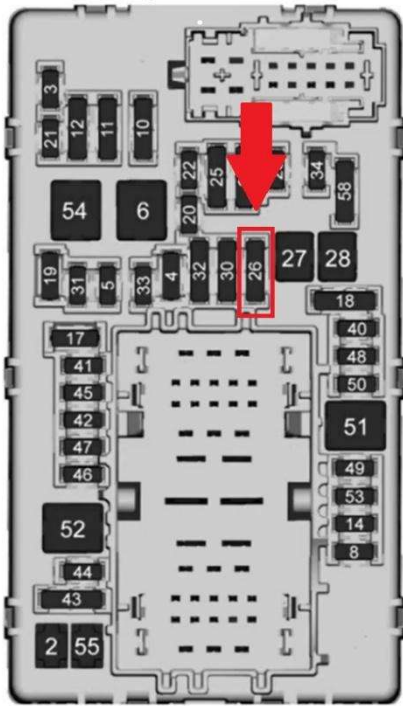


Please note that all ride height sensors must remain connected and in the proper position!

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.



You will notice a long wire with a fuse tap connector on the end, this will need to be routed under the dash and through the center console to the fuse panel near the passenger door panel. Open the front passenger door and remove the fuse panel cover (where the dash meets the door). This can be done by carefully prying on the fuse panel door until the retaining clips pop free from the retainers.



Carefully guide the wire with fuse tap up into the fuse panel and remove fuse # 26 (10 amp) per the photo. Take the fuse you just removed and push it into the open slot on the fuse tap (directly beside the 5 amp fuse that came installed in the fuse tap). Plug the fuse tap into location #26 and replace the fuse panel 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!?? – To verify the module is working - 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. Use a test light or a multimeter to diagnose. Alternatively, you may have one or more ride height sensors that are not functioning or are out of range – use a scan tool to diagnose.

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 magneride shocks on all four corners by gently pulling on the grey tab and depressing the locking tab. 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. **Please leave the ride height sensors in place as these are required for the bypass module to operate.**

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 three upper mounting nuts at the top of the strut assembly. If required, you can consider removing the inner fender liner to gain better access to the upper mount. This can be done by removing the torx screws along the liner. Remove the lower mounting bolt. Remove the old magneride strut assembly and replace with the new strut assembly. 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 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 vehicles harness for a water tight connection.

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