



## General Motors Pass Key II

1995 / 96

GM has introduced a new Vats circuit for 95 / 96 vehicles. This system is called "Pass Key II" and can be found in certain trim levels of Chevrolet Cavalier, Pontiac Sunfire, Pontiac Grand Am, Olds. Achieva, and Buick Skylark.

The two major differences in this as compared to earlier versions of Vats are, 1: The resistor circuitry is now in the key cylinder, and 2: There is a specific sequence that must take place to allow the vehicle to start. Both these affect the way in which we install a remote start in these vehicle.

In addition to the "Pass Key II" bypass, we must also during the crank cycle pulse ground to the vehicles Crank low ( Bulb Test) wire.

From the "Key Cylinder Module" you will find three wires Black, Yellow, and White. You must take a reading on the resistor value being used for the vehicle you are installing in.

Cut the Yellow wire and connect a Meter between the key side of the cut wire and the Black wire. Set your Meter to the Ohm scale, with the key in the on position, note the resistance reading found. Be certain to check this several times by cycling 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 will 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 using an external relay for the resistor matching circuit.

The second relay shown will be used to supply power to the ignition 2 circuit in the vehicle and the third relay will be used to pulse ground to the crank low signal wire found in the connector located just above the ignition switch.