GM VATS Bypass Module

Vats 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 consumption (5 mA)
- Indicator LED to confirm operation
- 50 and 30 Hz output.
- 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.
- BLUE/GREEN: Control wire. If none of the wires connected to the ground then the output is 50 Hz suitable for most of the cars. Some cars (90-93) require 30 Hz. In that case, connect the Blue wire to the Ground.
- BLACK: Ground

Connection:

Connect VATS bypass Black wire to the ground and Red to switching +12v ignition wires. Output wire is White and should be connected to VATS Fuel Enable wire (circuit number 229) usually a dark blue wire at the PCM, position varies depending on the 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, of found on B6 or D6.
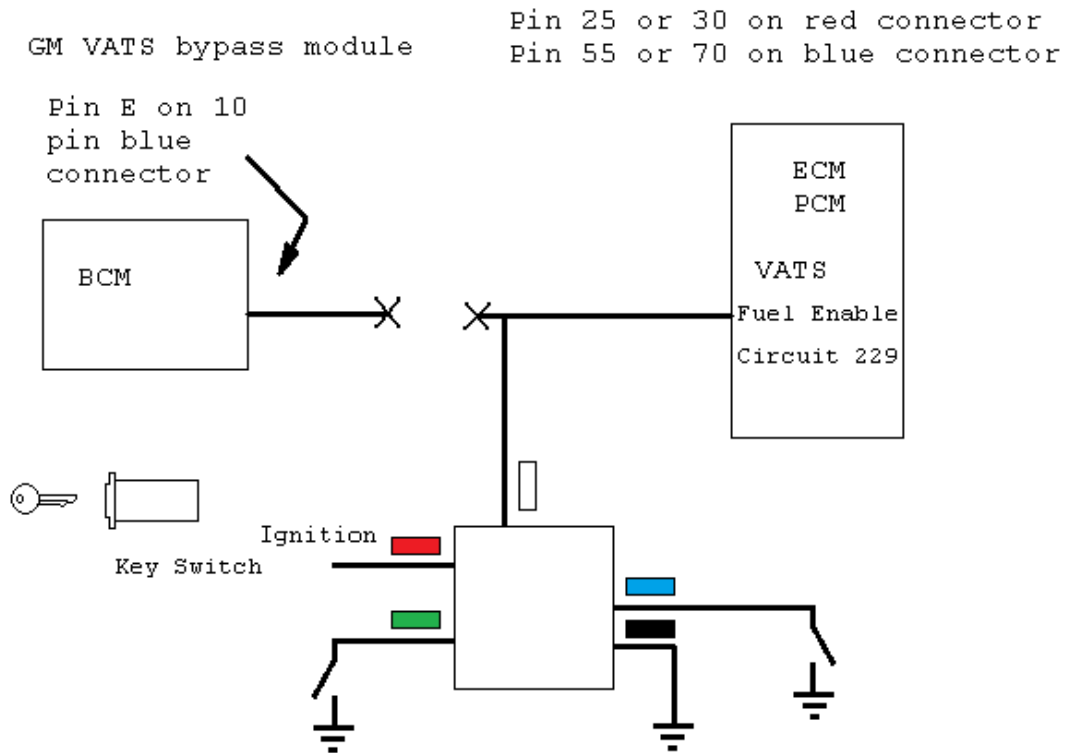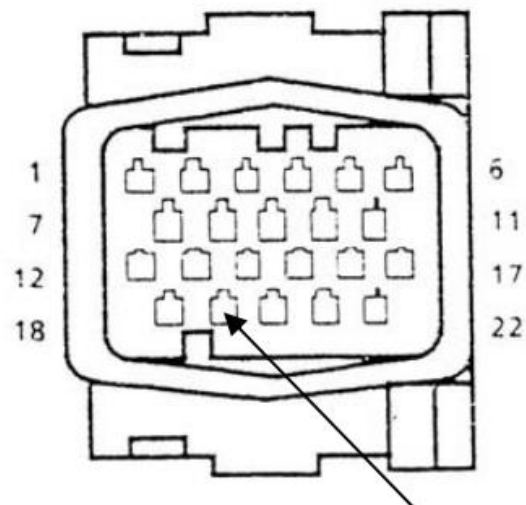
Alternatively, connect White wire to the injection harness wire. All late TPI and LT1 engines should have this wire in the harness.

Connecting to LT1 harness:
Locate the Gray computer connector.
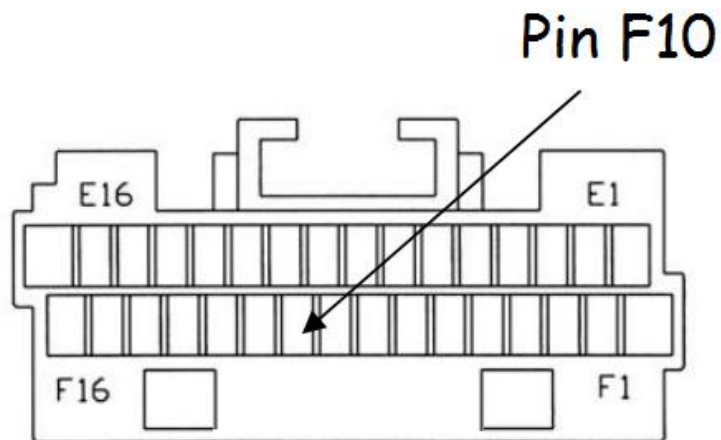Connect VATS bypass wires to the pin #19.

Pin #19

Connecting to TPI harness:
Locate the Yellow computer connector.
Connect VATS bypass wires to the pin F10.

Pin F10

Output Frequency selection: (YouTube: https://youtu.be/UidcBBUxob8)
Most cars will need 50 Hz output signal which is bypass default. If Blue and Green wires are not connected, the output is 50 Hz. When power is applied, internal LED will blink once then repeat.
To change the output to 30 Hz connect the Blue wire to the ground. The LED will blink twice then repeat.
There are also two additional 50 and 30 Hz with different duty cycle. Only select them if the first two selection did not work.

LED Blinks	White Wire Output	Control Wires	
		Blue	Green
1	50 Hz	Not Connected	Not Connected
2	30 Hz	Connected to Ground	Not Connected
3	50 Hz alternative duty	Not Connected	Connected to Ground
4	30 Hz alternative duty	Connected to Ground	Connected to Ground

FAQ

1.Will Vats work on my car?
Yes if the original car key has resistor chip in it.

2. 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

3. 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 the 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.

4. 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.

5. 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 to 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 cut the wire that goes from the BCM to this light.