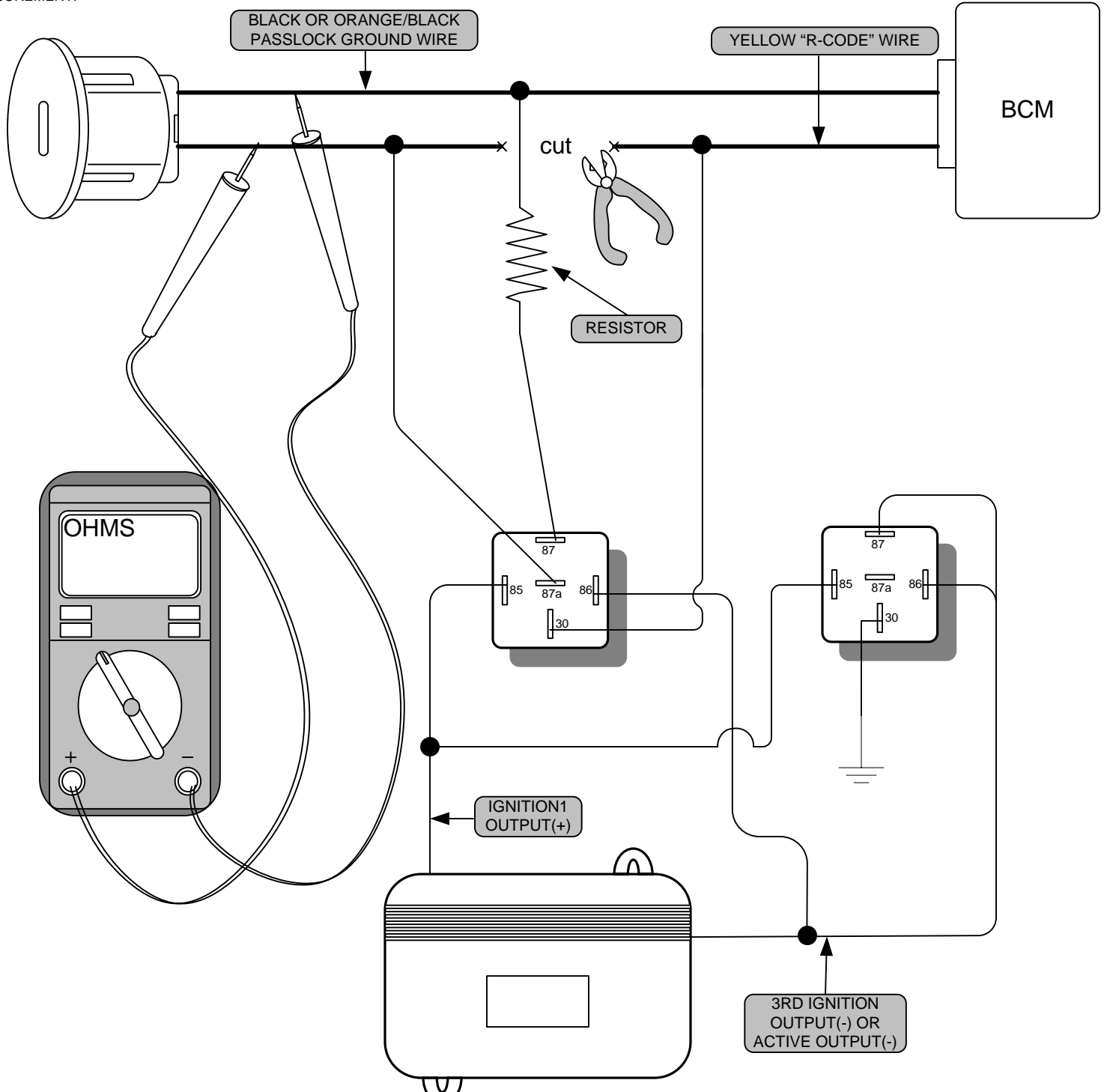




GM PASSLOCK 2 BYPASS

IN 1997 GM INTRODUCED A NEW ANTI-THEFT SYSTEM. THIS SYSTEM IS STILL BEING USED IN 2005 VEHICLES. IT USES A CALIBRATED RESISTANCE IN THE IGNITION CYLINDER TO PROVIDE A CODE TO THE BODY FUNCTION COMPUTER. WHEN THE KEY IS TURNED TO THE START POSITION, THE CYLINDER CONNECTS ITS INTERNAL RESISTANCE BETWEEN THE YELLOW (22G) WIRE AND THE BLACK (22G) WIRE. ONCE THE KEY IS RELEASED TO THE RUN POSITION THE RESISTANCE REMAINS ACROSS THE YELLOW AND BLACK WIRES. ONLY WHEN THE KEY IS TURNED OFF, DOES THE CYLINDER OPEN THE CONNECTION BETWEEN THE RESISTOR AND THE BFC. THE STEPE BELOW WILL ASSIST YOU IN CONSTRUCTING THE PROPER INTERFACE CIRCUIT.

1. START WITH THE IGNITION IN THE OFF POSITION AND PARKING BREAK APPLIED.
2. CUT THE YELLOW WIRE AND CONNECT THE RED TERMINAL OF A MULTIMETER TO THE KEY SIDE. SET THE METER TO THE OHM SCALE.
3. CONNECT THE BLACK LEAD TO THE BLACK OR ORANGE/BLACK WIRE AND OBSERVE THE READING.
4. TURN THE IGNITION SWITCH TO THE RUN POSITION, THEN DEPRESS AND HOLD THE BRAKE PEDAL. IF THE RESISTANCE CHANGED THAT MEANS YOUR VEHICLE HAS AN EARLIER PASSLOCK1 SYSTEM.
5. MOVE THE SHIFTER TO THE REVERSE POSITION, THEN, WHILE CONTINUING TO DEPRESS THE BRAKE PEDAL, TURN THE KEY FORWARD TO THE START POSITION AND READ THE RESISTANCE ON THE MULTIMETER.. RECORD THE VALUE AND RETURN THE SHIFTER TO THE PARK POSITION.
6. FIND A MATCHING RESISTOR FROM THE PACK INCLUDED WITH THE REMOTE START OR PURCHASE ONE. BE SURE THAT THE VALUE IS WITHIN 5% OF YOUR MEASUREMENT.



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