

BYPASSING THE PASSLOCK I ANTI-THEFT SYSTEM



NOTE:

It is strongly recommended that a Passlock I Bypass module is purchased and used for this process. This simplifies the installation process and eliminates the use of relays as described below

- ▶ The Passlock I system consists of four parts:
 - The Passlock key cylinder
 - The ignition switch
 - The instrument cluster panel (IPC) and the
 - Power train control module (PCM).

- ▶ The system requires that the key cylinder be mechanically turned using a key. When the key cylinder is properly turned, it generates a resistance code (R-code), which is sent to the IPC. The Passlock system must see the correct resistance code at the correct time. When the ignition switch is turned to the crank position, the "Bulb Check" Wire is switched to ground. This starts a time window during which the IPC analyzes the R-Code. If the R-code is valid and is received in the proper window of time, the IPC sends a code via data bus to the PCM to enable the fuel injection system. If the key cylinder itself is pulled out or damaged, it will not generate the resistance code and the vehicle will not run.

Note: The Passlock system will let the car crank and possibly run for a short time before the fuel injectors shut off.

LOCATE "BULB CHECK" WIRE, WHICH IS A BLACK WIRE IN TOP IGNITION SWITCH PLUG:

NOTE: This wire will test positive when key cylinder is turned to the on position and test ground when the key cylinder is turned to the crank position.

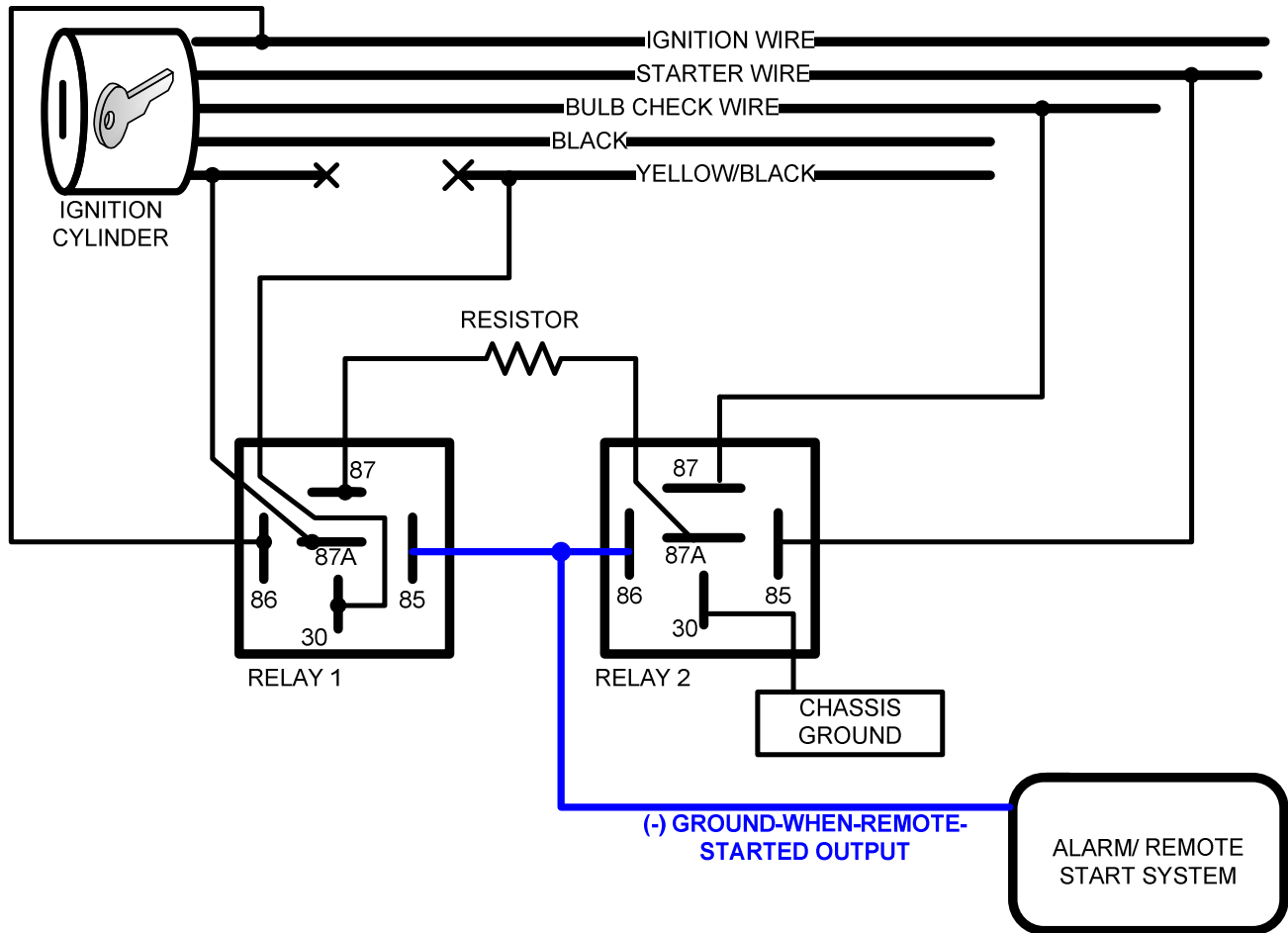
1	Attach the (-) probe to chassis ground
2	Probe the wire you suspect of being the bulb check wire
3	Without the key turned to crank, the meter should read 12V
4	Turn the key in the ignition switch to the crank position. The meter should read 0V or close to it. If it does, that is the correct wire.

FIND THE R-CODE:

1	Locate three-wires (yellow, black, and white) from Passlock key cylinder
2	Cut yellow wire in position three of the ribbon cable.
3	Turn the ignition on.
4	Use a digital multi-meter to read the R-code across the key side of the yellow (black) wire and the black (black wire). The R-Code is the resistor value needed.

Remote starter and security installations should be attempted by experienced security installers only. Information contained is accurate to the best of our knowledge and experience. Information contained is without any representation of warranty. It is the installer's responsibility to test and confirm all circuits with a digital multi-meter. Proper installation remains the responsibility of the installer. CarInstallExperts.com assumes no liability or responsibility resulting from an improper installation, even in reliance with the information contained in this guide.

Interface with the bulb check wire and ribbon cable as shown below.



RELAY 1

PIN	CONNECTION
85	TO IGNITION WIRE
86	TO (-) GROUND-WHEN-REMOTE-STARTED OUTPUT FROM REMOTE START SYSTEM
87	TO PIN 87A OF RELAY 2 WITH RESISTOR IN LINE
87A	TO YELLOW/BLACK PASSLOCK WIRE – IGNITION SIDE
30	TO YELLOW/BLACK PASSLOCK WIRE – CAR SIDE

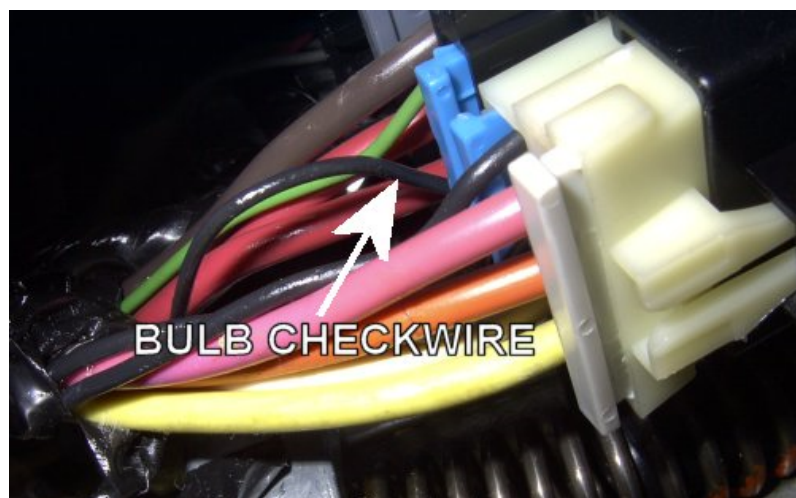
RELAY 2

PIN	CONNECTION
85	TO STARTER WIRE
86	TO (-) GROUND-WHEN-REMOTE-STARTED OUTPUT FROM REMOTE START SYSTEM
87	TO BULB CHECK WIRE
87A	TO PIN 87 OF RELAY 1 WITH RESISTOR IN LINE
30	TO CHASSIS GROUND

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This image shows the 3-wire Passlock cable from the ignition cylinder of a 1997 Pontiac Sunfire. Notice the 3-wire cable changes colors from BLACK, BLACK, and BLACK/WHITE to BLACK, YELLOW, and WHITE.



The picture above shows the bulb check wire in the ignition harness of a 1997 Pontiac Sunfire.