NOTICE: The manufacturer will accept no responsibility for any electrical damage resulting from improper installation of this product, be that either damage to the vehicle itself or to the installed device. This device must be installed by a certified technician. This guide has been written for properly trained technicians; a certain level of skill & knowledge is therefore assumed. Please review the Installation Guide carefully before beginning any work.
### INSTALL TYPE SELECTION

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**NOTE**

- Important: this data module does not disarm OEM alarm. For OEM alarm arm/disarm application, use DSL-GM, GM1, GM2, GM3 or GM4 products (visit our website for compatibility charts).

To determine the vehicle year refer to the 10th digit of the VIN. A vehicle manufactured in 2007 will have a 7 in position 10:

- 1988 = J
- 1989 = K
- 1990 = L
- 1991 = M
- 1992 = N
- 1993 = P
- 1994 = R
- 1995 = S
- 1996 = T
- 1997 = V
- 1998 = W
- 1999 = X
- 2000 = Y
- 2001 = 1
- 2002 = 2
- 2003 = 3
- 2004 = 4
- 2005 = 5
- 2006 = 6
- 2007 = 7
- 2008 = 8
- 2009 = 9
- 2010 = A
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<td>Sky</td>
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<td>Vue</td>
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<td>Vue / Hybrid</td>
<td>08-09</td>
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<td>SUZUKI</td>
<td>XL7</td>
<td>08-09</td>
<td>9 or 10</td>
</tr>
</tbody>
</table>
### INSTALL TYPE 1

**FRAGILE VATS TUBE HARNESS**
The wires in the VATS tube harness are really small and fragile. If you follow the tube harness lower under the dash you should find the VATS connector. On the other side of the connector the wires are larger. Connecting to these wires will improve the product installation reliability.

**VATS TAMPER MODE**
On some vehicles it’s possible to get in tamper mode with the VATS system. Tamper mode can occur due to a VATS opened circuit, wrong or missing resistor on the VATS wire. To reset the vehicle from tamper mode, repair what created the failure and wait 3 minutes. After a 3 minutes countdown the vehicle should be ready to start using a valid key.

### INSTALL TYPE 2

**HOW TO TEST THE “PASSLOCK 1” WIRE**
The Passlock wire has the unique property of changing voltage depending on the state of the ignition switch.

The voltages you will read on the vehicle may slightly vary but they will be near enough to allow you by testing with a voltmeter to recognize the following path on the unique Passlock wire.

- With the ignition “OFF”, the wire tests ±0 VDC.
- With the ignition “ON”, the wire tests in a range from ±1.2 VDC to ±4.7 VDC.

Upon start, the wire tests ±5 VDC.

**WHAT IS THE BULBTESWIRE**
The bulb test wire is unique to Passlock 1 systems. This wire is used to trigger a cluster circuit check and the Passlock validation time window. The bulb test wire requires a ground (-) signal during the vehicle crank cycle. If this signal would be missing, a Passlock failure would occur without locking the vehicle in tamper mode.

A second (+) ignition is required to be powered on all Passlock 1 equipped vehicles. The second ignition is usually a White, Green or Pink/White wire found in the main ignition harness; make sure this wire is powered as a second ignition during remote start.

**PASSLOCK 1 TAMPER MODE**
The passlock 1 system is equipped with an anti theft countdown. When a failure to provide the expected Passlock value to the vehicle occur, the vehicle will lock itself in Tamper mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself in regular or “bad” Tamper mode.

To reset the vehicle from Tamper mode, repair what created the failure. For the next steps, make sure the battery is fully charged for the entire process (on Canadian vehicles it’s recommend to apply e-brake to turn off DTRL).

Turn the vehicle ignition “ON”, move the key to the “START” position and bring it back to the “ON” position before the car started.

Leaving the key to the “ON” position, the security indicator will start blinking.

In 10 minutes, the security indicator will stop blinking, come ON solid and turn OFF.

Turn the vehicle ignition to the “OFF” position, wait 15 seconds and then attempt to start the vehicle. If the vehicle starts, wait for the security indicator to go OFF before you shut the engine OFF. If the vehicle fails to start, keep the Ignition “ON”, YOU ARE IN “BAD” Tamper mode and may have to repeat the entire sequence up to 3 times which is minimum 30 minutes. There’s no solution to get the vehicle out of Tamper mode faster then waiting the required time to complete each cycles.

### INSTALL TYPE 3

**HOW TO TEST THE “PASSLOCK 2” WIRE**
The passlock wire has the unique property of changing voltage depending on the state of the ignition switch.

The voltages you will read on the vehicle may slightly vary but they will be near enough to allow you by testing with a voltmeter to recognize the following path on the unique passlock wire.

- With the ignition “OFF”, the wire tests ±0 VDC.
- With the ignition “ON”, the wire tests in a range from ±1.2 VDC to ±4.7 VDC.

***WARNING***
Some Passlock II systems will only provide the passlock value [1.2 to 4.7] once the vehicle will be started. If you encounter such type of passlock system, you will have to slightly modify the method to learn the module to the vehicle.

Once you selected your installation mode, follow the steps below;

1. disconnect the Pink wire from the vehicle ignition.
2. Start the engine.
3. reconnect the Pink wire to the ignition.
4. Module is learnt and ready to remote start.

**PASSLOCK 2 TAMPER MODE**
The passlock 2 system is equipped with an anti theft countdown. When a failure to provide the expected Passlock value to the vehicle occur, the vehicle will lock itself in Tamper mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself in regular or “bad” Tamper mode.

To reset the vehicle from Tamper mode, repair what created the failure. For the next steps, make sure the battery is fully charged for the entire process (on Canadian vehicles it’s recommend to apply e-brake to turn off DTRL).

Turn the vehicle ignition “ON”, move the key to the “START” position and bring it back to the “ON” position before the car started.

Leave the key to the “ON” position, the security indicator will start blinking.

In 10 minutes, the security indicator will stop blinking, come ON solid and turn OFF.

Turn the vehicle ignition to the “OFF” position, wait 15 seconds and then attempt to start the vehicle. If the vehicle starts, wait for the security indicator to go OFF before you shut the engine OFF. If the vehicle fails to start, keep the Ignition “ON”, YOU ARE IN “BAD” Tamper mode and may have to repeat the entire sequence up to 3 times which is minimum 30 minutes. There’s no solution to get the vehicle out of Tamper mode faster then waiting the required time to complete each cycles.
HOW TO TEST THE "NEW GENERATION PASSLOCK" WIRE

The passlock wire has the unique property of changing voltage depending on the state of the ignition switch. The voltages you will read on the vehicle may slightly vary but they will be near enough to allow you by testing with a voltmeter to recognize the following path on the unique passlock wire.

1. On "keysense", the wire tests ±12 VDC.
2. On "accessory", the wire tests ±0 VDC.
3. With the ignition "ON", the wire tests ±4.0 VDC.
4. Upon start, the wire tests ±3 VDC.

***WARNING***

The vehicles equipped with a new generation passlock system usually don’t have any (+) start wire. The vehicle monitors the passlock wire and the accessory power drop while the ignition is ON to determine proper crank timing. Do not connect the remote starter (+) start wire to the vehicle if it’s listed MUX or Passlock.

When learning the module to the vehicle. Consider the module have to see 20 identical readings of every key position voltage before validating all the passlock values. Give the module enough time into every key position to acquire its accurate sampling.

"NEW GENERATION" PASSLOCK TAMPER MODE

The new generation passlock system is equipped with an anti theft countdown. When a failure to provide the expected Passlock value to the vehicle occur, the vehicle will lock itself in Tamper mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself in regular or "bad" Tamper mode.

To reset the vehicle from Tamper mode, repair what created the failure. For the next steps, make sure the battery is full of charge during the entire process (on Canadian vehicles it’s recommend to apply e-brake to turn off DTRL).

Turn the vehicle ignition; "ON", move the key to the "START" position and bring it back to the "ON" position before the car started...

Leave the key to the "ON" position, the security indicator is blinking.

In 10 minutes, the security indicator will stop blinking, come ON solid and turn OFF, wait 10 minutes.

Turn the vehicle ignition to the "OFF" position, wait 15 seconds and then attempt to start the vehicle.

If the vehicle starts, wait for the security indicator to go OFF before you shut the engine OFF. If the vehicle fails to start, keep the Ignition "ON", YOU ARE IN "BAD" Tamper mode and may have to repeat the entire sequence up to 3 times which is minimum 30 minutes. There’s no solution to get the vehicle out of Tamper mode faster then waiting the required delays in each cycles.

HOW TO TEST THE "NEW GENERATION PASSLOCK" WIRE

The passlock wire has the unique property of changing voltage depending on the state of the ignition switch. The voltages you will read on the vehicle may slightly vary but they will be near enough to allow you by testing with a voltmeter to recognize the following path on the unique passlock wire.

1. On "keysense", the wire tests ±12 VDC.
2. On "accessory", the wire tests ±0 VDC.
3. With the ignition "ON", the wire tests ±4.0 VDC.
4. Upon start, the wire tests ±3 VDC.

***WARNING***

The vehicles equipped with a new generation passlock system usually don’t have any (+) start wire. The vehicle monitors the passlock wire and the accessory power drop while the ignition is ON to determine proper crank timing. Do not connect the remote starter (+) start wire to the vehicle if it’s listed MUX or Passlock.

***WARNING***

When learning the module to the vehicle. Consider the module have to see 20 accurate readings of every key position before validating all the passlock values.

"NEW GENERATION HYBRID PK3 & MUX" TAMPER MODE

The new generation hybrid system is equipped with an anti theft countdown. When a failure to provide the expected transponder ID to the vehicle occur, the vehicle will lock itself in Tamper mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself only for the start cycle or go in "bad" Tamper mode.

To reset the vehicle from Tamper mode, repair what created the failure. Once the circuit is repaired, close all vehicle doors, wait 3 minutes and then start the vehicle using a valid key. The vehicle should start. If the vehicle refuses to start, unplug the vehicle battery for 30 seconds, then reconnect the battery and start the vehicle again. If the circuitry is properly connected and a valid key is used, the vehicle will start.

***WARNING***

When installing with these types of Passlock systems, make sure all your connections are done before attempting module learning. If you change any wire connection it will be required to reset and relearn the module to the vehicle for the changes to become effective.
TYPE 1 - WIRING DIAGRAM

*BLADE CONNECTOR EXACT PIN-OUT

WHITE/RED
WHITE
PINK/BLACK
NO WIRE
BLACK
GREEN/BROWN
ORANGE/BLACK
ORANGE
BLUE/RED
GRAY/RED
GRAY/YELLOW
GRAY
BLUE/YELLOW
YELLOW/WHITE
ORANGE
WHITE/BLACK
WHITE/RED (NC)
WHITE/NC
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
ORANGE (NC)
ORANGE/WHITE (NC)
ORANGE/BLACK (NC)
BROWN/YELLOW (NC)
BROWN/RED (NC)
YELLOW - VATS (1 TO 5 VOLTS)
PINK/BLACK (NC)
PINK (NC)
WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)
YELLOW - VATS (1 TO 5 VOLTS)
BROWN/RED (NC)
BROWN/YELLOW (NC)
ORANGE/BLACK (NC)
ORANGE/WHITE (NC)
ORANGE (NC)
PINK/BLACK (NC)
PINK (NC)
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
BLACK (NC)

REMOTE STARTER

BLADE CONNECTOR*

VATS WIRES ARE LOCATED IN AN ORANGE OR GRAY SLEEVE

KEY

VATS

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)
YELLOW - VATS (1 TO 5 VOLTS)
BROWN/RED (NC)
BROWN/YELLOW (NC)
ORANGE/BLACK (NC)
ORANGE/WHITE (NC)
ORANGE (NC)
PINK/BLACK (NC)
PINK (NC)
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
BLACK (NC)

TYPE 2 - WIRING DIAGRAM

*BLADE CONNECTOR EXACT PIN-OUT

WHITE/RED
WHITE
PINK/BLACK
NO WIRE
BLACK
GREEN/BROWN
ORANGE/BLACK
ORANGE
BLUE/RED
GRAY/RED
GRAY/YELLOW
GRAY
BLUE/YELLOW
YELLOW/WHITE
ORANGE
WHITE/BLACK
WHITE/RED (NC)
WHITE/NC
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
ORANGE (NC)
ORANGE/WHITE (NC)
ORANGE/BLACK (NC)
BROWN/YELLOW (NC)
BROWN/RED (NC)
YELLOW - PASSLOCK (1 TO 5 VOLTS)
PINK/BLACK (NC)
PINK - STARTER INPUT
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
BLACK (NC)

REMOTE STARTER

BLADE CONNECTOR*

MAIN IGNITION HARNESS

YELLOW - PASSLOCK (1 TO 5 VOLTS)
BROWN/RED (NC)
BROWN/YELLOW (NC)
ORANGE/BLACK (NC)
ORANGE/WHITE - BULBTEST
ORANGE (NC)
PINK/BLACK (NC)
PINK - STARTER INPUT
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
BLACK (NC)
NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER.
MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

*BLADE CONNECTOR
EXACT PIN-OUT

BLACK (NC)
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
ORANGE (NC)
ORANGE/WHITE (NC)
ORANGE/BLACK (NC)
BROWN/YELLOW (NC)
BROWN/RED (NC)
YELLOW - PASSLOCK
PINK/BLACK (NC)
PINK (NC)
WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)
YELLOW - PASSLOCK
BROWN/RED (NC)
BROWN/YELLOW (NC)
ORANGE/BKACK (NC)
ORANGE/WHITE (NC)
ORANGE (NC)
PINK/BLACK (NC)
PINK (NC)
BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
BLACK (NC)

LIGHT BLUE (KEYSENSE)
BLACK (GROUND)
YELLOW (1 TO 4 VOLTS)
WHITE
LIGHT GREEN (KEYSENSE)
PASSLOCK 2
REMOTE STARTER

BLADE CONNECTOR*
NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.
**TYPE 5 - WIRING DIAGRAM**

- **BLADE CONNECTOR**
- **REMOTE STARTER**
- **BLADE CONNECTOR**

**CONNECTIONS:**
- **WHITE/BLACK (NC)**
- **WHITE/RED (NC)**
- **WHITE (NC)**
- **YELLOW (NC)**
- **BROWN/RED (NC)**
- **BROWN/YELLOW (NC)**
- **ORANGE/YELLOW (NC)**
- **ORANGE/BLACK (NC)**
- **ORANGE/WHITE (NC)**
- **ORANGE (NC)**
- **GREEN/RED (NC)**
- **GRAY/RED - DATA OUT**
- **GRAY/YELLOW (NC)**
- **ORANGE - DATA (J1850)**
- **ORANGE/WHITE ORANGE/BLACK**
- **BROWN/YELLOW BROWN/RED**
- **BLACK NO WIRE**
- **PINK/PINK/BLACK**
- **PINK NO WIRE**
- **WHITE/BLACK WHITE/RED**
- **WHITE (NC)**

*BLADE CONNECTOR* EXACT PIN-OUT

**REMOTE STARTER**

**CONNECT TO PIN #2 OF OBDII CONNECTOR LOCATED UNDER DRIVER SIDE DASHBOARD**

**TYPE 6 - WIRING DIAGRAM**

- **BLADE CONNECTOR**
- **REMOTE STARTER**
- **BLADE CONNECTOR**

**CONNECTIONS:**
- **WHITE/BLACK (NC)**
- **WHITE/RED (NC)**
- **WHITE (NC)**
- **YELLOW (NC)**
- **BROWN/RED (NC)**
- **BROWN/YELLOW (NC)**
- **ORANGE/YELLOW (NC)**
- **ORANGE/BLACK (NC)**
- **ORANGE/WHITE (NC)**
- **ORANGE (NC)**
- **GREEN/RED (NC)**
- **GRAY/RED - DATA OUT**
- **GRAY/YELLOW (NC)**
- **BLACK (NC)**

*BLADE CONNECTOR* EXACT PIN-OUT

**REMOTE STARTER**

**CONNECT TO PIN #2 OF OBDII CONNECTOR LOCATED UNDER DRIVER SIDE DASHBOARD**
**TYPE 7 - WIRING DIAGRAM**

**NOTE**

STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

**MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL**

**REMOTE STARTER**

**WHITE - ACCESSORY (+)**

**GREEN - IGNITION (+)**

**WHITE/BLACK - PK3 (+) VEHICLE SIDE**

**WHITE/RED - PK3 (+) KEY SIDE**

**WHITE (NC)**

**GREEN - IGNITION (+)**

**YELLOWS - PASSLOCK**

**BROWN/RED (NC)**

**BROWN/YELLOW (NC)**

**ORNAGE/BLACK (NC)**

**PINK/BLACK (NC)**

**PINK - ACCESSORY INPUT**

**BLUE/RED (NC)**

**BLUE/YELLOW - RAP SHUTDOWN**

**GREEN/RED (NC)**

**GRAY/RED (NC)**

**GRAY/YELLOW (NC)**

**BLACK (NC)**

**PK3+ IS OPTIONAL, IF THERE'S NO PK3 IGNORE THE FOLLOWING CUT ON THE RED/WHITE WIRE**

**NOTE**

THE BLUE/YELLOW WIRE IS A RAP SHUTDOWN OUTPUT. IT MUST BE CONNECTED TO THE DRIVER DOOR SWITCH TO TURN OFF RADIO AT THE END OF THE REMOTE START SEQUENCE.

**INSTALL GUIDE**

**Guides Français disponibles au WWW.BLADEUPDATE.com**

**WWW.BLADEUPDATE.COM**

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NOTE

STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL

NOTE

THE ORANGE/BLACK WIRE IS A RAP SHUTDOWN OUTPUT. IT MUST BE CONNECTED TO THE DRIVER DOOR SWITCH TO TURN OFF RADIO AT THE END OF THE REMOTE START SEQUENCE.

PIN #1 GREEN

OBDD connector found under driver side dashboard.

PIN #11 DARK GREEN

BCM

C2

BLADE CONNECTOR*

EXACT PIN-OUT

WHITE/BLACK - PASSLOCK CONNECTOR SIDE

WHITE/RED - PASSLOCK VEHICLE SIDE

WHITE (NC)

BROWN (NC)

YELLOW (NC)

BLUE/RED - SECURITY LED BCM SIDE

BLUE/YELLOW - SECURITY LED VEHICLE SIDE

GREEN/RED (NC)

GRAY/RED - SECURITY LED BCM SIDE

GRAY/YELLOW (NC)

ORANGE - DATA (SWC)

ORANGE/WHITE (NC)

ORANGE/BLACK - RAP SHUTDOWN (SEE NOTE)

BROWN/YELLOW (NC)

BROWN/RED (NC)

YELLOW - PASSLOCK

YELLOW/RED (NC)

PINK OR YELLOW

PINK (NC)

PINK/BLACK (NC)

PINK - ACCESSORY INPUT

WHITE/BLACK - PASSLOCK

WHITE/RED - PASSLOCK VEHICLE SIDE

WHITE (NC)

BROWN (NC)

YELLOW (NC)

BLUE/RED - SECURITY LED BCM SIDE

BLUE/YELLOW - SECURITY LED VEHICLE SIDE

GREEN/RED (NC)

GRAY/RED - SECURITY LED BCM SIDE

GRAY/YELLOW (NC)

BLACK (NC)

This product is protected by one or more of the following patents:

U.S. LETTERS PATENT NO. 5,719,551; 6,011,460; 6,243,004; 6,249,216; 6,275,147; 6,297,731; 6,346,876; 6,392,534; 6,529,124; 6,696,927; 6,756,885; 6,756,886; 6,771,167; 6,812,829; 6,924,750; 7,010,402; 7,031,826; 7,046,126; 7,061,137; 7,068,153; 7,015,830; 7,205,679; 7,224,083; 7,369,936; 7,378,945; 7,489,233; 7,501,937;

CANADIAN PATENT NO. 2,320,248; 2,415,023; 2,426,670; 2,414,991; 2,415,011; 2,415,027; 2,415,038; 2,415,041; 2,502,893; 2,451,490;

2,452,296; 2,451,487; EUROPEAN PATENT NO. 1,053,128; DE 69807,871,7; U.S. 20020145535; 20060129280; 20060129286; 20064017286; 20080030316; 20090079552; EP1500566; 1538303; 1538037;
CONSUMPTION WARNING

PLEASE ADVICE THAT THE MODULE CONSUMES APPROXIMATELY 30mA AT REST WHEN INSTALLED IN TYPE 9.
WE STRONGLY RECOMMEND THE INSTALLATION TYPE 10 PAIRED WITH THE OPTIONAL ADS-RNG GM3 WHICH WILL REDUCE THE CONSUMPTION TO 7mA AT REST.

NOTE

STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER.
MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.
**NOTE**

STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

---

**CONNECTION LOCATED AT MAIN IGNITION SWITCH**

---

**YELLOW - PASSLOCK**
- BROWN/RED (NC)
- BROWN/YELLOW (NC)

**IGNITION**
- PINK

**PASSLOCK**
- WHITE OR PINK/BLACK

**OPTIONAL TRANSPONDER RING REQUIRED FOR TRANSPONDER BYPASS APPLICATION**
- BLUE/RED (NC)
- BLUE/YELLOW (NC)
- GREEN/RED (NC)
- ORANGE/WHITE (NC)
- ORANGE/BLACK (NC)
- BROWN/YELLOW (NC)
- BROWN/RED (NC)
- BLACK

---

Connect to pin #1 of OBDII connector located under driver side dashboard.

---

**REMOTE STARTER**

---

**BLADE CONNECTOR**

---

**BLADE CONNECTOR EXACT PIN-OUT**

---

**INSTALL GUIDE**

---

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---

**TRANSPONDER BYPASS**

---

**PASSLOCK**

---

**CONNECTOR LOCATED AT MAIN IGNITION SWITCH**

---

**GREEN**

---

**BLADE-TB-PL**

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**TRANSPONDER BYPASS PASSLOCK**

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**Doc. No.: #4357## 20101119**

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**TRANSPONDER BYPASS PASSLOCK**

---

**Doc. No.: #4357## 20101119**

---

**TRANSPONDER BYPASS PASSLOCK**

---

**Doc. No.: #4357## 20101119**
**NOTE**

STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER.

MUTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

**MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL**

**WHITE/BLACK - CONNECTOR SIDE**

**WHITE/RED - PASSLOCK VEHICLE SIDE**

**YELLOW - PASSLOCK**

**BROWN/RED (NC)**

**BROWN/YELLOW (NC)**

**ORANGE/WHITE - RAP SHUTDOWN**

**ORANGE/BLACK (NC)**

**BROWN/YELLOW (NC)**

**BROWN/RED (NC)**

**YELLOW - PASSLOCK**

**PINK/BLACK (NC)**

**PINK - ACCESSORY (+) INPUT**

**BLUE/RED (NC)**

**BLUE/YELLOW (NC)**

**GREEN/RED (NC)**

**GRAY/RED (NC)**

**GRAY/YELLOW (NC)**

**BLACK (NC)**

**PIN #2, OBDII CONNECTOR UNDER DRIVER SIDE DASHBOARD**

**TO WAKE UP BCM AND TURN OFF THE RADIO AFTER REMOTE START SEQUENCE, CONNECT RAP SHUTDOWN TO DRIVER DOOR PIN. THE DRIVER DOOR PIN WIRE IS GRAY/BLACK AND IS LOCATED IN DRIVER’S KICK PANEL.**
THE TYPE 12 INSTALL IS NOT AVAILABLE FOR THIS HARDWARE.
NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY
STILL REQUIRED FROM THE REMOTE STARTER.
MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA,
THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

DATA/MUX STARTER CTRL,
DATA/MUX ACCESSORY CTRL
AND RAP SHUTDOWN
ARE NOT AVAILABLE
FOR THIS INSTALL TYPE

REMOTE STARTER

MAIN IGNITION HARNESS CONNECTOR
LOCATED AT IGNITION BARREL

PIN #2, OBDII CONNECTOR UNDER
DRIVER SIDE DASHBOARD

*BLADE CONNECTOR*

BLADE-TB-PL

INSTALL GUIDE

TRANSPONDER BYPASS

PASSLOCK

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### CARTRIDGE INSTALLATION

1. Slide cartridge into unit. Notice button under LED.


### TYPE 1, 5, 9, 10 & 12 - MODULE PROGRAMMING PROCEDURE

1. Close driver door.

2. Insert key into ignition.

3. Turn key to ON position.

4. Wait, LED will turn solid GREEN for 2 seconds.
   
   (If after 5 seconds the LED did not turn solid GREEN, press on the programming button once.)

5. Turn key to OFF position.


### TYPE 2, 3, 6 & 13 - MODULE PROGRAMMING PROCEDURE

1. Close driver door.

2. Insert key into ignition.

3. Turn key to START position.

4. Wait, LED will turn solid GREEN for 2 seconds.
   
   (If after 5 seconds the LED did not turn solid GREEN, press on the programming button once.)

5. Turn key to OFF position.

## TYPE 4, 7, 8, 11 & 14 - MODULE PROGRAMMING PROCEDURE

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
<th>Notes</th>
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</thead>
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<tr>
<td>1</td>
<td>Close driver door.</td>
<td>Re-open driver door to wake up data bus.</td>
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<tr>
<td>2</td>
<td>Insert key into ignition.</td>
<td>Wait 3 seconds.</td>
</tr>
<tr>
<td>3</td>
<td>Turn key to Accessory position.</td>
<td>Wait 3 seconds.</td>
</tr>
<tr>
<td>4</td>
<td>Turn key to ON position.</td>
<td>Wait 3 seconds.</td>
</tr>
<tr>
<td>5</td>
<td>Turn key to Start position and Hold for 3 seconds.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Release key from Start position and return to ON position.</td>
<td>Wait, LED will turn solid GREEN for 2 seconds.</td>
</tr>
<tr>
<td>7</td>
<td>Turn key to OFF position.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Module Programming Procedure completed.</td>
<td></td>
</tr>
</tbody>
</table>
**MODULE DIAGNOSTICS**

<table>
<thead>
<tr>
<th>LED STATUS</th>
<th>DURING PROGRAMMING</th>
<th>DURING REMOTE START</th>
<th>WITH IGNITION OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flashing RED</td>
<td>Missing/wrong information from firmware or vehicle</td>
<td>Incorrectly programmed</td>
<td>Incorrectly programmed or connected</td>
</tr>
<tr>
<td>Solid RED</td>
<td>Waiting for more vehicle information</td>
<td>Incorrectly programmed</td>
<td>Not programmed waiting for more vehicle information</td>
</tr>
<tr>
<td>Flashing GREEN</td>
<td>Additional steps required to complete programming</td>
<td>Correctly programmed and operational</td>
<td>False ground when running status from remote starter</td>
</tr>
<tr>
<td>Solid GREEN then OFF</td>
<td>Correctly programmed</td>
<td>Reset in progress</td>
<td>Reset in progress</td>
</tr>
<tr>
<td>OFF</td>
<td>No activity or already programmed</td>
<td>Invalid ground when running status from remote starter</td>
<td>At rest and ready for a remote start sequence</td>
</tr>
</tbody>
</table>

**FACTORY RESET PROCEDURE**

1. **DISCONNECT** cartridge from remote starter.

2. **PRESS AND HOLD** programming button while re-connecting cartridge to remote starter.

3. LED will flash red. Immediately **RELEASE** programming button.

4. LED will turn solid red for 2 seconds. **RESET COMPLETED.**

5. **RECONNECT** all connectors. Repeat programming procedure.

Failure to follow procedure may result with a DTC or a CHECK ENGINE error message.