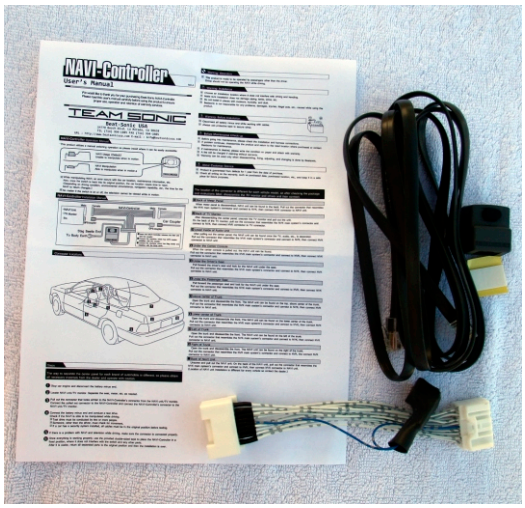
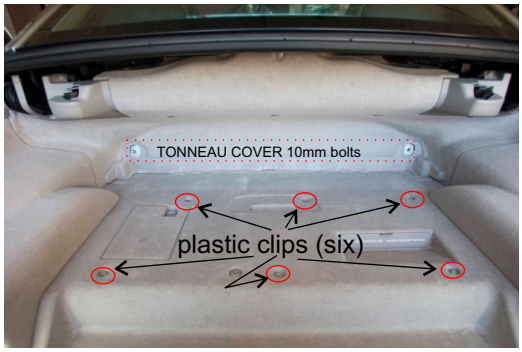
Beat-Sonic NVK-01 Navigation Bypass Module
DIY Installation Guide for Lexus Sc430 2002-2009

After our recent discussion regarding Navigation lockout bypass on our Sc430's I decided to purchase the Beat-Sonic NVK-01 kit and install it in my 2002 SC430.



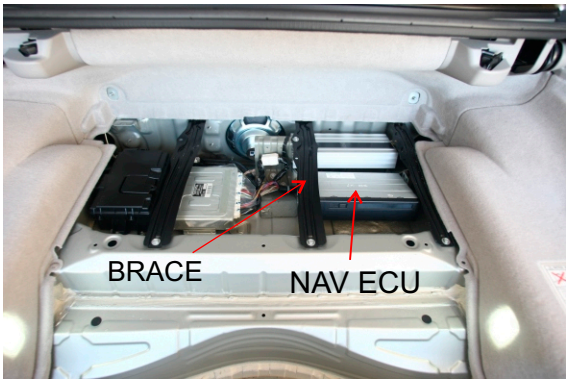
The kit arrived one day after I purchased it online via USPS priority mail. The box contained five items: instruction sheet, bypass harness with modular connectors, a 10 foot flat switch cable with RJ 45 connectors on each end, a pushbutton switch with modular RJ 45 port and a small piece of double stick tape.

The installation is simple plug and play and if it wasn't for all the interlocking trunk garnish and rear seat removal it would have been finished in less than 30 minutes. HOWEVER since all those components have to be removed, then reinstalled to access the cars NAV ECU and install the kit, it took just over four hours. If you are unfamiliar with disassembling your car, add one more hour of time for good measure.



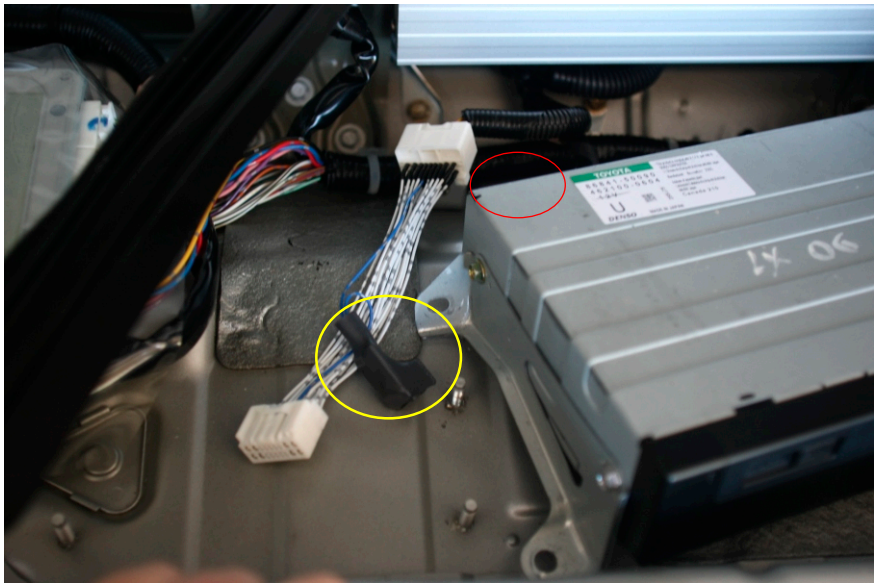
You will need to remove the tonneau cover, six plastic clips, tool tray, the right side pocket and probably the right side tonneau cover receiver

T40 Torx tool need to remove the tonneau receiver. Removing this piece allow you to manipulate the right side garnish piece enough to remove the center section.

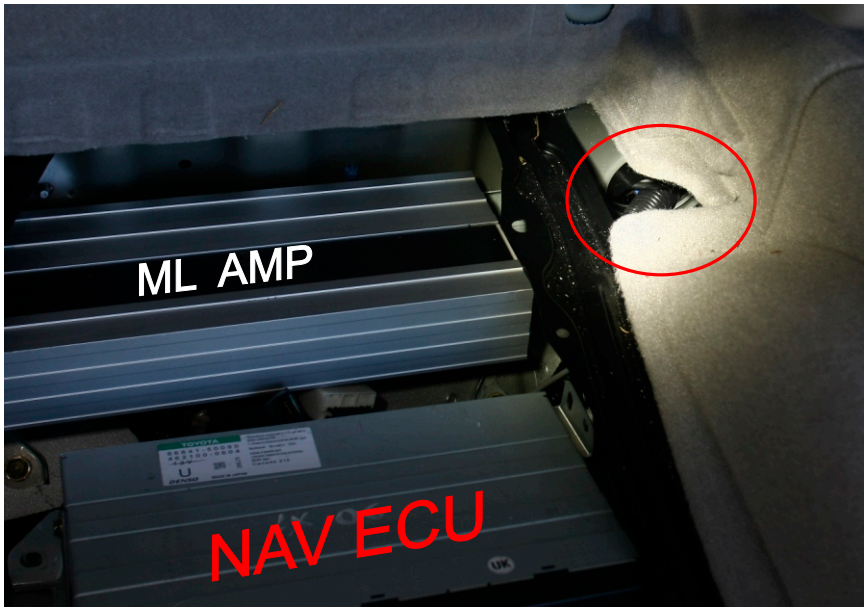


You will need to access the rear of the NAV ECU to install the bypass module.

REMEMBER:
Distracted driving is dangerous pay attention to the road while operating a motor vehicle.



BEAT SONIC MODULAR BYPASS CONNECTOR



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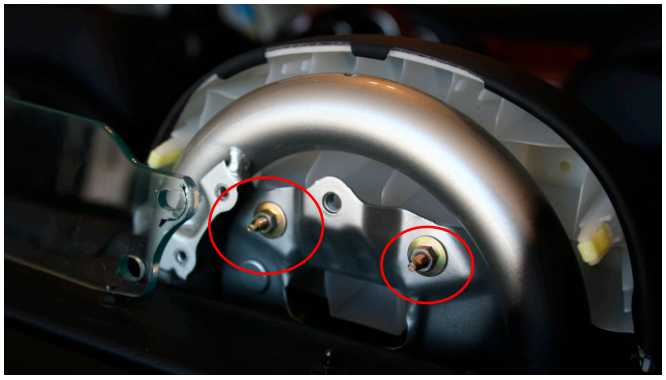
After unbolting the black brace and mounting bolts, you can move the NAV ECU for easier access to the connectors. Move it slightly to gain better access to the rear panel and unplug the back left side connector as you are facing the unit.
The BeatSonic bypass connectors plug directly into and between the cable and back of the NAV ECU. No cutting or splicing of cables is necessary whatsoever. This allows you to easily restore the car to stock condition if you chose to remove the bypass.

The yellow circle shown to the left is BeatSonic RJ 45 connector for the bypass switch cable (female). This is where the RJ 45 switch cable plugs. The other end of the cable is located somewhere in the cabin (owner's choice/preference only limited by the cable's lenght of 10 feet)

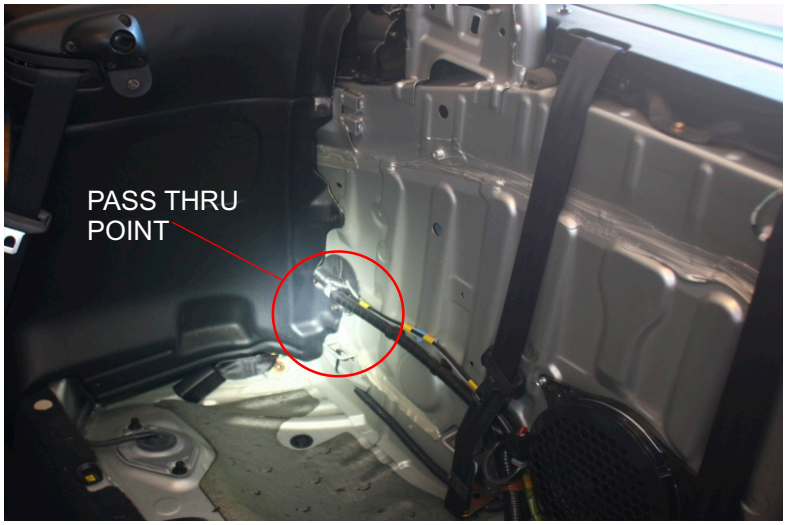
After plugging in the cable, pass it thru the cabin wall cable port along with the preexisting cables. ***I strongly suggest covering the modular connector with tape before passing it through the opening. Black silicone sealant is present there. I spent about 15 minutes cleaning it our of the connector with solvent and microfiber cloth. If I covered it first I could have avoided this.***

To get the other side of the opening you must remove the rear seat. The bottom cushion pulls straight up from the front edge, centered on each front seat and pulls out of cabin. The rear cushion require removing the head rests, yes, both, windscreen and four 12mm bolts.

To remove the head rest, pop off the back plate, remove the two 10mm screws holding wind screen, then pop off the rear plate. Once the rear plate is of, unbolt the two 10mm nuts.



After removing the two head rests. You must unbolt four 12mm bolts to remove the seat back to gain access to the cable pathway. Two bolts on top, two on the bottom below the ones on top. The seat back the lift out slipping past the seat harnesses which remain in place.



Here, following the RED DASHED LINE ---------- is the path I chose for the bypass switch cable. The cable is flat and fits nicely along the center console. Your choice for switch placement may mean another path is better. I decided to place my switch directly under the ignition switch, slight rescessed from the front of the panel. To get there, I unbolted the raceway seen in black here. And slid the cable along the center console garnish to the front of car.
As I mentioned before, the cable is 10 feet long so that must be considered when deciding where you want to place it. I considered inside the center console, but decided against it as I did not want to drill any hole large enough to pass the through the RJ 45 connector.

Operationally it could not be any easier to use. In this position its easy to reach. Press the button once, the speed sensor circuit is disrupted and you have full access to the NAV system. Press it again and the circuit is restored. In my tests it took the system between 10 and 20 seconds to recalculate the car's correct position on the map if the car is MOVING. If the car is standing still, it did not reposition itself.

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