Installation Notes

Bypassing the GM Passlock™ I & II Security Systems

DesignTech offers the Universal Alarm Bypass Module (Part #2x402, where x=any number) which is a one piece unit that contains everything needed for bypassing the Passlock system. You can purchase this module for $39.95 (Available from Sales at 800-337-4468) or follow the directions below.

Only experienced installers should attempt the relay/resistor bypass method as this method is not supported by DesignTech’s Technical Support. Our ability to provide assistance when bypassing Passlock with this document is extremely limited due to the variances in multi-meters and the quality of components you may choose to use. Due to its advanced features, we fully support the Universal Alarm Bypass Module.

GM PASSLOCK® Anti-Theft System for 1995+ models

Beginning in 1995 GM introduced a new version of their old VATS security system. Basically, what they have done is taken the resistor that was part of the key on the original VATS and moved it inside the lock cylinder of the steering column. They also set additional parameters to make this system complicated. You can determine if a vehicle is equipped with this Passlock system by checking for a “Security” or “Theft” light on the dash panel. To bypass this system, use the following diagram and instructions. Most problems encountered when bypassing these type theft systems are due to incorrect resistance values. Follow these instructions very carefully and remember that the resistance must be within 1% of the correct measured value. As you can imagine, mixing resistors together to come within 1% of the vehicles resistance is a chore...

PASSLOCK I

Start wire from Vehicle
Start wire from AutoCommand
Cut the BLACK (or YELLOW) wire... the key side is NOT used

To BLACK bulb test wire - see text

This resistors value MUST be within 1% of the resistance measured within the vehicle

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GM PASSLOCK® II Anti-Theft System

1997+ Malibu/Cutlass, 1998+ Oldsmobile Intrigue, Alero, Buick Regal, 1999 Pontiac Grand Am and all 1998+ truck platforms (Full size Pickup, Suburban, S-10/Sonoma, Blazer/Jimmy, Tahoe/ Yukon and Astro/Safari) came out with the new Passlock II system. This system differs from that of PASSLOCK I and therefore needs to be wired differently utilizing the instructions and the diagram below.

DesignTech offers the Universal Alarm Bypass Module (Part #20402) which has all the parts and materials necessary for bypassing this type of theft system. You can purchase this module for $39.95 or follow the directions below.

1. Remove the top and bottom halves of the steering column shroud.
2. Locate the small three wire harness (with White, Black and Yellow wires) running down from the ignition key cylinder on the top right hand side of the steering column into the instrument panel.
3. Cut the Yellow wire in half and bare back the Black wire.
4. With the ignition key in and turned to the “ON” or “RUN” position, measure the resistance between the key side of the Yellow wire and the Black wire. Make several measurements to verify that you have a consistent resistance. You also need to change your test leads around. You will find that you get two different readings. We have found that in most cases the higher of the two readings is the correct resistance.
5. When you have correctly identified the correct resistance obtain a resistance of the same value.
6. Locate the Black “Bulb Test” wire on the left side of the steering column in cavity “D” or “E” of the Black 5-way connector, just above the main ignition switch connector.
7. Wire your relay and resistor as shown in the diagram on the previous page.

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5. Turn the key to the “Start” position and release it to the “Run” position. Then measure the resistance between the key side of the cut Yellow wire and the Orange/Black wire.

6. When you have correctly identified the correct resistance, obtain a resistance of the same value.

7. Wire relay and resistor as shown in the diagram below. The engine side of the Yellow wire will not be used.

Note: If you cannot obtain a resistance value, reconnect the Yellow wire and start the vehicle with the key. Allow the ignition lights to normalize. Shut the vehicle off, separate the Yellow wire and follow steps 4 – 7 again. To prevent the vehicle from entering “Tamper Mode” DO NOT attempt to crank the vehicle with the yellow wire separated. If you still cannot obtain a resistance reading you will need to try a different digital meter. (Analog meters do not have a high enough resolution to work) or see our website FAQ titled “Alternate Measure Passlock.”

Note that the Yellow wire for the Passlock is a similar gauge wire to the Starter wire.

Most problems encountered when bypassing these theft systems are due to incorrect resistance values. Again, You must acquire a resistor value within 1% of the value measured, which may require mixing and matching of resistors. Some vehicles appear to have an even smaller tolerance, making this task rather difficult...

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- Red/White = White
- Orange/Black = Black
- Yellow = Yellow
- White Ignition Wire = Dark Green

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The diagram shows the wiring setup for the Passlock II system with labels for the key side and module side connections. It highlights the importance of obtaining the correct resistance value and the substitution of colors for proper installation.

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