

GM COLORADO, CANYON & ION PASSLOCK I & 2, VATS OVERRIDE SELF LEARNING RESISTOR CODE INTERFACE

Application: All Types of GM Passlock Systems,

STEP 1- PASSLOCK TYPE SELECTION

ION type Passlock is the default setting. Verify by checking jumper settings on the module. If installing on an ION type Passlock system skip to "Step 2" after connecting the Passlock wires.

*If you are installing on a vehicle equipped with either Passlock 1 or Passlock 2 or VATS you must change Passlock Type before you can program resistor code. (go to Passlock Type Selection on page 2).

STEP 2- PROGRAM RESISTOR CODE

Connect Brown wire to remote starter only after RESISTOR CODE programming is complete.

- Engine OFF, put transmission into Drive (D) position.
- Turn Key to START & HOLD in START position
- Press & Release Programming Button while key is in the start position. LED will come on solid. Keep pressing until LED starts blinking.
- Passlock resistor Code is now programmed, connect brown wire to ground output from remote starter and test bypasskit function by remote starting the engine.

(For manual transmission vehicles, put shifter in NEUTRAL position and DON'T PRESS CLUTCH when doing STEP B & C)

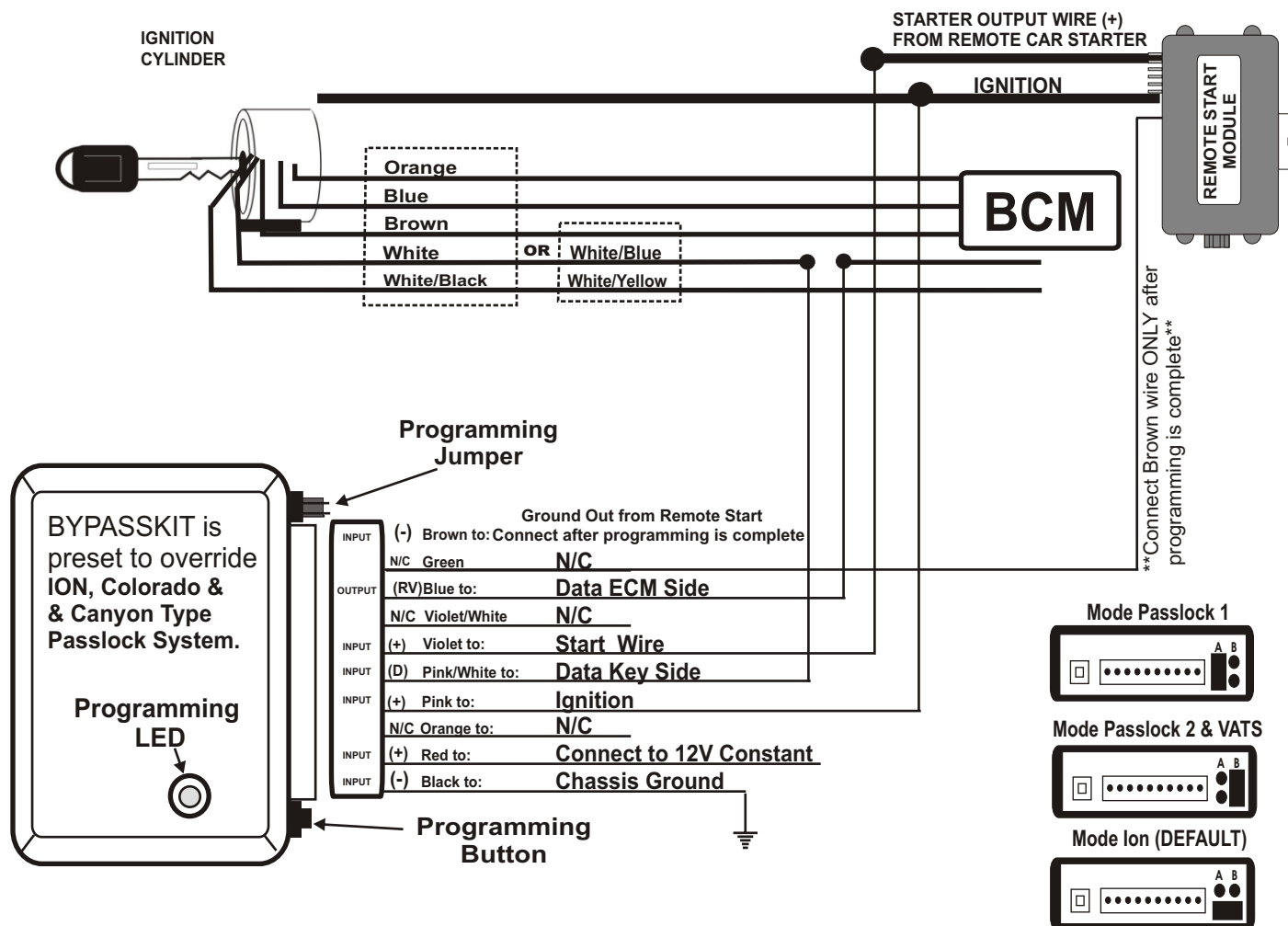
NOTICE

In case of component failure, it is likely that the GM Passlock will enter into "Long Tamper" mode. This will prevent the vehicle from starting for a period of 10 minutes. In this event, turn key to the "ON" position and let vehicle rest until the GM Security light stops flashing.

SYSTEM PRESET TO OVERRIDE THE FOLLOWING PASSLOCK TYPE:

SATURN ION
CHEVY COLORADO, 2005 COBALT
GMC CANYON
PONTIAC PURSUIT
HUMMER H3

ION, GM CANYON, COLORADO, COBALT, PURSUIT, H3



INSTALLATION NOTES: *Saturn ION, GMC Canyon & Chevy Colorado etc do not have starter wires. **This self learning kit will not function on a Passlock 1, Passlock 2 or Vats equipped vehicle until the Passlock Type Selection is changed from the ION Type factory default setting.

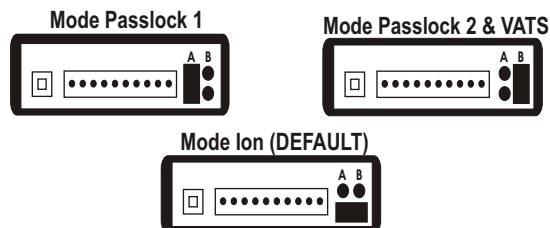
GM PASSLOCK 1 & 2, VATS & ION SELF LEARNING RESISTOR CODE INTERFACE

Application: All GM equipped Passlock 1 & 2 & VATS,
SATURN: ION, GMC: CANYON, CHEVROLET: COLORADO

STEP 1- PASSLOCK TYPE SELECTION

Once all Passlock wires have been connected, you must **SELECT** the proper **PASSLOCK TYPE** before proceeding to STEP 2 -PROGRAM RESISTOR CODE.
Select one of the 3 available PASSLOCK types.

Place jumper according to theft deterrent type being bypassed.



STEP 2- PROGRAM RESISTOR CODE

Connect Brown wire to remote starter only after RESISTOR CODE programming is complete.

- Start vehicle by key.
- Press & Hold Programming Button. LED will come on solid. Keep pressing until LED starts blinking.
- Passlock resistor Code is now programmed, connect brown wire to ground output from remote starter and test bypasskit function by remote starting the engine.
(For manual transmission vehicles, put shifter in **NEUTRAL** position and **DON'T PRESS CLUTCH** when doing STEP B)

NOTICE

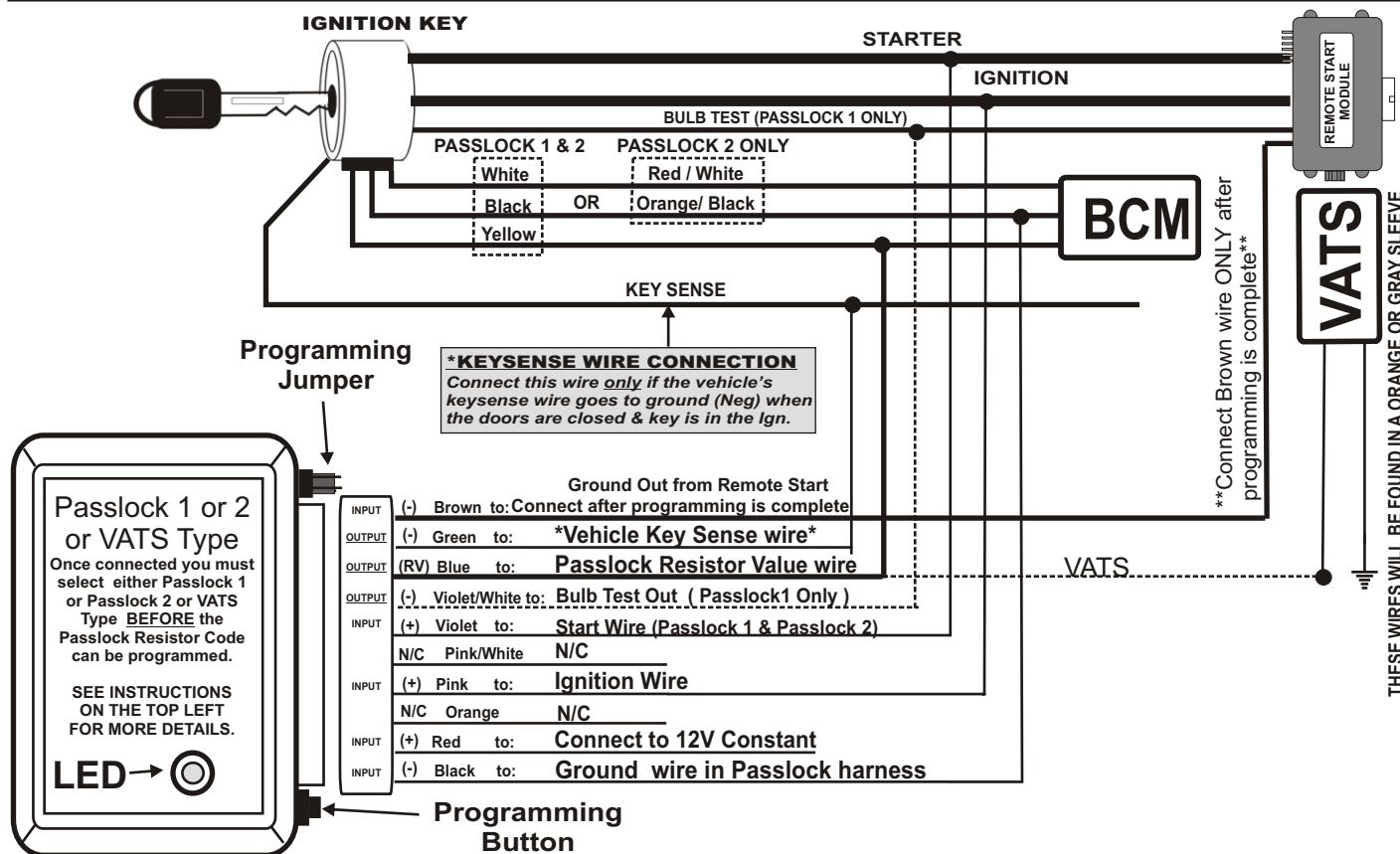
In case of component failure, it is likely that the GM Passlock will enter into "Long Tamper" mode. This will prevent the vehicle from starting for a period of 10 minutes. In this event, turn key to the "ON" position and let vehicle rest until the GM Security light stops flashing.

ADDITIONAL INFORMATION (Tech Notes)

CAVALIER, SUNFIRE 1999 or earlier. Passlock 1 (Bulb Test Wire)
On certain vehicles, such as the 1999 Cavalier & Sunfire, there have been cases where a voltage residual is detected on the starter wire after start up. This will prevent the PLXR from functioning properly.

To test: Start vehicle and use a test light on the starter wire to check for 12V positive(+) residue after cranking. If a +12v residue is detected, choose from solution #1 or #2 to rectify.
(See solutions #1 & #2 to the right)

PASSLOCK 1 & 2 & VATS CONNECTION



INSTALLATION NOTES: *The wiring of some older model Passlock 1 may also have the following color sequence: Black/White, Black (GND), Black (DATA) ** The Equinox is a PASSLOCK 2 type even though it does not have a starter wire.

TECH NOTE: * If experiencing trouble programming, try:

- Turn key to the ignition position, press on brake and place transmission into gear.
- Now turn key to start position and release, continue with step "B" of previous programming.

