Secondary Air Bypass Module Installation Instructions:

CAUTION: Always turn the engine OFF and remove the ignition key PRIOR to module installation – if the module is installed while the engine is running, the module and/or your vehicles ECM (Engine Control Module) may be damaged.

WARNING: Bypassing emission control systems on any vehicle used on public streets or highways is illegal. This product is designed for off-road and/or racing use, or for vehicles otherwise exempt from vehicle emission laws. Failure to comply may violate local, state and/or federal laws. By installing this product, you assume all risks associated with its use, and further agree to hold harmless from any claims of damages, loss, injury and/or legal consequences due to installation of this device.

This module is designed to be installed without requiring cutting or modification of your existing vehicle wiring – it simply plugs into the harness connecting your MAF (Mass Air Flow) sensor to your engine ECM (Electronic Control Module).

AVAILABLE FOR THE FOLLOWING MODELS:

4.7 Liter V-8 Engines:
2004 thru 2012 Toyota Tundra
2004 thru 2012 Toyota 4-Runner
2004 thru 2012 Toyota Land Cruiser
2004 thru 2012 Toyota Sequoia
2004 thru 2012 Lexus GX470 and LX470

5.7 Liter V-8 Engines:
2007 thru 2012 Toyota Tundra
2007 thru 2012 Toyota 4-Runner
2007 thru 2012 Toyota Land Cruiser
2007 thru 2012 Toyota Sequoia
2007 thru 2012 Lexus GX570 and LX570
ADDRESSES THE FOLLOWING CEL (Check Engine Light) CODES:

- P1441 – Secondary Air Injection System Switching Valve No 2 Stuck Open Bank 1
- P1442 - Secondary Air Injection System Switching Valve No 2 Stuck Closed Bank 1
- P1444 - Secondary Air Injection System Switching Valve No 2 Stuck Open Bank 2
- P1445 - Secondary Air Injection System Switching Valve No 2 Stuck Closed Bank 2
- P2440 - Secondary Air Injection System Switching Valve Stuck Open Bank 1
- P2441 - Secondary Air Injection System Switching Valve Stuck Closed Bank 1
- P2442 - Secondary Air Injection System Switching Valve Stuck Open Bank 2
- P2443 - Secondary Air Injection System Switching Valve Stuck Closed Bank 2
- P2444 - Secondary Air Injection System Switching Pump Stuck ON Bank 1
- P2445 - Secondary Air Injection System Switching Pump Stuck OFF Bank 1

Other issues with the SAS/AIP system are not addressed with this module. If you’re receiving a code that is not listed above, contact us prior to purchasing and/or installing this module.

INSTALLATION INSTRUCTIONS:

This module bypasses the Secondary Air System / Air Induction Pump electronics on certain 4.7L and 5.7L V-8 engines. Installation of this module will NOT clear any pre-existing OBD (On-Board Diagnostic) trouble codes. The module is designed to be used in conjunction with a pair of bypass-plates, which are designed to insure that exhaust gasses do not back up and cause further damage to the Air Induction Pumps.

Before installing this product, please fully read these instructions, and the instructions for installing the bypass-plates. If you have any questions, please contact us before proceeding. Improper installation can result in vehicle electrical system damage, and/or damage to this module itself. The manufacturer assumes no responsibility for its use, or any consequential or inconsequential damages.

For codes P1441, P1444, P2440, P2442, you ‘must’ install the exhaust block-off plates. We highly recommend installation of the block-off plates in all circumstances, but for these 4 codes, the module and the plates are required to prevent these codes.

The module does not required modification or cutting of your existing vehicle wiring, and the module is installed in four simple steps as shown below (note, the photographs are for reference only, your vehicle wiring may differ, however if you can locate your MAF (Mass Air Flow) sensor on the intake near the air filter box, that’s about all you need to know to get this module installed quickly and easily.
STEP 1 – LOCATE THE MAF (Mass Air Flow) SENSOR CONNECTOR:

The MAF Sensor is located in the air intake system, adjacent to the air filter box. The connector is a snap-on connector with 5 wires, and should easily be seen in the engine compartment.

STEP 2 – REMOVE THE MAF SENSOR CONNECTOR:

Press down on the tab on the connector and remove it (do not force the connector, it should slide easily off while you’re holding the tab down).
STEP 3 – ATTACH THE BYPASS MODULE TO THE MAF SENSOR CONNECTOR:

Gently press the modules matching MAF Sensor connector onto the MAF Sensor – it only goes on one way, and will ‘snap’ into place when properly installed.

STEP 4 – ATTACH THE BYPASS MODULE TO THE MAF HARNESS:

Locate the original connector you removed in Step 2, and insert it into the mating connector on the bypass module. It only goes in one way, and will ‘snap’ in place when properly inserted.
**STEP 5 – INSTALL THE BLOCK-OFF PLATES (See instructions for the plates):**

The module can be easily removed from the vehicle by reversing the above steps – this allows you to run your vehicle in street-legal configuration at any time, and to bypass the SAS/AIP system when racing or running off-road.

If desired, you can use a small piece of Velcro to attach the module to any available surface, however it is not required.

**OPERATING YOUR VEHICLE WITH THE BYPASS MODULE:**

The only requirement imposed when using the bypass module is that you must start your engine within 10 seconds of turning the ignition key to the ‘on’ position. The module works by bypassing the thermocouple in the MAF Sensor during the initial 10 seconds of the ignition key being turned to the on position.

If you turn on the ignition, and fail to start the engine within 10 seconds, simply turn the ignition key to the off position for at least 1 second before attempting to start the engine again.

**EBAY LINKS:**

4.7L bypass kit link

http://www.ebay.com/itm/161842716832?ssPageName=STRK:MESEX:IT&_trksid=p3984.m1558.l2649

5.7L bypass kit link

http://www.ebay.com/itm/151681454665?ssPageName=STRK:MESEX:IT&_trksid=p3984.m1561.l2649