

## VATS Bypass Module

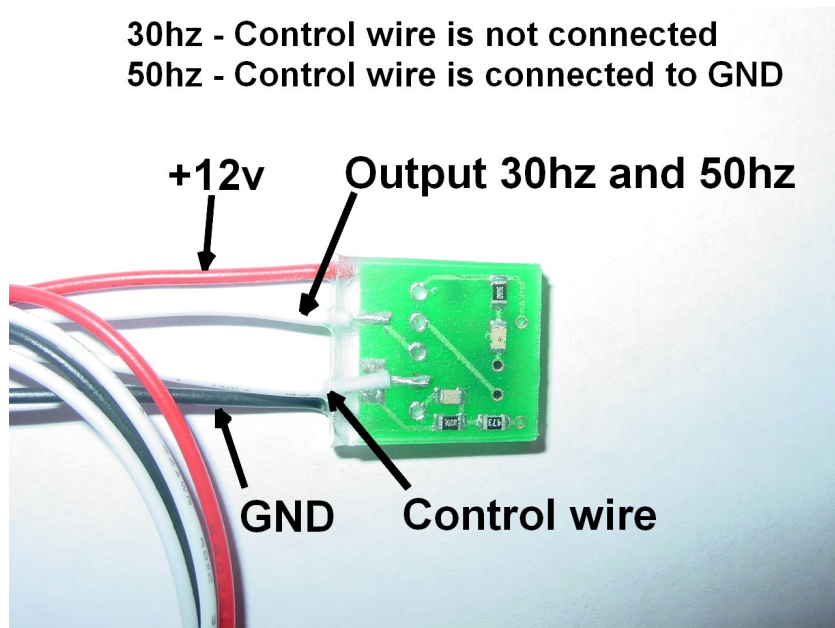
This bypass module is intended for use when installing a GM engine equipped with the PASSkey I or II VATS (Vehicle Anti Theft System) into a vehicle missing the BCM (Body Control Module), or for remote start system. The VATS bypass module generates the 'key ok' signal normally sent from the BCM to the PCM (Powertrain Control Module) or ECM (Engine Control Module).

### Feature:

- Reverse voltage protection in the event of incorrect power connections
- Waterproof
- Low current (5 - 8 mA)
- Indicator LED to confirm operation
- Light weigh
- Small package (0.8" x 0.12" x 0.5")
- 1 year warranty

### VATS bypass module wires:

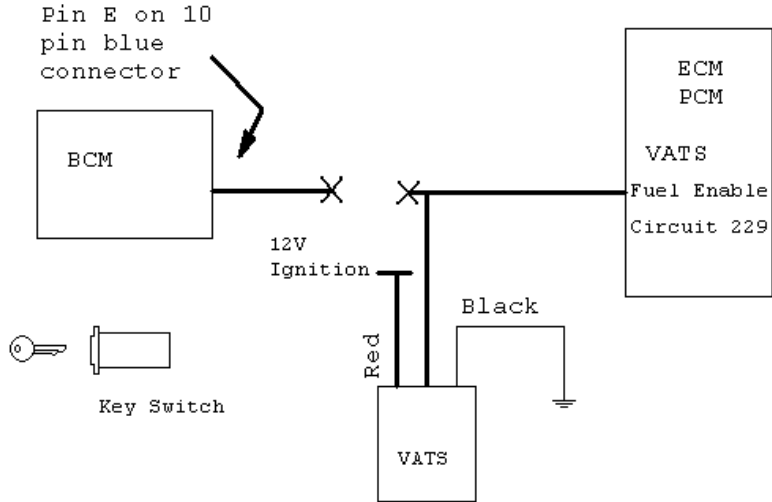
- Red: 12V ignition of accessories
- White: Fuel enable wire. 50hz or 30hz.
- White: Control wire. Connecting this wire to the Ground will produce Standard Vats Bypass signal (50hz) on the signal White wire. If this wire is not connected to the ground the White signal wire will produce older 30 Hz VATS signal used on some 90-93 PCMs
- Black: Ground



The VATS bypass wire, White (adjacent to Red wire), should connect to VATS fuel enable wire (circuit number 229) usually a dark blue wire at the PCM, position varies depending on application: LT1, LS1 and TPI. Typically found on Pin 25 or 30 on the red connector or Pin 55 or 70 on the Blue connector, or found on B6 or D6.

GM VATS bypass module

Pin 25 or 30 on red connector  
Pin 55 or 70 on blue connector



## FAQ

### 1. How do I know if I need a 30 Hz or Standard signal?

From 1986 to 93 some PCMs used a 30 Hz version of the VATS signal. Below is the list of known PCM used the 30Hz signal:

1987 Camaro RS (The 88,90 & 92 may or may not be 30Hz)  
1989 Camaro RS (The 88,90 & 92 may or may not be 30Hz)  
1991 Camaro RS (The 88,90 & 92 may or may not be 30Hz)  
1993 Camaro (The 88,90 & 92 may or may not be 30Hz)  
1990-93 Cadillac Deville (The 89 may or may not be 30Hz)  
1993 Oldsmobile 88  
1993 PCM# 16187424  
1993 PCM# 16159278  
1991-93 PCM# 1227730

### 2. Where is the VATS pin on my PCM, how do I find it:

The VATS signal wire will be labeled (in your vehicles service manual) as VATS, Fuel enable wire or circuit number 229 and is normally a dark blue wire. The pin number at the PCM varies depending on application:

TBI/TPI 89-92 ----- pin# B6 (might be a white wire instead of dark blue)  
TBI/TPI 91-92----- pin# F10 of the ECM's 32pin E-F connector.  
LT1 92-93 ----- pin# 19 ("A19") of the PCM's 32 pin red connector  
LT1 94-97 ----- pin# 25 ("A25") of the PCM's 32 pin red connector  
LS1 1998 ----- pin# 11 of the PCM's 80 pin red connector  
LS1 99-02 ----- pin# 30 of the PCM's 80 pin red connector  
3.8L V6 95-97 ----- pin# 55 of the blue PCM connector  
3.4L DOHC V6 95 ---pin# A14  
PCM# 16187424 -----pin D6 of the PCM's C3 connector

The VATS/Fuel enable wire can also be found on the BCM's 10 pin blue connector, #230, position 'E'. In older vehicles you will find the VATS wire on the PASSkeyII/VATS decoder module.

### 3. Will I need anything else if I am using this for a remote start system?

No, as long as you are using a remote start system to enable the starter our VATS bypass module is all that you will need. The security warning light may come ON, if you wish to disable it just cut the wire that goes from the BCM to this light.

### 4. Will I need anything else if I am using this to bypass my failing VATS system?

Because this is the complete system (all the other computer modules are still there) your vehicle's VATS may also disable cranking, our module only enables the fuel injectors. You will need to bypass the crank disable relay by rewiring this relay (add a jumper across it) or you can bypass it by using another relay or remote start system to activate the starter solenoid when the ignition key is in the cranking position. Also the security warning light may still come ON, the easiest thing to do is just cut the wire that goes from the BCM to this light.