MAGDELETE.COM

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Tahoe/Suburban/Yukon/Escalade Magneride Delete 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 vehicle 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 strut mount bolts, the lower strut mount bolts, and the upper ball joint threads. Remove the nuts that fasten each of these. You'll need to remove the small bolt on the bracket holding the ABS sensor wire to the upper control arm. Remove the nut retaining the sway bar end link and set the end link assembly aside. 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 balljoint 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 will now have enough clearance to slip the bottom of the strut inwards and you can remove the strut through the upper control arm. Place the new loaded magdelete strut in place of the old strut. The new strut will be longer than the old assembly – this is normal.



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

Move to the rear of the vehicle and clean the threads for the upper and lower shocks bolts on both sides. You may remove these bolts. The air line is unplugged by removing the retaining clip.

Replace the magneride shocks with the shocks that came in your magdelete kit. If you are unsure of which direction the shock mounts in, please keep in mind that the sticker should always be readable once installed. If the sticker is upside down, so is the shock.

Remove the rear shock assemblies by removing the upper and lower mounting bolts. If you purchased the 3" kit, your kit will come with rear spacers. These install below the coil spring, between the spring and the axle. Reinstall your new shocks and torque per manufacturer specifications.

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.

If you've purchased a kit that keeps the rear air shocks, simply plug in the air lines to the new shocks which use the same OEM style air fitting.

If your vehicle is equipped with automatic level control (rear air shocks) and you've purchased a kit that deletes the rear air shocks, 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 driver's 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 air shocks present.



Ensure that all fasteners have been tightened. You may now reinstall the wheels and place the vehicle back on its own weight. Torque the wheels to manufacturer specifications. Best practice is to retorque the wheels and all suspension components after driving 100km.

Magdelete.com Bypass Module Instructions

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 may use zip ties or similar to attach the module enclosure up under the dash to prevent it from hanging down or rattling against other components

Note that all ride height sensors must remain connected and need to be sending a proper, valid signal to the SCM. 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!?? – Verify functionality of the module - 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). Use a test light or a multimeter to diagnose. Power is on pin 16 and ground is pins 4 and 5 of the OBD connector.

The module only removes four DTC's that are directly related to unplugging the magneride shocks. **It does not prevent all possible reasons for a suspension warning message and there are possible faults that can legitimately trigger a suspension warning message that have nothing to do with the module.**

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. If you email us for tech support related to this module, please have both the DTC's from the SCM and the ride height sensor voltage values ready to provide to us. We'll request a photo of the scan tool showing this data.

Turn the ignition on and start the vehicle. Verify that there are no suspension warning messages on the dash.

Enjoy your new, problem free suspension system!

If you have any questions, please use the tech support option on the contact us page on our website.