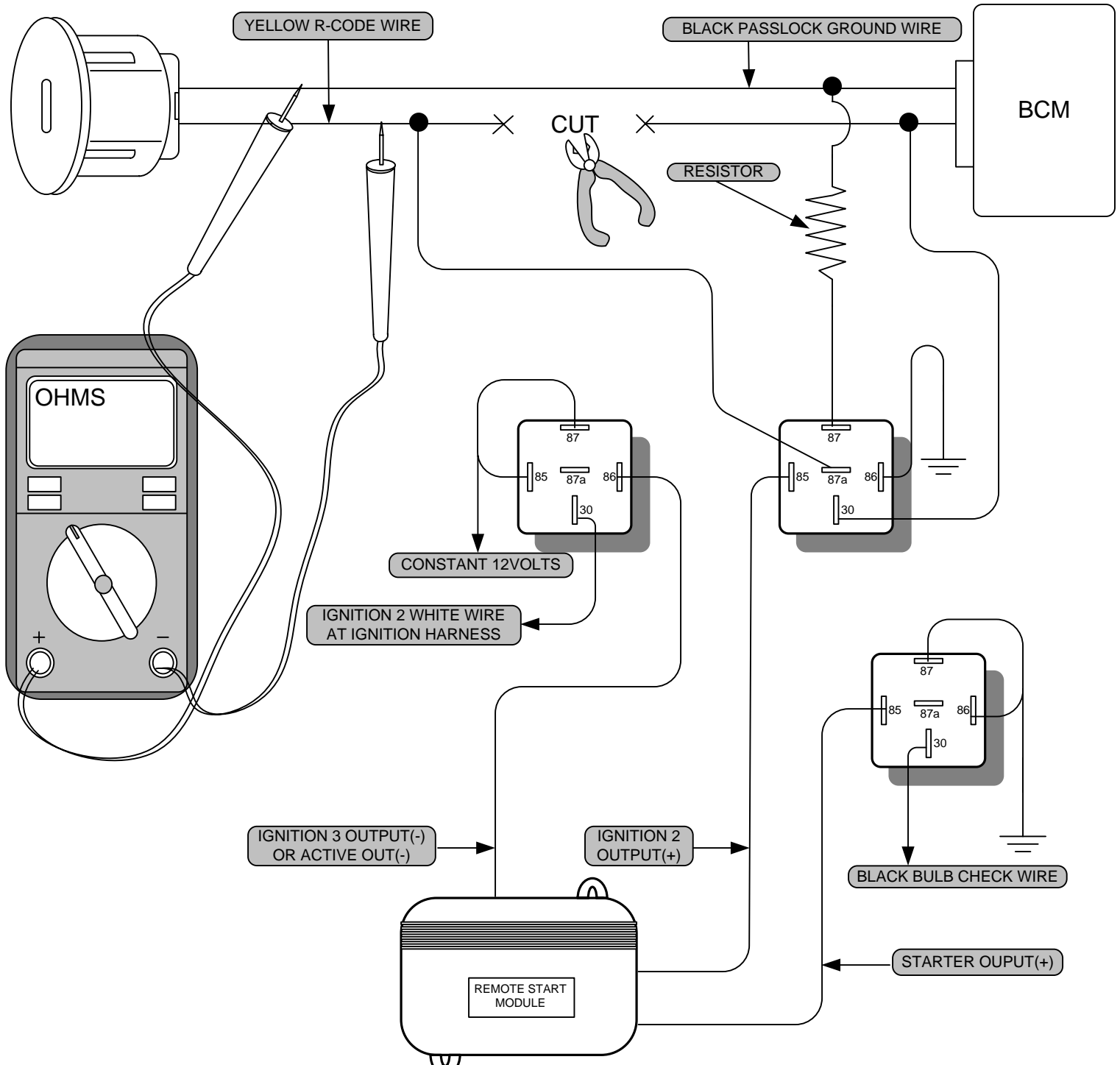




GM PASSLOCK 1 BYPASS

THE GM PASSLOCK SYSTEM STARTED IN 1995/96 VEHICLES. VEHICLES INCLUDED ARE THE CAVALIER, SUNFIRE, GRAND AM, OLDS ACHIEVA, AND BUICK SKYLARK. THE 2 MAJOR DIFFERENCES IN THIS AS COMPARED TO EARLIER VERSIONS OF THE VATS ARE, 1: THE RESISTOR CIRCUIT IS NOW IN THE KEY CYLINDER, AND 2: THERE IS A SPECIFIC SEQUENCE THAT MUST TAKE PLACE TO ALLOW THE VEHICLE TO START. IN ADDITION YOU MUST ALSO PULSE GROUND TO THE BULB CHECK WIRE. FROM THE KEY CYLINDER MODULE YOU WILL FIND 3 WIRES: BLACK, YELLOW, AND WHITE. YOU MUST TAKE A READING ON THE RESISTOR VALUE BEING USED FOR THE VEHICLE YOU ARE INSTALLING IN. NEXT, CUT THE YELLOW WIRE AND CONNECT A MULTIMETER BETWEEN THE KEY SIDE OF THE CUT WIRE AND THE BLACK WIRE. SET YOUR MULTIMETER TO THE OHMS SCALE, WITH THE KEY IN THE "ON" POSITION, NOTE THE RESISTANCE READING FOUND. BE CERTAIN TO CHECK THIS SEVERAL TIMES BY CLICKING THE KEY OFF, NO VALUE SHOWN, TO ON WHERE THE VALUE WILL BE READABLE. THE VALUE OF THE PASSKEY LOCK CYLINDER IS THE RESISTOR YOU NEED TO MATCH. BE CERTAIN, WHEN MATCHING THIS RESISTOR, TO STAY WITHIN 5% OF THE VALUE NOTED IN THE ABOVE TEST. THE RESISTOR WILL INSTALL AS SHOWN BELOW.



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